



Greater Cleveland
Regional Transit Authority

1240 West 6th Street
Cleveland, Ohio 44113-1302
Phone: 216-566-5100
riderta.com

MEETING NOTICE

Notice is hereby given that the following meeting of the Board of Trustees of the Greater Cleveland Regional Transit Authority (GCRTA) will take place on **Tuesday, June 16, 2026**, in the Board Room of the Authority, 1240 West Sixth Street, Cleveland, OH 44113, for consideration of the listed items and such other items that may properly come before the Board and be acted upon. This meeting will be live streamed beginning at 9:00 a.m. on GCRTA's Board Page www.RideRTA.com/board on the meeting date for staff and members of the public. Members of the public may attend in person.

The meeting package will be posted on GCRTA's website at (www.riderta.com/board), Facebook page and Twitter page.

9:00 a.m. **Committee of the Whole Meeting**

- Agenda attached

Board of Trustees Meeting

- Agenda attached

A handwritten signature in blue ink, appearing to read 'India L. Birdsong Terry'.

India L. Birdsong Terry
General Manager, Chief Executive Officer

IBT/bc
Attachment

Scan this QR code to access the meeting schedule, live streams and meeting materials.





AGENDA

Committee of the Whole

Tuesday, June 16, 2026

Committee Members: Mayor Paul A. Koomar, Chair
Ms. Emily Garr Pacetti, Vice Chair
Ms. Anastasia A. Elder
Mayor Marie Gallo
Ms. Emily L. Harper
Mr. Stephen M. Love
Ms. Deidre Y. McPherson
Mr. Jeffrey W. Sleasman
Mayor David E. Weiss
Ms. Shanelle Smith Whigham

I. Roll Call

II. Approval of Minutes – June 2, 2026

III. Executive Session Requested -- to review the results of the 2025 Fiscal Year Financial Statement and Single Audit with the Auditor of the State of Ohio

IV. Safety & Security Update

Presenter:

- Chief Deirdre Jones, Chief of Police
- Dr. Floun'say Caver, Chief Operating Officer

V. Strategic, Financial & Capital Planning Overview & Research

Presenter:

- India L. Birdsong Terry, General Manager, CEO & Executive Leadership
- Burges & Burges Strategists
- LJR Custom Strategies

VI. Adjourn



MEETING MINUTES

Committee of the Whole

June 2, 2026

Committee Members: Mayor Koomar (Chair), Ms. Pacetti (Vice Chair), Ms. Elder, Mayor Gallo, Ms. Harper, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss

Staff/Other: Tom Allen, Shawn Becker, Nick Biggar, India Birdsong Terry, Muriel Bowen, Janet Burney, Floun'say Caver, Brent Charnigo, Jonathan Ciesla, Nick Davidson, Traci Ext, Maribeth Feke, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Chief Deirdre Jones, Carl Kirkland, Jennifer Martin, Nicholas Miller, Sheila Miller, Charles Morgan, Jim Rusnov, Mike Schipper, Joe Shaffer, Kay Sutula, Wendy Talley

Public: 6

I. Roll Call

Mayor Koomar called the meeting to order at 9:02 a.m. with roll call. A quorum was present.

II. Approval of Minutes – May 19, 2026

Mr. Sleasman moved, and Mr. Love seconded to approve the minutes; the motion carried.

III. Code Book Update – Amending Chapter 1087 Transit-Oriented Development

Anna Hlavacs, Senior Counsel – Contracts, Real Estate and Administrative Law, stated that the codified rules and regulations of the Greater Cleveland Regional Transit Authority, which is referred to as the code book, were codified in 1989 and are reviewed every three years to bring the policies in line with current operations.

Staff seeks to repeal the current Transit-Oriented Development (TOD) policy which was approved by the Board in 2007 and replace it with a policy to align with current TOD goals that reflect GCRTA's goals for the development of its real estate portfolio. The goals are economic value, community value and ridership.

The new policy will differentiate TOD from joint development. TOD is sometimes described as transit-adjacent development which is dense, mixed-use and walkable development designed to promote the use of transit. GCRTA is a stakeholder in the development but does not necessarily contribute assets.

A joint development is a form of TOD in which there is a partnership between GCRTA and a real estate developer. GCRTA is an active investment partner, contributing real estate, property or funds.

Staff requests that the Committee recommend the Board repeal Chapter 1087, Transit-Oriented Development and approve of the new Chapter 1087, Transit-Oriented Development and Joint Development.

Ms. Pacetti asked staff to clarify the difference between joint development and adjacent development and provide an example. Jim Rusnov, Senior Real Estate Manager, advised that joint development

typically involves a GCRTA asset, whether that is a property sale or lease. Adjacent development is when a private developer utilizes an asset that GCRTA does not control but impacts the process by assisting the developer to advance that project with help on certain entitlement issues.

A recent example of joint development was that GCRTA sold a small parcel of land to Miceli Dairy Products, which allowed the property owner to create a larger development site to begin the first of three phases of expansion for their business.

CEO Terry stated that the concept of joint development can come in different forms, and sometimes another agency or organization. Staff is able to canvas the region for opportunities to partner with other organizations to expand and layer on top the public transit perspective which will likely lead to gains in commuter advantage. Joint development is like GCRTA becoming an investor with a partner and that usually adds to an economic tie for business expansion.

Ms. Elder wanted to know of a tangible example of TOD projects in and around Cuyahoga County. Mr. Rusnov noted that the Aspen Place apartment building, which has forty-two (42) units of affordable housing is located across from the West 65th Street station along the Red Line and is a classic example of TOD.

Ms. Harper offered appreciation for the specificity of this policy and stated TOD is a catalyst for systemic and transformational change. She would like kind of language to be used more deliberately when talking about this policy.

Mayor Weiss moved to advance the item to the Board of Trustees; Mr. Sleasman seconded. The motion carried.

IV. Strategic Plan Update

Maribeth Feke, Director of Programming & Planning, stated that staff recently spoke with the entire Board individually to receive input regarding the strategic plan, which is in the process of being updated through the next five years.

Ms. Feke outlined the ongoing process to revise the current strategic plan framework, with a focus on the next five years. The update reflects changes in transit usage, technology, and community needs since the previous plan, particularly in light of the COVID-19 pandemic. Key areas of focus include corridor prioritization, bus rapid transit expansion, safety, stakeholder engagement, and alignment with transit-oriented development initiatives.

Lauren Lynch, Project Manager/Transit Planner for AECOM, described the methodology for updating the plan, including the development of new vision and goals, analysis of priority corridors, benchmarking against peer agencies, and incorporation of a new TOD-focused chapter. Feedback from board members indicated strong support for simplifying and refining the agency's goals, reducing them from ten to a smaller set of more focused priorities.

Ms. Lynch advised that the Board will be updated sometime in the fall with adoption of the updated strategic plan possibly in January.

Chris Urban, of AECOM, detailed that proposed goals emphasize a culture of safety, ease of travel, catalytic community growth, effective financial stewardship, and a resilient workforce. The Net Promoter score is an overarching metric which is more externally focused with community impact scoring and internal policy regarding employee investment and financial health. This framework was used to structure the updated goals on community focused, external-driven goals and internally focused goals that advance the mission.

The ten (10) goals and forty-nine (49) strategies were regrouped into eight (8) themes focused on customer experience. The new ridership focused categories and outputs feed into the new goals, align with metrics and transit perception.

Ms. Lynch explained that we had the opportunity to show you these preliminary goals. The top three goals are external facing and relate to a culture of safety, ease of travel, and building for catalytic community growth to reflect the new TOD goal and the other two goals are internally focused on financial stewardship and an empowered and resilient workforce.

Feedback from Board interviews indicated a preference for a reduced number of goals that allows for more transparency and ease of communication but keeps the spirit and acknowledges the existing strategic plan goals. The top priority was safety and addressing perceptions, cleanliness and integrating that culture of safety as part of the broader organization. Additional feedback focused on conveying the message of ease of travel, reducing barriers from a service planning perspective and building for catalytic community growth.

Marie Keister participated in the Board interviews and was present to solicit feedback regarding an aspirational vision for GCRTA.

Committee members engaged in a discussion about GCRTA's future vision. Key themes included improving rider experience, increasing ridership, enhancing regional connectivity, and positioning transit as a driver of economic development and community vitality. Members emphasized the importance of making transit accessible and appealing to all residents, while also supporting growth and investment across the region. Simplicity, clarity, and public relevance were highlighted as critical elements of an effective vision statement.

Ms. Elder wanted everyone to realize public transit is a benefit for everyone, whether they ride or not.

Mr. Love stated that public transit is also about moving the community and region forward and catalyzing growth and economic mobility.

Ms. Harper stated that public transit takes care of riders by uplifting them and connecting them to services. Transit is for everyone from all walks of life.

Mr. Sleasman stated that he wants more neighbors and the neighborhood to be healthy and wealthy. Transit and walkability are vital for a Cleveland that is built for people..

Ms. McPherson stated that GCRTA is an essential part of making Cleveland a vibrant city.

Mayor Gallo stated that GCRTA enriches cities by creating economic opportunities.

Mayor Weiss advocated for collectively moving in the same direction.

Mayor Koomar explained that TOD is an exciting component because it shows that GCRTA is changing and evolving and those are tangible examples people can see and touch and feel about how the organization is moving forward.

Ms. Pacetti underscored creating something everyone can understand and connects to goals like TOD, equity, safety and finances.

The strategic planning process will continue through the year, with additional stakeholder engagement and further refinement of goals and vision. Staff indicated that drafts will be presented later in the year, with adoption anticipated by early 2027.

V. Adjournment

There being no further business to bring before the Committee, Mayor Koomar moved to adjourn the meeting and seconded by Mayor Gallo. The meeting was adjourned at 10:15 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



AGENDA

GCRTA Board of Trustees Meeting

Tuesday, June 16, 2026

9:00 a.m.

- I. Call to Order
- II. Roll Call
- III. Certification Regarding Notice of Meeting
- IV. Approval of Minutes – May 19, 2026, Meeting
- V. Public Comment (2 minutes) on Agenda and Non-Agenda items:
 - Please state your name and city of residence*
 - a. In-Person
 - b. Phone: 440-276-4600
 - c. Webform (1-comment limit); comments will be forwarded to Board and staff
- VI. Board Governance Committee Report
 - Mayor Paul Koomar, President
- VII. Operational Planning & Infrastructure Committee Report
 - Chair: Mr. Jeffrey Sleasman
- VIII. Organizational, Services & Performance Monitoring Committee Report
 - Chair: Ms. Emily Pacetti
- IX. Audit, Safety Compliance and Real Estate Committee Report
 - Chair: Mayor David E. Weiss
- X. External & Stakeholder Relations & Advocacy Committee Report
 - Chair: Ms. Deidre McPherson
- XI. Committee of the Whole
 - Chair: Mayor Paul Koomar
- XII. Civilian Oversight Committee (COC)
 - Board Liaison: Mayor Marie Gallo
- XIII. Community Advisory Committee (CAC)
 - Board Liaison: Ms. Anastasia Elder
- XIV. Compensation Committee
 - Chair: Mayor David Weiss

- XV. Ad-Hoc Nominating Committee
- Chair: Mr. Stephen M. Love
- XVI. Introduction of New Employees and Announcement of Promotions - Ida Marshall, Senior Manager of Talent Acquisition
- XVII. Introduction of Resolutions:
- A. 2026-39 – Code Book 1087
 - B. 2026-40 -- Natural Gas Supply
 - C. 2026-41 -- Learning Management & Employee Management Systems
 - D. 2026-42 -- Project 19.72 Hayden & Triskett Garage Bus Wash
- XVIII. Secretary-Treasurer's Report – Rajan Gautam, Deputy General Manager, Finance
- a. General Fund Revenue – May 2026 compared to May 2025
 - b. General Fund Revenue – period ending May 2026 compared to budget
 - c. Sales & Tax Receipts Report budgeted during 2026, actual receipts through May 31, 2026
 - d. Inventory of Treasury Investments as of May 31, 2026
 - e. Debt Service Schedule and Status of Bond Retirement Fund (cash basis) as of May 31, 2026
 - f. Summary of Investment Performance, Year to Date through May 31, 2026
 - g. Report on Investment Earnings (cash basis) as of May 31, 2026
 - h. Composition of Investment Portfolio as of May 31, 2026
 - i. Banking and Financial Relationships as of May 31 2026
- XIX. General Manager's Report – India L. Birdsong Terry, General Manager, Chief Executive Officer
- XX. President's Report
- XXI. Old Business
- XXII. New Business
- XXIII. The next regular Board meeting is scheduled for **July 21, 2026**, in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113. This meeting will be live-streamed on GCRTA's Board page (www.RideRTA.com/board) by clicking the meeting date. The public is welcome to attend in person.
- XXIV. Adjournment



To: Mayor Paul A. Koomar, President
and Members, Board of Trustees

From: India L. Birdsong Terry
General Manager, Chief Executive Officer 

Date: June 11, 2026

Subject: June Resolutions – Information Regarding Committee Presentations

At the June 16, 2026 meeting of the Board of Trustees, the Authority will seek approval of the four (4) resolutions listed below. For at least the past five (5) years, our practice has generally been to prepare a committee presentation when the total dollar request exceeds \$500,000.00 or if the resolution could be a matter of significance to the Board of Trustees.

This month, staff presented all four (4) resolutions that are scheduled for approval. A summary is listed below:

Title	Amount	Presentation
AMENDING CHAPTER 1087 TRANSIT ORIENTED DEVELOPMENT	NA	Y
LEARNING MANAGEMENT AND EMPLOYEE PERFORMANCE MANAGEMENT SYSTEMS	\$719,637.19	Y
HAYDEN & TRISKETT GARAGE BUS WASH SYSTEM REPLACEMENT	\$2,825,000.00	Y
NATURAL GAS SUPPLY – THREE YEARS W/ TWO, ONE-YEAR OPTIONS	\$14,300,000.00	Y

Please call me if you have any questions or require additional information prior to Tuesday's meeting.

IBT/SB



TITLE/DESCRIPTION: REPEALING CHAPTER 1087 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND ENACTING NEW CHAPTER 1087	Resolution No.: 2026-39
	Date: June 11, 2026
	Initiator: Programming and Planning
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This resolution will repeal Chapter 1087 Transit Oriented Development of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (“Code Book”) and enact new Code Book Chapter 1087 “Transit-Oriented and Joint Development[.]”
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Policies and Procedures of the Board of Trustees of the Greater Cleveland Regional Transit Authority (“Authority”) were codified in 1989 pursuant to Resolution 1989-176. Chapter 1087 Transit Oriented Development was adopted on March 27, 2007 in Resolution No. 2007-54. The Authority now seeks to repeal the current Code Book Chapter 1087 Transit Oriented Development and replace it with a new Chapter 1087 Transit-Oriented Development and Joint Development.

 The proposed new Code Book Chapter 1087 outlines policy goals for Transit-Oriented Development and Joint Development including fiscal responsibility, increased transit ridership, and added community value. These goals will be realized through comprehensive planning with Cuyahoga County, cities, and developers for underutilized or excess property that could be developed for residential, commercial, or industrial use in proximity to rail stations and bus facilities.
- 3.0 **PROCUREMENT BACKGROUND:** Does not apply.
- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** Does not apply.
- 5.0 **POLICY IMPACT:** Adoption of the resolution will result in a new Transit-Oriented and Joint Development policy that aligns with the Authority’s current goals for real estate and project development in Cuyahoga County.
- 6.0 **ECONOMIC IMPACT:** Does not apply.
- 7.0 **ALTERNATIVES:** Not adopt this resolution. Not adopting this resolution would leave an older and outdated Transit Oriented Development policy in place that does not reflect the current goals for the Authority.
- 8.0 **RECOMMENDATION:** This resolution was discussed at the June 2, 2026 Committee of the Whole meeting. It is recommended that this resolution be adopted.

9.0 ATTACHMENTS:

A. Redline of Chapter 1087 (repeal)

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



General Manager, Chief Executive Officer

~~(e) The policy provides direction to complete an evaluation of GCRTA real estate to maximize their economic value.~~

~~(Res. 2007-54. Passed 3-27-07.)~~

~~**1087.03 EXISTING REGULATIONS.**~~

~~This policy does not mean to alter, amend, or take precedence over applicable guidance, FTA regulations, local, state, or federal statute.~~

~~(Res. 2007-54. Passed 3-27-07.)~~

RESOLUTION NO. 2026-39

REPEALING CHAPTER 1087 TRANSIT ORIENTED DEVELOPMENT OF THE
CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND
REGIONAL TRANSIT AUTHORITY AND ENACTING NEW CHAPTER 1087
TRANSIT-ORIENTED AND JOINT DEVELOPMENT

WHEREAS, pursuant to Resolution No. 1989-176, the Board of Trustees of the Greater Cleveland Regional Transit Authority ("Authority") codified the resolutions establishing its policies and procedures; and

WHEREAS, the Authority's Board of Trustees approved a Transit Oriented Development policy, pursuant to Resolution No. 2007-54 adopted March 27, 2007, which has been codified in Chapter 1087 Transit Oriented Development in the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority ("Code Book"); and

WHEREAS, in order to align the policy with the Authority's current development goals, Code Book Chapter 1087 Transit Oriented Development should be repealed, and new Code Book Chapter 1087 Transit-Oriented and Joint Development should be enacted.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. Chapter 1087 Transit Oriented Development is hereby repealed in its entirety.

Section 2. That new Code Book Chapter 1087 Transit-Oriented and Joint Development is hereby enacted to read as specified in Attachment A hereto.

Section 6. That this resolution shall become effective immediately upon its adoption.

Attachment: A. Chapter 1087 Transit-Oriented and Joint Development

Adopted:

President

Attest: _____

Secretary-Treasurer

ATTACHMENT A TO RESOLUTION

CHAPTER 1087

Transit-Oriented and Joint Development

1087.01 TRANSIT-ORIENTED DEVELOPMENT AND JOINT DEVELOPMENT.

(a) This policy applies to transit-oriented development (“TOD”) and joint development. TOD and joint development both re-develop local communities, promote economic development investment, and encourage private sector investment near public transit facilities.

(b) TOD is dense, mixed use, and walkable development designed to promote the use of transit. TOD can increase ridership, increase revenue for GCRTA, and provide community value. GCRTA is a stakeholder in TOD and may also act as a joint development partner in TOD.

(c) Joint development is a type of development in which GCRTA is an active investment partner, contributing either property or funds for use in a joint development project. The purpose of joint development is to improve the transit system and/or the surrounding real estate, and to capture some of the economic value created by the transit system to help finance the transit system expenses.

1087.02 POLICY GOALS FOR TRANSIT-ORIENTED AND JOINT DEVELOPMENT.

All joint development on GCRTA property should meet the following goals:

(a) Fiscal responsibility. Joint development projects should create financial value to GCRTA at a reasonably low financial risk.

(b) Increased transit system ridership. All joint development proposals should demonstrate the potential to increase ridership by providing either transit supportive uses, such as facilities that promote multimodal (pedestrian, bicycle, micro transit, bus, train, carshare) connections to transit, or TOD. In order to promote ridership through TOD, TOD projects should provide:

- (1) increased density of residents and/or jobs within walking distance of transit facilities;
- (2) a mix of uses and destinations that promote the use of transit, provide residents of the development with walkable destinations, and help enable transit riders across the GCRTA system to meet their daily needs without using a car; and
- (3) design that promotes walkability and prioritizes pedestrian access

and experience.

(c) Community value. Joint development projects should create value for the surrounding neighborhood through high quality development that is sensitive to the existing built environment and community goals.

- (1) TOD projects should provide opportunities for residents with a mix of income levels, ages, and household types to live in and benefit from the development. Projects should strive to create a catalyst for additional TOD.
- (2) Projects should be sustainable and promote efficiency.
- (3) Projects should address local and regional land use plans and economic development goals. GCRTA will work collaboratively with stakeholders and local jurisdictions (as appropriate) adjacent to its transit facilities to promote and develop locations, plans and designs that maximize the benefits of the transit linkage. This effort will include community involvement and participation in the planning process.

1087.03 PURPOSE AND SCOPE OF JOINT DEVELOPMENT

Joint development is a use of Authority-owned real estate. The access and location advantages provided by a transit facility act as an impetus for development that benefits both the public transit authority and the private developer, as well as other public entities.

Joint development agreements with the private sector will be used to offset transit system real estate acquisition and facility construction costs, provide station upgrades and desired public amenities, and help fund ongoing system operating costs.

1087.04 IMPLEMENTATION.

(a) The Authority will work collaboratively with stakeholders and local jurisdictions (as appropriate) adjacent to its transit facilities to proactively promote and develop locations, plans and designs that maximize the benefits of the transit linkages. This effort will include community involvement and participation in the planning process.

(b) Comprehensive Planning. The Authority will use comprehensive planning to accomplish policy goals, including: coordinating the planning and development around rail stations and bus facilities with involved communities; encouraging land use plans that enhance system ridership and provide needed public amenities, such as sidewalks and other pedestrian connectors to link developments and rail stations or bus facilities; ensuring that uses of Authority-owned property and the local jurisdiction's land use plans are consistent; promoting land use plans that create high-quality development at each rail station or bus facility, including maintaining residential

areas; providing agency support and interagency representation; encouraging local jurisdictions to structure their land use plans in the vicinity of rail stations and bus facilities to promote uses supportive of transit; and selecting joint development projects that promote transit ridership and increase mobility.

(c) Control of Joint Development Activities. The Authority will use control of joint development activities to accomplish policy goals, including: obtaining and retaining authority over station facility and transportation service design and location; maintaining an active role in joint development activities; and jointly developing land and air rights for the purpose of establishing long term revenues to offset the Authority's initial capital expenditures, as well as generating cash flow to meet ongoing operating and maintenance costs.

(d) Implementation. To further implement policy goals, the Authority builds positive relationships with the private sector, other public agencies, and residents affected by development in their respective communities; infuses public sector capital where appropriate to create more viable joint development projects; and ensures the involvement of local and disadvantaged businesses in joint development projects.

(e) Additional TOD Criteria and/or Procedures. The General Manager, Chief Executive Officer is authorized to establish TOD criteria. The TOD criteria may provide general requirements that will help ensure that projects meet the Authority's goals for TOD. Procedures may be established to guide the solicitation and evaluation of TOD and joint development projects.

1087.05 AUTHORITY

(a) This policy provides authority to solicit and accept proposals using a competitive process, and to request funding for joint development activities.

(b) This policy provides direction to maintain an inventory and, if appropriate, purchase, sell or make other disposition of real estate for the purpose of TOD.

1087.06 EXISTING REGULATIONS.

This policy is not intended to alter, amend, or take precedence over applicable guidance, FTA regulations, local, state, or federal laws.



<p>TITLE/DESCRIPTION: CONTRACT: NATURAL GAS SUPPLY</p> <p>VENDOR: TO BE DETERMINED</p> <p>AMOUNT: NTE \$8,580,000 FOR THE THREE-YEAR BASE PERIOD AND AMOUNTS NTE \$2,860,000 FOR EACH OF TWO OPTION YEARS FOR A TOTAL CONTRACT AMOUNT NTE \$14,300,000 FOR THE FIVE-YEAR PERIOD</p>	<p>Resolution No.: 2026-40</p> <p>Date: June 11, 2026</p> <p>Initiator: Accounting Department</p>
<p>ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____</p>	

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a requirements contract for the supply portion of its natural gas in order to heat the Authority’s facilities and to compress for fueling the Authority’s CNG bus fleet for a period of three years, with two one-year options.

2.0 DESCRIPTION/JUSTIFICATION: The Authority requires natural gas to heat the Authority's facilities, as well as to compress in order to fuel the Authority’s CNG buses. The deregulation of natural gas affords the Authority the opportunity to strategically solicit natural gas supply providers to obtain the lowest overall prices. This action will allow the Authority to enter into a contract to lock in basis pricing with a natural gas supply provider and enable the Authority to then monitor the energy market and lock in the natural gas commodity pricing at favorable market rates, thereby providing the Authority with cost savings and budget stability.

3.0 PROCUREMENT BACKGROUND: The Request for Proposal (RFP) was posted on the Authority’s Procurement Department website and advertised in the local newspapers. Notifications of the solicitation were sent to eleven (11) potential proposers. Six (6) interested parties downloaded the solicitation.

After evaluation by a panel of Authority employees in accordance with established Procurement Department policies and procedures, the proposal of **TO BE DETERMINED**, as negotiated, to furnish the Authority’s full requirements of natural gas supply was determined to be the most advantageous to the Authority, price and all other factors considered. The supplier’s billing components include the actual commodity of natural gas plus a fixed supplier charge (basis). Basis includes interstate transportation, pooling fees and risk premium. Due to the nature of the energy market, proposers are only able to hold pricing for a very short time. A price analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority.

4.0 DBE BACKGROUND: As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on the Authority's projects until further notice.

5.0 POLICY IMPACT: Does not apply.

6.0 ECONOMIC IMPACT: The contract will be funded through the General Fund, Accounting Department budget, contingent upon the 2027 and subsequent years’ budget appropriation, for a period of three years in an amount not to exceed \$8,580,000

- 6.0 **ECONOMIC IMPACT:** The contract will be funded through the General Fund, Accounting Department budget, for a period of three years in an amount not to exceed \$8,580,000 with two, one-year options in an amount not to exceed \$2,860,000 per option year, for a total contract amount not to exceed \$14,300,000 for the five-year period.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would cause the Authority to have limited budget stability for its future energy costs and potentially pay a higher rate for its natural gas consumption.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Organizational, Services & Performance Monitoring Committee at its June 2, 2026 meeting. It is recommended that the offer from **TO BE DETERMINED** be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



General Manager, Chief Executive Officer

RESOLUTION NO. 2026-40

AUTHORIZING CONTRACT NO. 2026-034 WITH **TO BE DETERMINED** FOR FURNISHING THE AUTHORITY'S FULL REQUIREMENTS OF NATURAL GAS SUPPLY FOR A PERIOD OF THREE YEARS IN AN AMOUNT NTE \$8,580,000 WITH TWO, ONE-YEAR OPTIONS IN AN AMOUNT NTE \$2,860,000 PER OPTION YEAR, FOR A TOTAL CONTRACT AMOUNT NTE \$14,300,000 FOR THE FIVE-YEAR PERIOD (GENERAL FUND, ACCOUNTING DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") has a recurring need for natural gas to heat the Authority's facilities and to compress for fueling the Authority's CNG bus fleet; and

WHEREAS, the proposal of **TO BE DETERMINED**, located at [REDACTED], for furnishing the Authority's full requirements of natural gas supply, for a period of three years in an amount not to exceed \$8,580,000 with two, one-year options in an amount not to exceed \$2,860,000 per option year, for a total contract amount not to exceed \$14,300,000, was received on April 22, 2026; and

WHEREAS, after negotiations, **TO BE DETERMINED** agreed to furnish the Authority's full requirements of natural gas supply for a period of three years with two one-year options; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from **TO BE DETERMINED**, as negotiated, to be the most advantageous to the Authority, cost and other factors considered, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from **TO BE DETERMINED** for furnishing the Authority's full requirements of natural gas supply, for a period of three years with two one-year options, as modified by negotiations, be and is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with **TO BE DETERMINED** for furnishing the Authority's full requirements of natural gas supply for a period of three years with two one-year options that may be exercised by the General Manager, Chief Executive Officer.

Section 3. That said contract shall be funded through the General Fund, Accounting Department budget, contingent upon the 2027 and subsequent years' budget appropriation, for a period of three years in an amount not to exceed \$8,580,000 with two, one-year options in an amount not to exceed \$2,860,000 per option year, for a total contract amount not to exceed \$14,300,000 for the five-year period.

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the specifications and addenda, if any, bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.



TITLE/DESCRIPTION: CONTRACT: LEARNING MANAGEMENT AND EMPLOYEE PERFORMANCE MANAGEMENT SYSTEMS VENDOR: ESKILLZ CORPORATION AMOUNT: NOT TO EXCEED \$472,717.94 FOR A PERIOD OF THREE YEARS WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED \$120,742.92 AND \$126,176.33, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$719,637.19 FOR A FIVE-YEAR PERIOD	Resolution No.: 2026-41
	Date: June 11, 2026
	Initiator: Management Information Systems (MIS) Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for a learning management and employee performance management system for a period of three years with two, one-year options.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority’s Human Resources Division manages training, development, and employee performance processes. The current systems rely heavily on manual workflows, fragmented documents, and an outdated learning management system within Oracle EBS that lacks modern functionality. With no formal employee performance management (“EPM”) system and increasing compliance and workforce development demands, staff must manually create training content, schedule sessions, track attendance, and update transcripts for more than 2,000 employees, resulting in significant inefficiencies, duplication of effort, and limited data usability.
- Investing in a modern EPM and learning management solution will streamline operations, improve data accuracy and access, reduce manual labor, strengthen onboarding and organization-wide training, and enhance communication with employees. While an all-encompassing enterprise resource planning system upgrade is being explored, implementation is several years away, and immediate action is needed to support current business needs.
- 3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals (RFP) was posted on the Authority’s Procurement website and advertised in the local newspapers. Fifteen (15) interested parties downloaded the solicitation. Six (6) proposals were received on May 14, 2025. After evaluation by a panel of Authority employees in accordance with established Procurement Department policies and procedures, the proposal from eSkillz Corporation, as negotiated, to provide a learning management and EPM system in an amount not to exceed \$472,717.94 for a period of three-years, with two one-year options in amounts not to exceed \$120,742.92 and \$126,176.33, respectively, for a total contract amount not to exceed \$719,637.19, was determined to be most advantageous to the Authority.
- A cost analysis was performed, and the Procurement Department determined the negotiated amounts to be fair and reasonable to the Authority.

- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on GCRTA projects until further notice.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This contract will be funded through the RTA Development Fund and General Fund, Management Information Systems Department budget, including but not limited to Capital Grant OH-2024-011-307 in an amount not to exceed \$246,606.60 for implementation services and year one, and in amounts not to exceed \$110,567.90 and \$115,543.44 for years two and three, respectively, through the General Fund, Management Information Systems Department budget, with two one-year options in amounts not to exceed \$120,742.92 and \$126,176.33, respectively, through the General Fund, Management Information Systems Department budget for a total contract amount not to exceed \$719,637.19 for a five-year period (\$197,285.28 in federal funds, which represents 27% of total cost).
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would require the Authority to rely on current manual and outdated processes for employee training and performance management.
- 8.0 **RECOMMENDATION:** This procurement was discussed at the June 2, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the negotiated offer from eSkillz Corporation be accepted and the resolution adopted, authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



General Manager, Chief Executive Officer

RESOLUTION NO. 2026-41

AUTHORIZING CONTRACT NO. 2025-36 WITH ESKILLZ CORPORATION TO PROVIDE A LEARNING MANAGEMENT AND EMPLOYEE PERFORMANCE MANAGEMENT SYSTEM IN AN AMOUNT NOT TO EXCEED \$472,717.94 FOR A PERIOD OF THREE-YEARS WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED \$120,742.92 AND \$126,176.33, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$719,637.19 FOR A FIVE-YEAR PERIOD (RTA DEVELOPMENT FUND AND GENERAL FUND, MANAGEMENT INFORMATION SYSTEMS DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") has a need for a learning management and employee performance management system; and

WHEREAS, the proposal from eSkillz Corporation, with an office located at 1717 Pennsylvania Avenue NW, Suite 1025, Washington, DC, for learning management and employee performance management systems for a period of three years with two, one-year options was received on May 14, 2025; and

WHEREAS, after negotiations, eSkillz Corporation has offered to provide a learning management and employee performance management system in an amount not to exceed \$472,717.94 for a period of three years with two, one-year options in amounts not to exceed \$120,742.92 and \$126,176.33, respectively, for a total contract amount not to exceed \$719,637.19 for a five-year period; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from eSkillz Corporation, as negotiated, to be the most advantageous to the Authority, cost and other factors considered, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from eSkillz Corporation, to provide a learning management and employee performance management system for a three-year period with two, one-year options, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with eSkillz Corporation for a learning management and employee performance management system for a three-year period, with the authority to exercise the two one-year options.

Section 3. That said contract shall be payable through the RTA Development Fund and General Fund, Management Information Systems Department budget, including but not limited to Capital Grant OH-2024-011-307 in an amount not to exceed \$246,606.60 for implementation services and year one, and in amounts not to exceed \$110,567.90 and \$115,543.44 for years two and three, respectively, using general funds, with two one-year options in amounts not to exceed \$120,742.92 and \$126,176.33, respectively, using only general funds for a total contract amount not to exceed \$719,637.19 for a five-year period (\$197,285.28 in federal funds, which represents 27% of total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the specifications and addenda, if any; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: _____, 2026

President

Attest: _____

Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: HAYDEN AND TRISKETT GARAGE BUS WASH SYSTEM REPLACEMENT VENDOR: ROSS AND WHITE, INC. AMOUNT: \$2,825,000	Resolution No.: 2026-42
	Date: June 11, 2026
	Initiator: Engineering & Project Development Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract for Project 19.72 Hayden and Triskett Garage Bus Wash System Replacement.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The project will replace five (5) antiquated bus wash systems with five (5) new, automatic 2-brush systems: two (2) at the Hayden District garage and three (3) at the Triskett District garage.
- 3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals ("RFP") was posted on the Authority's Procurement Department website and advertised in the local newspapers. Four (4) proposals were received on March 13, 2026 in response to this solicitation. After evaluation by a panel of Authority employees in accordance with established Procurement Department policies and procedures, and, after negotiations, the proposal of Ross and White, Inc. to replace and install two (2) bus wash systems at the Hayden District garage and three (3) bus wash systems at the Triskett District garage in an amount not-to-exceed \$2,825,000 was determined to be the most advantageous to the Authority, price and all other factors considered.

 A cost analysis was performed, and the Procurement Department determined the negotiated price to be fair and reasonable to the Authority. The negotiated contract amount is approximately 1% above the engineer's independent cost estimate.
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on GCRTA projects until further notice.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** The contract shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grants OH-2023-042-307 and OH-2024-011-307, in an amount not to exceed \$2,825,000 (\$2,260,000 in federal funds, which represents 80% of the total cost).
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would force the Authority to continue using obsolete and unreliable bus wash systems, compromising operational efficiency and public perception of bus cleanliness.

- 8.0 **RECOMMENDATION:** This procurement was discussed at the June 2, 2026 Operational Planning & Infrastructure Committee meeting. It is recommended that the negotiated offer from Ross and White, Inc. be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



General Manager, Chief Executive Officer

RESOLUTION NO. 2026-42

AUTHORIZING CONTRACT NO. 2026-007 WITH ROSS AND WHITE, INC. FOR HAYDEN AND TRISKETT GARAGE BUS WASH SYSTEM REPLACEMENT IN AN AMOUNT NOT TO EXCEED \$2,825,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") deems it necessary to replace five (5) antiquated bus wash systems with five (5) new, automatic 2-brush systems: two (2) at the Hayden District garage and three (3) at the Triskett District garage; and

WHEREAS, the proposal from Ross and White, Inc., located at 1090 Alexander Ct., Cary, Illinois 60013, was received on March 13, 2026; and

WHEREAS, after negotiations, Ross and White, Inc. has offered to replace and install five (5) bus wash systems at the Hayden and Triskett District garages in an amount not to exceed \$2,825,000; and

WHEREAS, the General Manager, Chief Executive Officer deems the negotiated offer from Ross and White, Inc. to be the most advantageous to the Authority, price and other factors considered, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the negotiated offer from Ross and White, Inc. for the Hayden and Triskett Garage Bus Wash System Replacement be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with Ross and White, Inc. for the Hayden and Triskett Garage Bus Wash System Replacement.

Section 3. That said contract shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grants OH-2023-042-307 and OH-2024-011-307, in an amount not to exceed \$2,825,000 (\$2,260,000 in federal funds, which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor with the specifications and addenda, if any; the bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: _____

President

Attest: _____
Secretary-Treasurer



To: Mayor Paul A. Koomar, President
Members, Board of Trustees

From: India L. Birdsong Terry
General Manager / Chief Executive Officer

Subject: May 2026 Operating Budget Transfers

Date: June 11, 2026

Section 2 of the Budget Appropriation Resolution (No. 2025-122) states “That transfers of funds may be made in the FY 2026 Budget from one division to another, or from one department to another, or from one line item to another, or from one of the funds established by Chapter 460 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority to another, as long as the total appropriation in each fund is not exceeded and transfers of funds are reported to the Board within thirty (30) days after the end of the month in which said transfer occurred.” The following transfer(s) were made:

May 2026						
Date	From		To		Amount +/-	Explanation
	Dept	Object Class	Dept	Object Class		
5/6/2026	18	503052	14	503000	\$33,000.00	A budget transfer from Dept. 18 – Labor & Employee Relations 503052 Other Maintenance Contract object class to the Dept. 14 - Human Resources 503000 Services object class of carryover encumbrance surplus to fund executive search for a Finance DGM.
5/11/2026	33	501300	39	501300	\$507,700.00	A budget transfer from Dept. 33 – Asset & Configuration Management to Dept. 39 – Fleet Management of the 501300 Salaried Employees Labor and 502000 Fringe Benefits object classes for the payroll related expenses to reflect the integration of Asset & Configuration Management into the Fleet Management department.
		502000		502000	\$246,300.00	
5/21/2026	35	503000	48	503000	\$25,519.00	A budget transfer from Dept. 35 – Service Management 503000 Services object class to the Dept. 48 - Central Facilities Maintenance 503000 Services object class for funding after encumbrances were closed in the prior department and are being moved to the new department.
5/28/2026	67	501300	14	503000	\$15,000.00	A budget transfer from Dept. 67 – Office of Management & Budget 501300 Salaried Employees Labor object class to Dept. 14 - Human Resources 503000 Services object class. Department 67 (OMB) has a vacancy and will transfer funding needed for background checks.