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, July 21, 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 X page.

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

- Agenda attached

Board of Trustees Meeting

- Agenda attached

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, July 21, 2026

Committee Members:

Mayor Paul A. Koomar, Chair
Ms. Emily Garr Pacetti, Vice Chair
Ms. Anastasia A. Elder
Mayor Marie Gallo
Ms. Emily 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 16, 2026

III. <u>New Railcars Update</u>

Presenter:

- Michael Schipper, Deputy General Manager, Engineering
- Floun'say Caver, Chief Operating Officer
- Rajan Gautam, Deputy General Manager, Finance
- Casey Blaze, Manager, Rail Equipment

IV. <u>Potential Service Adjustments</u>

Presenter:

- Joel Freilich, Director, Service Management

V. Adjourn

MEETING MINUTES

Committee of the Whole

June 16, 2026

Committee Members:	Mayor Koomar (Chair), Ms. Pacetti (Vice Chair), Ms. Elder, Mayor Gallo, Ms. Harper, Mr. Love, Ms. McPherson, Mr. Sleasman, Ms. Whigham
Staff/Other:	Nick Biggar, India Birdsong Terry, Floun'say Caver, Brent Charnigo, Sharon Cottrell, Nick Davidson, Shashelia Degraffinried, Traci Ext, Michael Fesler, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Jeff Macko, Ida Marshall, Sheila Miller, Charles Morgan, Ruben Morgan, Mike Schipper, Joe Shaffer, Kay Sutula, Wendy Talley, Brian Temming, John Togher, Carolyn Young
Public:	8

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 – June 2, 2026

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

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

Ms. Pacetti moved and Ms. Whigham seconded to go into Executive Session; the motion carried.

The Committee met in Executive Session from 9:05 a.m. to 9:45 a.m.

Mayor Koomar moved and Ms. Paccetti seconded to exit Executive Session; the motion carried.

Mayor Koomar moved and Ms. Pacetti seconded to suspend the meeting; the motion carried at 9:45 a.m.

Mayor Koomar and Ms. Whigham seconded to reconvene the meeting; the motion carried at 10:21 a.m.

IV. Safety & Security Update

Chief Deirdre Jones, Chief of Police, Ronald Darden, Commander of the Bureau of Special Operations, and Robert Talevsky, Patrol Lieutenant, presented an overview of the department's structure, capabilities, and summer 2026 safety initiative. The Transit Police Department described its operational divisions and specialized units, including field operations, administrative services, and the Bureau of Special Operations, which oversees investigations, homeland security, and system security technologies.

Staff reported that serious crimes remain relatively low, with a noted decrease in felonious assaults, auto thefts, and arson, although theft-related offenses have increased slightly, often involving unattended personal items. Misdemeanor or quality-of-life offenses, including misconduct on public transportation and trespassing, have increased, which leadership attributed to intensified enforcement and higher visibility across the system.

The summer initiative emphasizes increased visibility, strategic patrol deployment, and collaboration with external partners such as the Cleveland Division of Police and local organizations. Patrol efforts are focused on high-traffic areas such as Public Square and central transit hubs, supported by geographic saturation strategies designed to maximize limited staffing. Early indicators suggest reduced activity in areas that historically experience higher levels of crime and complaints.

Non-destination riders are assisted by crisis intervention specialists who are good at communicating with individuals in need and direct them to services that can help. This action is an alternative to arrest for low-level crime.

Lt. Tuvaleski also addressed environmental design changes, such as modifications to shelters along Ontario Street, where benches were replaced with leaning posts to reduce loitering and inappropriate use. These changes, combined with added camera monitoring and dispatch oversight, have contributed to reduced trespassing. Riders were encouraged to report concerns through a direct dispatch line or a text-based reporting service, reinforcing situational awareness and personal safety practices.

The overwhelming majority of riders use the system appropriately and never come into contact with transit police. A relatively small number of individuals are repeatedly involved in incidents that impact riders, employees and public resources. Staff identifies patterns of repeated behavior over time rather than reviewing incidents in isolation and individually.

Chief Jones described a multi-pronged approach that includes wellness checks and alternatives to arrest for individuals in crisis, connecting them to social service providers where possible. Engagement strategies encourage command staff to interact directly with riders and employees to better understand system conditions. The department also highlighted enhanced surveillance capabilities, including fixed and mobile cameras, as well as real-time monitoring technology to improve response effectiveness.

Additional policy updates include an anticipated rollout of a revised Code of Conduct and the development of an exclusion and suspension procedure for repeat offenders. These measures are intended to address both criminal and non-criminal misconduct, with penalties ranging from temporary exclusion to longer-term suspensions, subject to a formal notice and appeals process.

RTA and transit police have worked together to update the GCRTA code of Conduct that was last updated 11 years ago.

Ms. Elder expressed interest to see data regarding crime rates that may lead to changes. She also questioned what is being done to alleviate parking on Public Square and blocking traffic. Chief Jones explained that a traffic unit addresses blocking of bus stops and transit routes. Staff is negotiating with the City of Cleveland regarding that issue.

Ms. Elder requested clarification regarding the procedure to ban people engaging in misconduct. Chief Jones explained that the first citation to an offender would exclude them from riding the system based on the offense. If the person returns to the system before the ban expires and commits a crime on the system, they can be arrested for aggravated trespass.

Ms. Whigham thanked staff for doing this work with compassion. She questioned how the new policy will be educated to community partners. Chief Jones stated that a responder team will conduct an information campaign that includes reaching out to social service agencies and downtown partners.

V. Sales Tax Levy – Strategic, Financial & Capital Planning Overview

Dr. Caver outlined the historical context of the Authority's five pillar studies, which informed the 2020–2030 strategic plan. These studies covered economic impact, railcar replacement, system redesign, fare equity, and long-term financial sustainability. Key outcomes included the adoption of fare capping, implementation of a redesigned system network, and the initiation of railcar replacement, with new vehicles expected beginning in fall 2026.

The last of the studies was conducted by the GCP and was a financial analysis and economic forecast. The recommendation was that GCRTA would need new revenue sources to take care of operations and maintenance and capital needs and should consider a sales or property tax levy.

The strategic plan initiative is a framework for the future and harps on improving customer experience through modernizing infrastructure.

Mr. Gautam stated that the only open pillar study remaining is the Greater Cleveland Partnership financial analysis. The report was issued in October 2019 and while the information was being digested the pandemic occurred. Three iterations of federal funding stimulus funds were granted via grants to which only operating items could be charged. The total amounted to $315 million and discussions of a levy were put on hold.

Staff wanted to utilize stimulus funds to make a long-term impact and extend financial stability through at least 2026. A Revenue Stabilization Fund was created in an amount of $135 million and additional capital investments were made regarding unfunded capital projects. The revenue stabilization fund helped extend operations through 2026–2028, but projections indicate a funding gap beginning in 2029. Without new revenue, the agency anticipates annual reductions in service or expenses to address an approximate $30 million shortfall.

Additionally, Mr. Schipper stated that the Infrastructure Investment and Jobs Act (IIJA) was enacted in November 2021 and will expire on September 30, 2026. The benefits included an increase to the formula funding which is the basis of the capital improvement program, and it expanded competitive grant opportunities That were very favorable for GCRTA. This helped reduce the capital backlog and complete projects that had been partially funded.

Mr. Gautam stated that staff reduced expenses in 2025 and 2026 and is evaluating additional and alternate sources of revenue. Certain recommendations resulted in $17.8 million in savings. The transfer from General Fund to Capital being reduced from 10^ to 5% on a temporary basis in 2026 will result in about $40.2 million in savings.

Mr. Gautam advised that the financial management team are the recipients of several awards. The public credit ratings issued by S&P and Moody's reflect those efforts. S%P has rated GCRTA debt rated at the highest ranking and Moody's as the second highest rating.

To address this challenge, staff presented potential revenue options. A fiscal "cliff" of $30 million looms in 2029 if no additional revenue is found. This shortfall is too large to adjust in one year, meaning that expense reductions of $10 million will be required each January for the next three years.

Other options includie a 0.25% or 0.5% sales tax levy. These scenarios would generate approximately $70 million or $140 million annually, respectively, enabling service expansion and extending long-term financial sustainability. Additional revenue could result in increased service on an incremental basis with the goal of hitting $15 million by 2032; under that scenario the cliff would be in 2039. A half-percent levy would generate an estimated $140 million and service levels would increase by $25 million with sustainability extended beyond 2064.

CEO Terry advised that another Special Board Meeting would be held on June 30 with further information. She emphasized that no formal decision has been made and that upcoming meetings will provide additional analysis to support board deliberation. She advised that staff needs to have a decision regarding a levy within the next 30 to 60 days to know the path to take.

Vanessa Tey Iosue and Chris Caventer, of Burges & Burges, presented findings from community perception research. The community survey captured the perceptions, values and how they prioritize RTA services and potential funding. The research encompassed conversations with the Board of Trustees and over fifty community leaders.

Key findings from the research indicated that while there is general recognition of GCRTA's importance, perceptions of safety, cleanliness, and value vary across different groups. Many community leaders and residents lack a clear understanding of the system's long-term vision or funding model, and concerns about taxes and affordability remain significant barriers to support for additional funding. There was concern of a lack of awareness that transit is a driver of economic growth. There was no common thread among community leaders regarding want they want to see.

Survey results showed moderate favorability toward the agency and strong support for services related to healthcare access, paratransit, and job connectivity. However, respondents expressed uncertainty about whether the agency makes effective use of tax dollars and highlighted the need for clearer communication about benefits and outcomes. Research participants emphasized that building broader support would require consistent messaging, stronger engagement with business and community stakeholders, and a compelling vision for the future of transit in the region.

Ms. Tey Iosue advised that the business community wants more outreach and underscored that GCRTA should make clear its value proposition for parts of the community that might not receive as robust transit service as Cleveland. Community leaders should be engaged directly so they can see their input reflected. Any request for additional revenue cannot be to keep the status quo.

Jennifer Johnson presented data regarding voters that indicate the overall landscape is challenging. Only one-quarter of the community thinks things are moving in the right direction – a number that will need to increase before asking them to provide support. Crime and drugs are the top concern with taxes being second. GCRTA is viewed positively and importantly. Higher-income households view the Authority as more important than lower-income households.

39% say it makes sense for RTA to request more funding; 23% say it makes sense to request more funding, but only if it means expanded service; and 11% say RTA should not request more funding, even if it means significant reductions to bus services.

The two most positive ways GCRTA uses funding are providing bus service for healthcare and providing paratransit for people with disabilities. There is also importance with regard to service getting people to their jobs and students to schools.

Respondents are favorable after learning that new funding will allow for more priority corridors throughout the community. There is a general belief that funding GCRTA will result in overall improvement in street functionality.

Ms. Johnson recommended focusing on services GCRTA provides. Respondents believe that investing in GCRTA is investing in the community. Research found that a majority say they would like to support additional funding but cannot afford it. A longer promotional runway before a potential levy may be beneficial, while building corporate and community support through a Political Action Committee.

Ms. Whigham stated that this is a critical narrative opportunity to tell the good work GCRTA is doing in the community and especially the work around corridors and transit-oriented development.

Mayor Koomar stated that GCRTA should consider May or November 2027 because the timeline to the November 2026 election is too short for corporate engagement, noting that early voting begins in seventy (70) days. He asked for an elaboration regarding gauging support from corporate entities relative to the quarter versus half percent potential levy. Ms. Tey Iosue explained that the higher the increase, the more resistance there will be from the corporate community. demonstrate value. She suggested building a collaborative vision that solves a problem for them. Additionally, it is important to make sure the message gets to folks over time with various ambassadors, spokespeople and validators.

CEO Terry clarified that elections will be held in May, August and November 2027, although an August election would require paying the cost of the Board of Elections to run the election.

Ms. Elder inquired whether the corporate community has articulated any needs to provide support. Ms. Tey Iosue stated that there was no central vision of what a good transit system outcome. Community leader information is important because that is where leadership would come from to develop the PAC that would advocate for the issue.

Ms. Pacetti stated that this is an opportunity to propose a compelling vision with value propositions for the future to a community that does not have a strong vision of future transit.

Mr. Sleasman accepted that there were arguments to wait until next year; however, he opined that the community perception data is decent even without a campaign. He stated that this November will be an impactful election and waiting longer includes cutting costs and service that may impact opinions over time. He argued to deliver value sooner.

Ms. Hlavacs stated that the presentation was for education regarding public perceptions and in no way intended to advise the Board one way or another.

CEO Terry stated that the direction for timing will come from the Board. She will press for consensus so staff may implement the decision. She requests that the timeline to be set prior to August 5, which is the November filing deadline.

Ms. Tey Iosue explained that Burgess & Burgess can assist the PAC, once formed, garner corporate support and engagement. Their final recommendation memo will include actionable steps for outreach and for messaging incorporating feedback and research.

VI. Adjournment

There being no further business to bring before the Committee, Mayor Koomar moved to adjourn the meeting and seconded by Ms. Pacetti. The meeting was adjourned at 12:18 a.m.

Rajan D. Gautam	Brent Charnigo
Secretary/Treasurer	Board Administrator

AGENDA

GCRTA Board of Trustees Meeting

Tuesday, July 21, 2026

9:00 a.m.

I. Call to Order

II. Roll Call

III. Certification Regarding Notice of Meeting

IV. Approval of Minutes – June 16, 2026, Meeting
June 23, 2026, Special Meeting
June 30, 2026, Special Meeting
July 7, 2026, Special 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. 2026-44 – EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED DURING THE SECOND QUARTER OF 2026

B. 2026-45 – AUTHORIZING CONTRACT NO. 2026-36 WITH BROWNING-FERRIS INDUSTRIES OF OHIO, INC., DBA REPUBLIC SERVICES TO PROVIDE TRASH COLLECTION AND REMOVAL SERVICES IN AN AMOUNT NOT TO EXCEED $223,086.42 FOR A PERIOD OF THREE YEARS WITH TWO ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED $79,374.77 AND $82,082.87, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $384,544.06 FOR A FIVE-YEAR PERIOD (GENERAL FUND, CENTRAL FACILITIES MAINTENANCE DEPARTMENT BUDGET)

C. 2026-46 – AUTHORIZING CONTRACT NO. 2026-071 WITH HARSCO METRO RAIL, LLC FOR THE PROCUREMENT OF A PRODUCTION/SWITCH TAMPER IN AN AMOUNT NOT TO EXCEED $1,950,000 (RTA DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

D. 2026-47 – AUTHORIZING CONTRACT NO. 2026-44 WITH GILLIG LLC FOR THE FURNISHING OF REMANUFACTURED BRAKE CALIPER ASSEMBLIES, AS SPECIFIED AND AS REQUIRED, FOR A PERIOD OF TWO (2) YEARS IN AN AMOUNT NOT TO EXCEED $458,560 (GENERAL FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

E. 2026-48 – AUTHORIZING CONTRACT NO. 2026-011 WITH ETC INSTITUTE TO PROVIDE SURVEY SERVICES IN AN AMOUNT NOT TO EXCEED $658,122 FOR A PERIOD OF THREE YEARS AND IN AN AMOUNT NOT TO EXCEED $219,374 FOR EACH OF TWO OPTION YEARS, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $1,096,870 FOR A FIVE-YEAR PERIOD (GENERAL FUND, MARKETING & COMMUNICATIONS DEPARTMENT BUDGET)

F. 2026-49 – AUTHORIZING CONTRACT NO. 2026-062 WITH K&J SAFETY AND SECURITY CONSULTING SERVICES, INC. FOR PROJECT 20.65 – CONSULTING SERVICES FOR SAFETY AND SECURITY CERTIFICATION FOR GCRTA RAIL TRANSIT PROJECTS IV IN AN AMOUNT NOT TO EXCEED $650,000 FOR A PERIOD OF THIRTY-SIX MONTHS (RTA CAPITAL AND/OR DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

G. 2026-50 – AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE CLEVELAND METROPOLITAN SCHOOL DISTRICT FOR STUDENT FARES FOR THE 2026-2027 SCHOOL YEAR

H. 2026-51 – ADOPTING THE TAX BUDGET OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2027, AND SUBMITTING THE SAME TO THE CUYAHOGA COUNTY FISCAL OFFICER

XVIII. Secretary-Treasurer's Report – Rajan Gautam, Deputy General Manager, Finance

a. General Fund Revenue – June 2026 compared to June 2025
b. General Fund Revenue – period ending June 2026 compared to budget
c. Sales & Tax Receipts Report budgeted during 2026, actual receipts through June 30, 2026
d. Inventory of Treasury Investments as of June 30, 2026
e. Debt Service Schedule and Status of Bond Retirement Fund (cash basis) as of June 30, 2026
f. Summary of Investment Performance, Year to Date through June 30, 2026
g. Report on Investment Earnings (cash basis) as of June 30, 2026
h. Composition of Investment Portfolio as of June 30, 2026
i. Banking and Financial Relationships as of June 30, 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. Executive Session

- To review the negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment.

- To consider the employment, evaluation and compensation of a public employee or official.

XXIV. The next regular Board meeting is scheduled for **August 18, 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.

XXV. Adjournment

MEETING MINUTES

GCRTA Board of Trustees Meeting

June 16, 2026

Board Members: Mayor Koomar (President), Ms. Pacetti (Vice President) Ms. Elder, Mayor Gallo, Ms. Harper, Mr. Love, Ms. McPherson, Mr. Sleasman, Ms. Whigham

Staff/Other: Nick Biggar, India Birdsong Terry, Floun'say Caver, Brent Charnigo, Sharon Cottrell, Nick Davidson, Shashelia Degraffinried, Traci Ext, Michael Fesler, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Jeff Macko, Ida Marshall, Sheila Miller, Charles Morgan, Ruben Morgan, Mike Schipper, Joe Shaffer, Kay Sutula, Wendy Talley, Brian Temming, John Togher, Carolyn Young

Public: 8

I. Call to Order

Mayor Koomar called the meeting to order at 9:45 a.m.

II. Roll Call

A quorum was present.

III. Certification regarding Notice of Meeting

It was advised that the notice of this meeting had been posted more than twenty-four hours in advance of the meeting, that the usual notification had been given to the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting had been complied with.

IV. Approval of Meeting Minutes

Mr. Sleasman moved, and Mr. Love seconded to approve the minutes of the May 19, 2026, Board Meeting. The motion carried.

V. Public Comments – Agenda and Non-Agenda Items

Members of the public addressed the Board regarding both agenda and non-agenda items. Public comments submitted through the webform will appear in their original form and have not been edited for grammar or content. GCRTA reserves the right not to publish any explicit language, derogatory remarks, or personal attacks against individuals.

1. Speaker 1 (in-person)

The speaker expressed concerns regarding their experiences with paratransit recently, noting that the scheduling is not accurate.

The Board advised that the Director of Service Management would follow up with the speaker.

2. Kevin Hinkle (in-person)

Mr. Hinkle suggested placing a sign to alleviate confusion at the bus stop located at Superior Ave. and 6th Street due to construction in front of the Cleveland Public Library.

3. Loh (in-person)

Everybody is concerned about the quality of service and things have improved, but there are certain things I want to make sure riders will not be blamed for. Recently I have been sending photos if I see anything inside of our service vehicle that is damaged or broken. However, the administrative department thinks that we should have transit police involved to investigate if these damages are vandalism. It may not be intentional vandalism.

That's why I have been trying to address the issue that when we purchase new vehicles, lots of things we use in the vehicles should be built in. Not everybody is trying to vandalize them. That will help mechanics and cleaning crew decrease their workload. My concern is every rider's safety.

4. Airric Stewart (phone)

There was a time when I could listen to the entirety of public comment. At some point the service was reduced. There was no explanation as to why the service was reduced. I repeatedly have asked what was the cost to run the service.

Customer service often they can't answer questions, including not giving bus stop numbers. There should be some explanation as to why that is.

The suggested 15-A, 48A and 50 routes should run 16 hours a day, Monday through Friday and 14 hours a day on Saturdays and Sundays. I would like an explanation as to why no one has given me feedback from the Board of Trustees or the Community Advisory Committee. There's clear evidence that the 50 is more efficient starting at Marymount and still going to the same location on 93rd and will not disrupt the 30-minute service if you drop 48 down to one hour service, bring back in the 48A.

That the 30-minute service is still not disrupted on the north of 131st in miles and you get more people riding. You haven't addressed the multiple businesses at Pinecrest and Shaker Square that would get one bus service for a large population of the ridership. There's been no response as to why you won't give that service.

On things that could be readjusted, how do you expect the public to give healthy input to the efficient service of RTA if you only respond to the public when you feel like it? On matters of importance, you have driven the public into a state of apathy, which is why there are so few people to participate in these public comments and this public hearing that you have every month.

Mayor Koomar stated that the 15A has been reviewed by staff. When new Board members come on, they have met with Mr. Freilich to review and understand the reasons for the system NEXT GEN redesign and how those routes between Marymount and University Circle serve more people and more frequency. The Authority is going through a strategic plan if there is an update to any of the routes, those will be taken under consideration.

5. Airric Stewart (webform)

RTA has a responsibility to the socioeconomic wellbeing of the public through the implementation of public transit. There has been no response from Joel Frelich or anyone in his department about the repeated requests on the cost to run the 15, 50, and 48 bus routes in their current form. This inquiry is referencing annual, quarterly, and monthly costs. There has been no communication to me from the CAC or BOT in reference to the 2 emails sent at 7:48 p.m., July 15, 2025, titled "Touchpoints for the 15A" and "Transfer Points for the 15A and 48A." The evidence is overwhelming. The number 50 can be maintained as an hourly bus 7 days a week better if it starts at Marymount for its furthest southern point. The 48 can then become an hourly bus during the limited service time of the number 50. The 48 and 50 will have the exact same route south of E. 131st and Miles. The more efficient 48A can be reinstalled as an hourly bus on its previous route as a limited service 7-day-a-week bus. It would be better to label the 48A "Kerruish Park" when it commences from E. 93rd heading toward E. 177th and S. Miles. The 48 and 48A will have the same route north of E. 131st and Miles. This will protect the maintenance of the 30-minute service on that route during the time of the 48A being in service. The suggested hourly 15A will give one-bus service to thousands of people to Pinecrest shopping center--approximately 68 businesses and Shaker Square--approximately 26 businesses.

6. Adam Rossi (webform)

If GCRTA wants any chance of getting a tax levy ballot measure to pass, GCRTA needs to make a clearly defined plan for the use of tax levy funds.

I believe that you and I should have the freedom to choose reliable, clean, sustainable public transit options, and for this reason, I thank you for the service you provide to Clevelanders and for pursuing a funding solution in order to make quality service available as an option for us in Cleveland.

Regarding a ballot levy, we can learn about what does and does not work from other cities that have passed transit levies, and one thing is clear: the Cuyahoga County citizens need to know exactly what their tax dollars are buying, and therefore, GCRTA needs to focus time and energy towards developing a clear plan for the use of tax levy funding. Furthermore, that plan cannot be to simply maintain current service. If Cuyahoga County citizens think that what they will gain is simply maintaining current levels of service, a tax levy on the ballot will absolutely fail. The plan must outline what Cuyahoga County citizens will gain: faster public transit; more reliable public transit; walkable communities with more affordable places to live, work, and be entertained.

Transit funding is in dire straits in Cleveland. We need a levy to pass. And we know from other cities like Columbus and Nashville that in order to do that, we need GCRTA to create a plan for the use of tax levy funds. Thank you for your time and consideration.

7. Larry Rodriguez (webform)

I’m a Paratransit rider and fixed route rider. I would like GCRTA to buy less noisy vehicles; buy a piece of wheelchair securement equipment that doesn’t make noise; fix and properly maintain vehicles; and train their operators in how to work with people on the autism spectrum.

I want to advocate for a better transit system overall. As a person on the autism spectrum, I find the Paratransit vehicles to be loud and obnoxious. The wheelchair securement equipment makes too much noise. Operators drop the hooks on the floor when they are securing wheelchair users. The vehicles are poorly maintained mechanically. Operators overall are hit or miss when it comes to understanding people on the spectrum. I get better service on the fixed route service than the Paratransit service. Thank you for your time and consideration.

8. Isaac Shimsky-Agosto

As we approach another summer shutdown of the Blue and Green lines, it would be helpful for RTA to have better signage regarding the replacement buses. Every time there is a shutdown, there are people who need help finding where to board, what stop they should get off, and/or understanding that they don't need to pay. While obviously other riders are always willing to help, it would be useful if this information was more clearly signposted at stations, or included at all on the rider's alert on RTA's website.

VI. Board Governance Committee Report

No committee report.

VII. Operational Planning & Infrastructure Committee Report

No committee report.

VIII. Organizational, Services & Performance Monitoring Committee Report

No committee report.

IX. Audit, Safety Compliance and Real Estate Committee Report

No committee report.

X. External and Stakeholder Relations and Advocacy Committee Report

No committee report

XI. Committee of the Whole

No committee report.

XII. Civilian Oversight Committee (COC) Report

No committee report.

XIII. Community Advisory Committee (CAC)

Ms. Elder stated that the next full CAC meeting is scheduled for July 10 and an ADA Subcommittee Meeting will be held on April 24.

XIV. Compensation Committee

No committee report.

XV. Ad-Hoc Nominating Committee

No committee report.

XVI. Introduction of New Employees/Promotions

Ida Marshall, Senior Manager of Talent Acquisition, provided an update on new hires and promotions, emphasizing the essential nature of these additions, particularly in operations.

XVII. Introduction of Resolutions

A. 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

Mr. Sleasman moved to adopt the resolution; seconded by Ms. Harper. The motion was approved.

B. 2026-40 -- AUTHORIZING CONTRACT NO. 2026-034 WITH NRG BUSINESS MARKETING LLC 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 FOR THE FIVE-YEAR PERIOD (GENERAL FUND, ACCOUNTING DEPARTMENT BUDGET)

Mr. Love inquired whether this contract is similar to the previous contract amount. Mr. Togher advised that this contract is with the same vendor, which has changed its name. This contract is approximately $300,000 better than the estimate. The basis rate is lower than the other vendors interviewed, but to compare contract to contract is difficult because the former contract had fewer CNG buses in the system.

Ms. Pacetti moved to adopt the resolution; seconded by Mr. Sleasman. The motion was approved.

C. 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)

Ms. Whigham moved to adopt the resolution; seconded by Ms. Elder. The motion was approved.

D. 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)

Mr. Sleasman moved to adopt the resolution; seconded by Ms. Harper. The motion was approved.

XVIII. Secretary-Treasurer's Report

Rajan Gautam, Deputy General Manager of Finance and Secretary-Treasurer, presented the Secretary-Treasurer's report.

Ridership through May 2026 was 2.2 million, which was 1.4% higher than May 2025 and 26% lower than pre-COVID levels. May passenger fare revenue was 1.7% higher than May 2025 and year-to-date, fare revenue is 4.5% below 2025. Sales and use tax for June is 2.6% higher than June 2025, and on a year-to-date basis, it is 4.3% higher compared to 2025 total receipts.

Total long-term debt as of the end of 2025 was $13.9 million. The average investment yield is 3.67% and investments total $332.2 million, of which $25.8 million is an unrestricted general fund.

XIX. General Manager, CEO Report

India L. Birdsong Terry, General Manager and CEO, began the report by congratulating Joseph Schaefer, Director of Engineering, who was honored by Crane's Cleveland Business.

The account-based ticketing fare-capping initiative began in June. The customer adoption rate is encouraging.

CEO Terry and staff met with leadership at FirstEnergy Ohio to talk through how to audit and review substations to make sure they are top-notch efficiency and productivity. GCRTA is the largest partner in the area with twenty (20) substations powered by FirstEnergy.

CEO Terry noted recent events including a world soccer match and the pride parade, resulted in over 20,000 passenger trips on the rail system without issue.

CEO Terry made a presentation to the Port of Cleveland Board of Trustees to reintroduce GCRTA and look at ways to work towards TOD together.

Staff met with the Cuyahoga County Planning Commission last week and to discuss the strategic plan.

Concluding the report, CEO Terry noted that Barron's is dedicating their new terminal that retains Greyhound service into Greater Cleveland.

XX. President's Report

No items.

XXI. Old Business

No items.

XXII. New Business

No items.

XXIII. Upcoming Meetings

The next regular Board meeting is scheduled for Tuesday, July 21, 2026.

XXIV. Adjournment

There being no further business, a motion to adjourn the meeting was made by Mayor Koomar and seconded by Ms. Pacetti; the motion was approved by unanimous vote. The meeting was adjourned at 10:21 a.m.

Attest: ______________________________ ______________________________

Secretary-Treasurer President

MEETING MINUTES

GCRTA Special Board of Trustees Meeting

June 23, 2026

Board Members: Mayor Koomar (President), Ms. Pacetti (Vice President) Ms. Elder, Mayor Gallo, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Ms. Smith Whigham

Staff/Other: Shawn Becker, India Birdsong Terry, Nick Biggar, Floun'say Caver, Brent Charnigo, Traci Ext, Scott Ferraro, Mike Fesler, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Chief Deirdre Jones, Lawrence Jupina, Jeff Macko, Ruben Morgan, Mike Schipper, John Togher

Public: 1

I. Call to Order

Mayor Koomar called the meeting to order at 9:04 a.m.

II. Roll Call

A quorum was present.

III. Certification regarding Notice of Meeting

It was advised that the notice of this meeting had been posted more than twenty-four hours in advance of the meeting, that the usual notification had been given to the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting had been complied with.

IV. Tax Revenue Considerations – Operational Planning Overview

Rajan Gautam, Deputy General Manager of Finance, outlined three funding scenarios to address a looming $30 million budget shortage in 2029. Scenario A assumes no new revenue, requiring phased $10 million annual expenditure reductions by 2029. Scenario B proposes a 0.25% sales tax levy generating $70 million annually to increase service by $15 million by 2032 and delay the cliff until 2039. Scenario C introduces a 0.50% sales tax levy generating $140 million annually to boost service by $25 million by 2032 and extend reserve sustainability beyond 2064.

Mayor Koomar stated that additional annual $70 million provides fiscal sustainability to 2039, but $140 million does so to 2064. He requested further insight into those projections at a later time.

Joel Freilich, Director of Service Management, detailed the consequences of Scenario A, which would necessitate cutting $17 million from service and $13 million from other administrative areas by 2029. This baseline reduction would eliminate approximately 10 of GCRTA's 41 bus routes, decrease trip frequencies, reduce the Green Line's hours of operation, and scale back matching paratransit options. 25 of 41 bus routes would have reduced service on weekdays by 2029.

Such reductions would negatively impact accessibility for 800,000 residents and 524,000 jobs. To achieve the necessary full-year savings for 2027, the initial service cuts would have to go into effect with the upcoming December service change, following a regulatory timeline of committee reviews in July and public hearings in August.

The result would be a much less useful transit network with more difficult connections with less frequent service.

Mr. Freilich explained that the service expansion models under Scenarios B and C are built on community feedback prioritizing increased transit frequency and predictability over broader geographic coverage. Both expansion models feature a unified rail fleet enabling seamless east-west connections across major economic hubs, including the Van Aken District, University Circle, and the international airport.

While Scenario B improves 22 of 41 bus routes and restores two suspended park-and-ride routes, Scenario C provides a more robust enhancement by improving 31 of 41 bus routes and expanding high-frequency, ten-minute transit access to 300,000 residents. These improvements aim to significantly close the local mobility gap and alleviate the steep financial burdens of car ownership for low-income individuals.

Overall, the routes that would be improved represent 69% of all fixed route ridership in 2025. 59% of all jobs in Cuyahoga County will be within a half mile of a service that improved.

Mr. Freilich stated that these improvements help close the mobility gap for people who do not have a car available. With this larger scenario, 70% of jobs in Cuyahoga County will be within a half mile of improved service.

CEO Terry stated that the Board will receive another presentation during a special meeting on June 30 during which the strategy and vision of the future of GCRTA will be presented.

She reiterated that service changes of this magnitude require preparations in July in preparation for implementation early next year. This timeline is important because service reductions will be balanced at the same time discussions of ballot initiatives are ongoing.

The Authority has been able to implement several cost-saving measures this year that allowed service reductions to be held to 3% this August and acknowledged that many administrative staff did not receive merit increases this year. Any service reductions would be bigger than 3% without new revenue. Service is the priority, but there are also major investments to the system with the railcar replacement project.

CEO Terry noted that service would be reduced again in 2027, 2028 and 2029 unless new revenue is secured.

The Board extensively discussed the logistical challenges and timelines required to execute a successful ballot campaign. Trustees and staff noted that launching a political action committee (PAC), identifying treasurers, securing corporate partnerships, and building a funding network typically takes 8 to 18 months. Additionally, voter turnout dynamics, crowded local election slates, and tax aversion must be weighed carefully when choosing an election date.

Management emphasized that recent post-COVID ridership data shows weekend and paratransit usage have already surpassed pre-pandemic levels, validating a strategic shift toward a comprehensive seven-day service model.

The options to pursue the ballot are November 2026 and May, August or November 2027. However, August would be a special election and would require GCRTA to pay for the administrative burden.

Ms. Pacetti inquired whether staff could consider postponing service cuts for about six months and look at reductions over the course of two years. This would represent a big bet and with a successful ballot initiative, may mean the reductions do not occur. CEO Terry stated that smaller incremental service reductions was the least painful option and gives the community time to adjust.

Ms. Pacetti asked whether the population and the ridership justify higher frequency. Mr. Freilich stated higher frequency translates into reliability and increased ridership over time. People deserve to be able to get where they are going without waiting a long time.

Mayor Koomar noted that the average time to form a PAC is eighteen months. He stated that rushing a campaign would be detrimental to the organization. He noted that other ballot initiatives on the ballot this November have been working on their campaigns for almost three years. Mayor Koomar further stated that the two scenarios of a quarter and a half-percent sales tax increase but noted by law GCRTA has the ability to increase by tenths of a percent, meaning that could be altered based on feedback management might receive from the corporate community. He concluded that November or May feels too rushed without having feedback from the corporate community, getting out the GCRTA value proposition and gauging support.

Ms. Elder stated that the Authority must be inclusive and transparent with the community acknowledging that service cuts may come before a potential expansion. The coalition to support GCRTA must be built between now and the ballot initiative.

Ms. Tey Iosue stated that there will be some resistance for the business community for a sales tax increase and multiple entities will vie for the same money on a crowded ballot this November. She further explained to the Board various voter turnout expectations for different election cycles.

Mr. Love emphasized that a PAC is vital because it can legally conduct message testing and ask direct funding questions to voters, which is crucial data the Board currently lacks.

Staff noted that ridership increases when service increases as well. There is an immediate adjustment but over time riders settle into the new frequencies. The opposite occurs when service is decreased.

Mr. Sleasman asked why ridership declines when service is reduced service, to which staff replied that people will opt for other ways to serve their needs if transit is unreliable.

Mr. Sleasman requested additional information from pandemic to now by mode. He noted that increased frequency attracts choice riders versus need-based riders. He also pointed out that half of the city's public housing residents own cars despite low incomes. He argued that cutting transit is effectively a $12,000 annual car-ownership mobility tax, and that avoiding this regressive tax that would otherwise be spent in the community is a self-evident value proposition. He appreciated the time necessary to garner support but advocating moving as fast as possible.

Mayor Weiss inquired regarding assumptions staff made in terms of finances, to which Mr. Freilich explained that staff assumed that out of $30 million reduction that $17 million would be from service and $13 million would be other areas. Staff looks to community values when allocating service reductions.

CEO Terry closed by noting that she has helmed RTA for nearly seven years and that past ballot discussions were deferred due to unready infrastructure, outdated technology, and urgent vehicle replacement needs. She emphasized that the administrative staff had already absorbed immense pressure to minimize the current reduction to 3% by taking zero merit increases and freezing vacancies, and she warned that staff cannot indefinitely work harder for less pay. Declaring that both the team and the community are finally ready, she requested the board's unified support for whichever ballot date they ultimately deemed comfortable.

CEO India Birdsong Terry confirmed that management will share a finalized draft of talking points and stakeholder lists with the board by the next meeting to help guide ongoing outreach.

V. Adjournment

There being no further business, a motion to adjourn the meeting was made by Mayor Koomar and seconded by Ms. Whigham; the motion was approved. The meeting was adjourned at 11:28 a.m.

Attest: ________________________________ ________________________________

Secretary-Treasurer President

MEETING MINUTES

GCRTA Special Board of Trustees Meeting

June 30, 2026

Board Members: Mayor Koomar (President), Ms. Elder, Mayor Gallo, Ms. Harper, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Ms. Smith Whigham

Staff/Other: Nick Biggar, India Birdsong Terry, Janet Burney, Floun'say Caver, Brent Charnigo, Jose Feliciano, Scott Ferraro, George Fields, Bob Fleig, Anthony Garofoli, Rajan Gautam, Orlando Hudson, Chief Deirdre Jones, Lawrence Jupina, Jeff Macko, Charles Morgan, Ruben Morgan, Mike Schipper, Wendy Talley, John Togher

Public: 0

I. Call to Order

Mayor Koomar called the meeting to order at 9:03 a.m.

II. Roll Call

A quorum was present.

III. Certification regarding Notice of Meeting

It was advised that the notice of this meeting had been posted more than twenty-four hours in advance of the meeting, that the usual notification had been given to the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting had been complied with.

IV. Tax Revenue Considerations – GCRTA's Regional, County and Community Value

Rajan Gautam, Deputy General Manager of Finance, stated that in September 2025 staff identified a structural gap in the budget and began taking immediate steps to identify cost reductions. The total savings at that point that were adopted and incorporated into the 2026 budget was $17.8 million. Additional financial initiatives that were recommended included the evaluation of a sales tax levy of 0.25 or 0.5%. Staff is committed to minimizing service reductions to the extent possible.

Cost-reduction strategies have stabilized finances through 2028, leaving an estimated year-end reserve balance of $26.9 million. However, a projected $30 million shortfall remains in 2029, requiring about $13 million in additional expense reductions and $17 million in service reductions over three years.

Michael Fesler, Associate Counsel, explained that since 2019, five transit authorities have gone for a ballot initiative and four passed. Ohio law allows transit authorities to levy up to 1.5% in sales and use taxes, subject to voter approval. In Cuyahoga County, GCRTA's taxing authority is independent of the county's. GCRTA currently levies 1.0% and could seek an additional 0.5%, while the County retains authority for an additional 0.25% under separate statutory provisions. A transit tax increase requires a Board resolution specifying the purpose, rate, duration, and election date, followed by voter approval. Because of implementation timelines, a levy approved in November 2026 would not generate revenue until July 2027.

The potential elections for a ballot initiative are November 2026, May 2027 and November 2027. GCRTA would not be eligible for an August 2027 special election because doing so requires fiscal emergency condition declared by the Auditor of State.

Janet Burney, Deputy General Manager for Legal Affairs, explained that the Ohio Legislature originally reserved up to 1.5% of sales tax capacity for transit agencies, recognizing that fare revenue alone could not sustain transit systems. She clarified that GCRTA's use of its remaining 0.5% authority would not eliminate the County's ability to seek its own remaining 0.25%.

Ms. Burney advised that GCRTA would be responsible for paying the Cuyahoga County Board of Elections to administer a portion of the May 2027 election and that November elections are county-wide.

Board members discussed election timing, available tax capacity, ballot crowding, and the importance of business community

Dr. Caver stated that an investment in public transit is an investment in the greater Cleveland economy. A strong public transit system connects neighborhoods, business districts, educational institutions, healthcare facilities, and employment centers. Those connections support economic growth, strengthen property values, expand access and opportunity, and improve the quality of life throughout our region. At its core, public transit is about connecting people to jobs.

Dr. Caver outlined the benefits of increased transit funding, including a stronger rail network, service for a seven-day economy, expanded priority corridors, improved customer experience, and regional economic growth. Additional revenue could support rail extensions to Hopkins International Airport, increased train frequency, improved connections to employment and entertainment centers, restored bus service, and more frequent service on 75% of routes. A 0.5% levy could improve service for 90% of riders, while also benefiting paratransit customers, whose ridership has risen more than 50% above pre-pandemic levels.

This enhanced rail system will build upon and connect residents and community members to the most important economic development destinations. A stronger rail system will help create convenient access to top-tier sports facilities and entertainment venues which are drivers to economic development.

These investments create more connected communities and employers to a larger workforce. It reduces transportation barriers and increases the economic competitiveness of the region. These investments are about creating opportunity, supporting employers, strengthening neighborhoods, and positioning the greater Cleveland area for long-term economic success.

Michael Shipper, Deputy General Manager for Engineering, highlighted projects that are planned but currently unfunded, including improvements on the Broadway, Lorain, Warrensville, and West 25th Street corridors. New revenue would also support better shelters, real-time information displays, and reliability improvements. Staff emphasized that investments in transit expand access to jobs, strengthen neighborhoods, and enhance regional economic competitiveness. A 0.5% levy could create a robust 10-minute frequent-service network that places one-third of jobs and one-quarter of residents near high-frequency transit service.

Mr. Sleasman stated that increased reliability and frequency would likely increase ridership, and institutions may not feel obliged to spend money on capital improvements for parking infrastructure they do not need

CEO Terry reviewed three financial scenarios. With no new revenue, GCRTA would face approximately $30 million in service and expense reductions by 2029, leading to service cuts and economic stagnation. A 0.25% levy would generate moderate service improvements, provide roughly ten years of financial stability, and support moderate growth. A 0.5% levy would fund approximately $25 million in service enhancements, provide an estimated 50 years of stability, and enable transformational investments.

Management analysis concluded to seek voter approval for a 0.5% sales tax increase on a continuing basis. Staff noted that November 2026 offers the best opportunity to avoid additional service cuts, although it presents challenges in securing stakeholder support. May 2027 and November 2027 would provide more time for outreach but would likely require deeper interim service reductions. CEO Terry asked the Board to adopt a resolution on July 7.

Mayor Koomar noted a previous presentation to the Board from Burgess and Burgess and stated that November 2026 seems premature, as management should engage the business community and build GCRTA's value proposition. He stated that the Board is supportive of looking at a ballot initiative, but the timing is key.

CEO Terry stated that staff appreciates the work that Burgess and Burgess has done on behalf of GCRTA but the timing and impact of doing nothing would have on ridership cannot be ignored.

Mr. Sleasman stated that the status quo risks less service and more stress for the people in the county.

V. Adjournment

There being no further business, a motion to adjourn the meeting was made by Mayor Koomar and seconded by Mr. Sleasman; the motion was approved. The meeting was adjourned at 10:37 a.m.

Attest: ________________________________ ________________________________

Secretary-Treasurer President

MEETING MINUTES

GCRTA Special Board of Trustees Meeting

July 7, 2026

Board Members: Mayor Koomar (President), Ms. Pacetti (Vice President) Ms. Elder, Mayor Gallo, Ms. Harper, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Ms. Smith Whigham

Staff/Other: Shawn Becker, Nick Biggar, India Birdsong Terry, Janet Burney, James Burke, Tonina Campbell, Floun'say Caver, Brent Charnigo, Nick Davidson, Ronald Darden, Wendy Feinn, Michael Fesler, George Fields, Bob Fleig, Anthony Garofoli, Rajan Gautam, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Jonathan Laule, Jeff Macko, Sheila Miller, Charles Morgan, Ruben Morgan, Holly Mothes, Steve Peganoff, Mike Schipper, Joe Shaffer, Kay Sutula, Wendy Talley, John Togher, Natoya Walker-Minor, Carolyn Young

Public: 4

I. Call to Order

Mayor Koomar called the meeting to order at 9:04 a.m.

II. Roll Call

A quorum was present.

III. Certification regarding Notice of Meeting

It was advised that the notice of this meeting had been posted more than twenty-four hours in advance of the meeting, that the usual notification had been given to the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting had been complied with.

IV. Discussion and vote regarding the following:

CEO Terry explained that staff was seeking direction from the Board regarding the year in which a sales tax levy initiative should proceed. Management had previously presented three potential options: November 2026, May 2027 and November 2027. While earlier action would be preferable from a financial and operational standpoint, staff recognized the need to balance urgency with community support and stakeholder buy-in. CEO Terry emphasized that delaying beyond 2027 was not recommended because doing so would increase financial challenges and heighten the likelihood of future service reductions.

Mayor Koomar stated that connecting with the corporate community and key community stakeholders for their feedback so management may finalize the sales tax increase is needed. Given the limited timeframe before the November 2026 election, he suggested that a 2027 ballot initiative would provide a more realistic opportunity to build support and develop a comprehensive strategy.

CEO Terry clarified that staff was not asking the Board to approve a specific tax increase during the meeting. Rather, management needed a clear statement of support and direction regarding timing. Business leaders, community organizations, and other stakeholders had asked where the Board stood on a potential levy. A unified position from the Board would provide management with the ability to continue meaningful conversations about the future of transit and determine the most viable path to success at the ballot box.

Ms. Whigham stated that riders, employees, and the community deserved clarity. She stressed that continued delays would create additional uncertainty and potentially harm the Authority's ability to address future financial challenges.

Ms. Elder acknowledged concerns that postponing action increased the likelihood of service reductions and created additional hardships for individuals who rely on public transportation. She also stated that waiting until November 2027 was risky.

Mr. Sleasman advocated for moving forward with a 0.5% levy and supported pursuing the earliest possible election date. He cited research showing that investments in public transit generate significant economic benefits, including increased regional economic activity, higher employment levels, reduced household transportation costs, and improved access to jobs. He argued that transit already delivers substantial value to employers and residents and that delaying action could weaken those benefits through continued service reductions and workforce challenges.

Mr. Love emphasized that a successful levy campaign would require a broad civic coalition rather than being viewed solely as a GCRTA initiative. He pointed to the importance of building partnerships with business leaders, community organizations, foundations, elected officials, and residents.

Mayor Gallo similarly expressed concern that a 2026 campaign would not provide sufficient time to build regional support and develop a compelling message capable of achieving widespread voter approval.

Ms. McPherson argued that developing GCRTA’s value proposition will be beneficial to the agency in the long run.

Ms. Pacetti stated that the Authority first needed a stronger public vision and deeper stakeholder engagement. She stressed the importance of obtaining support not only from business and civic leaders but also from grassroots organizations, riders and employees. She also noted the challenge of seeking additional funding while simultaneously reducing service levels, encouraging management to explore alternatives that would minimize negative impacts on customers.

Ms. Harper stated that delaying action would make service cuts more certain, which would make the lives of riders and operators more difficult. While she agreed with moving as quickly as possible, a levy in May would provide more time for outreach that Board members find essential.

CEO Terry stated that stakeholder engagement remained essential. She explained that recent surveys and outreach efforts had revealed a wide variety of opinions regarding the future of transit in the region. Some respondents favored maintaining current service levels, while others envisioned transformative investments that would significantly expand and improve the transit system. Management's recommendation of a 0.5% sales tax increase reflected a vision for creating a transformational transit network. However, she acknowledged that community feedback would play an important role in shaping final recommendations.

Drawing on her experience with other transit agencies, CEO Terry explained that failed ballot initiatives can create lengthy delays before future funding opportunities become viable. At the same time, she cautioned that postponing decisions would increase financial pressure and make future service reductions more likely. As a result, management sought a balance between acting with urgency and building a strong coalition of support.

After conversation, the Board agreed on a resolution including language to support submitting a levy in May 2027, with the requirement to specify the percentage of the sales tax increase by September 22, 2026, which would allow management time to engage the business community and community stakeholders.

Mayor Koomar moved to suspend the Special Board Meeting; Mr. Sleasman seconded. The motion carried at 10:15 a.m.

Mayor Koomar moved to reconvene the Special Board Meeting; Ms. Pacetti seconded. The motion carried at 11:12 a.m.

Mayor Koomar stated that the Legal Department had presented a resolution that reflects the Trustees' conversation regarding supporting a ballot initiative for May 2027 and that the specific sales tax percentage will be determined subject to additional conversations and input from management for a Board vote no later than September 22, 2026.

> Resolution 2026-43 – SUBMITTING TO THE ELECTORS OF CUYAHOGA COUNTY THE QUESTION OF WHETHER THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY'S EXISTING 1% SALES AND USE TAX FOR ALL TRANSIT PURPOSES MAY BE INCREASED BY UP TO ½ PERCENT TO PROVIDE ADITIONAL GENERAL REVENUE FOR THE AUTHORITY FOR A CONTINUING PERIOD OF TIME.

Ms. Whigham moved to adopt Resolution 2026-43; Ms. Pacetti seconded. The motion carried.

V. Adjournment

There being no further business, a motion to adjourn the meeting was made by Mayor Koomar and seconded by Ms. Pacetti; the motion was approved. The meeting was adjourned at 11:14 a.m.

Attest: ______________________________ ______________________________

Secretary-Treasurer President

Greater Cleveland
Regional Transit Authority

Interoffice Memo

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

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

Date: July 16, 2026

Subject: July Resolutions – Information Regarding Committee Presentations

At the July 21, 2026 meeting of the Board of Trustees, the Authority will seek approval of the eight (8) 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 or if the resolution could be a matter of significance to the Board of Trustees.

This month, staff presented five (5) of the eight (8) resolutions that are scheduled for approval. A summary is listed below:

Title	Amount	Presentation
EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE GCRTA WHO RETIRED DURING THE SECOND QUARTER OF 2026	NA	N
TRASH COLLECTION AND REMOVAL SERVICES	$384,544.06	N
PROCUREMENT OF A PRODUCTION/SWITCH TAMPER	$1,950,000.00	Y
FURNISHING OF REMANUFACTURED BRAKE CALIPER ASSEMBLIES	$458,560.00	N
SURVEY SERVICES	$1,096,870.00	Y
CONSULTING SERVICES FOR SAFETY AND SECURITY CERTIFICATION FOR GCRTA RAIL TRANSIT PROJECTS	$650,000.00	Y
INTERGOVERNMENTAL AGREEMENT WITH CMSD FOR STUDENT FARES	$2,500,000.00 (Estimated Revenue)	Y
ADOPTING THE TAX BUDGET OF THE GCRTA FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2027, AND SUBMITTING THE SAME TO THE CUYAHOGA COUNTY FISCAL OFFICER	NA	Y

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

IBT/SB

RESOLUTION NO. 2026-44

EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED DURING THE SECOND QUARTER OF 2026

WHEREAS, the following employees retired from the Greater Cleveland Regional Transit Authority during the second quarter of 2026 after numerous years of dedicated public service:

Name	Title	Work Location
Stephanie Lowe	Paratransit Operator	Paratransit
Dennis M. McIntyre	Paratransit Operator	Paratransit
James E. Smith	Paratransit Operator	Paratransit
John R. Stanko	Heating/Air Conditioning Mechanic	Paratransit
David W. Stasko	Material Contract & Release Specialist	Central Bus Maint
Richard Vajas	Equipment Body Mechanic	Central Bus Maint
Roman S. Drozd	Electronic Equipment Technician	Central Bus Maint
Gary Gray	Electronic Equipment Technician	Central Bus Maint
Letitia Neal	Janitor	Central Bus Maint
Todd Patena	Maintainer	Central Svc Bldg
Kenneth J. Novitch	Substation Maintainer	Central Svc Bldg
Christopher Nehez	Lead Signal Technician	Central Svc Bldg
Michael Barry	Signal Technician	Central Svc Bldg
William A. Burns	Lead Line Maintainer	Central Svc Bldg
Darryl E. Sullivan	Vehicle Servicer	Central Rail Maint
Stephen Novak	Rail Machinist	Central Rail Maint
Richard Powell	Rail Operator	Rail
Herman Lee Allen Jr.	Bus Operator	Triskett
Szebra Gilmore	Bus Operator	Triskett
Raymond L. Bivins	Bus Operator	Triskett
Artistine Beavers	Bus Operator	Triskett
Daniel Woike	Bus Operator	Triskett
James M. Dubray	Bus Operator	Triskett
Rogelio Ortiz Jr.	Bus Operator (Part-Time)	Triskett
Malcolm E. Tyus	Equipment Maintainer	Triskett
Douglas E. Ryant	Maintenance Technician	Triskett
Norman Hunter	Maintainer	Woodhill
Darryl S. Moore	Bus Operator	Hayden
Michael Gary	Bus Operator	Hayden
Venetia Hood	Service Quality Supervisor II	Main Office

WHEREAS, these retirees faithfully gave of their skills, time and talents to provide high quality public transportation to the community; and

WHEREAS, these retirees did much to contribute to the quality of life in Greater Cleveland by providing much-needed public transit service and protecting our valuable environment; and

WHEREAS, the retirees' outstanding diligence in the performance of their jobs was of immeasurable value to both riders and residents of Cuyahoga County; and

WHEREAS, these retirees represent hundreds of years of invaluable public transit experience, and they will be missed.

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

Section 1. That the sincere congratulations and gratitude of the Board of Trustees is hereby extended to each of the above-named employees on the occasion of their retirement from the Greater Cleveland Regional Transit Authority.

Section 2. That the members of the Board of Trustees offer their best wishes to the retirees for continued success and happiness, which they so richly deserve.

Section 3. That this resolution shall become effective immediately upon its adoption.

Adopted: July 21, 2026

____
President

Attest: ________________________________
Secretary-Treasurer

Form 100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION:	Resolution No.: 2026-45
CONTRACT: TRASH COLLECTION AND REMOVAL SERVICES	Date: July 16, 2026
VENDOR: BROWNING-FERRIS INDUSTRIES OF OHIO, INC., DBA REPUBLIC SERVICES	Initiator: Central Facilities Maintenance Department
AMOUNT: NOT TO EXCEED $223,086.42 FOR A PERIOD OF THREE-YEARS WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED $79,374.77 AND $82,082.87, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $384,544.06 FOR A FIVE-YEAR PERIOD	
ACTION REQUEST: ☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ______	

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract for trash collection and removal services for a period of three years with two, one-year options.

2.0 DESCRIPTION/JUSTIFICATION: The Authority contracts for regularly scheduled and as-needed trash collection and removal services for all of its facilities. This action will allow the Authority to provide scheduled and on-call pickups of non-recyclable trash at all of its buildings, garages, stations, and other various facilities located throughout the Authority's service area.

3.0 PROCUREMENT BACKGROUND: The Invitation for Bids (IFB) was posted on the Authority's Procurement website and advertised in the local newspapers. Seven (7) interested parties downloaded the solicitation. Three (3) responsive bids were received and opened on June 29, 2026, as follows:

Company Name	Base 3 Years	Option Year 1	Option Year 2	Bid Total
Browning-Ferris Industries of Ohio, Inc., dba Republic Services	$223,086.42	$79,374.77	$82,082.87	$384,544.06
Rumpke of Ohio, Inc.	$355,875.45	$124,459.98	$162,218.43	$607,895.42
Kimble	$549,794.33	$139,464.00	$194,470.26	$944,666.01

The total bid from Browning-Ferris Industries of Ohio, Inc., dba Republic Services has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

A price analysis has been performed, and the Procurement Department has determined that the price is 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: This procurement shall be payable through the General Fund, Central Facilities Maintenance Department budget, in an amount not to exceed \$223,086.42 for the base three-year period with two one-year options not to exceed \$79,374.77 and \$82,082.87, respectively, for a total contract amount not to exceed \$384,544.06 for a five-year period.

7.0 ALTERNATIVES: Reject this bid. Rejection of this bid would leave the Authority without trash collection services, resulting in a health and safety hazard.

8.0 RECOMMENDATION: It is recommended that the bid from Browning-Ferris Industries of Ohio, Inc., dba Republic Services 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. 2026-45

AUTHORIZING CONTRACT NO. 2026-36 WITH BROWNING-FERRIS INDUSTRIES OF OHIO, INC., DBA REPUBLIC SERVICES TO PROVIDE TRASH COLLECTION AND REMOVAL SERVICES IN AN AMOUNT NOT TO EXCEED $223,086.42 FOR A PERIOD OF THREE YEARS WITH TWO ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED $79,374.77 AND $82,082.87, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $384,544.06 FOR A FIVE-YEAR PERIOD (GENERAL FUND, CENTRAL FACILITIES MAINTENANCE DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") requires trash collection and removal services; and

WHEREAS, the bid from Browning-Ferris Industries of Ohio, Inc., dba Republic Services, with an office at 40195 Butternut Ridge Road, Elyria, OH, for trash collection and removal services was received on June 29, 2026; and

WHEREAS, Browning-Ferris Industries of Ohio, Inc., dba Republic Services has agreed to provide the trash collection and removal services for a period of three years in an amount not to exceed $223,086.42, with two one-year options in amounts not to exceed $79,374.77 and $82,082.87, respectively, for a total contract amount not to exceed $384,544.06 for a five-year period; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from Browning-Ferris Industries of Ohio, Inc., dba Republic Services to be the lowest responsive bid from a responsible bidder 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 bid from Browning-Ferris Industries of Ohio, Inc., dba Republic Services to provide trash collection and removal services 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 Browning-Ferris Industries of Ohio, Inc., dba Republic Services for trash collection and removal services for a period of three years, with the authority to exercise two, one-year options.

Section 3. That said contract shall be payable from the General Fund, Central Facilities Maintenance Budget in an amount not to exceed $223,086.42 for a period of three years with two one-year options in amounts not to exceed $79,374.77 and $82,082.87, respectively, for a total contract amount not to exceed $384,544.06 for a five-year period.

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; 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: July 21, 2026

____
President

Attest: ____________________________________
Secretary-Treasurer

Form
100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: CONTRACT: PROCUREMENT OF A PRODUCTION/SWITCH TAMPER VENDOR: HARSCO METRO RAIL, LLC AMOUNT: $1,950,000	Resolution No.: 2026-46 Date: July 16, 2026 Initiator: Fleet Management Department
ACTION REQUEST: ☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________	

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract to purchase a production/switch tamper.

2.0 DESCRIPTION/JUSTIFICATION: The Authority has the need to purchase a new production/switch tamper. The tamper is one of the primary rail work equipment vehicles used by Power & Way to maintain the track. The current tamper, purchased in 1997, has served the Authority well, but it is nearing its useful life and will not fit the narrower platform clearance once the stations are modified for the new railcars to begin service.

3.0 PROCUREMENT BACKGROUND: The Invitation for Bid ("IFB") was posted on the Authority's Procurement website and advertised in the local newspapers. Three (3) interested parties, including subcontractors, downloaded the solicitation. Two (2) bids were received and opened on June 30, 2026, as follows:

Company Name	Total Base Bid
Harsco Metro Rail, LLC	$1,950,000.00
Plasser American Corp.	$2,145,774.46

The bid from Harsco Metro Rail, LLC has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

A price analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority. The total base bid price is approximately 18.38% below the engineer's 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 the Authority's projects until further notice.

5.0 POLICY IMPACT: Does not apply.

6.0 ECONOMIC IMPACT: This contract shall be payable from the RTA Development Fund, Fleet Management Department budget, including but not limited to Capital Grants OH-2024-011-307 and OH-2024-011-337, in an amount not to exceed $1,950,000 ($1,560,000 in federal funds, which represents 80% of total cost).

7.0 ALTERNATIVES: Reject this bid. Rejection of this bid would delay the replacement of the current tamper which will limit the Authority's ability to maintain and repair its tracks once platform modifications are implemented for the new railcars.

8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the July 7, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the bid from Harsco Metro Rail, LLC 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. 2026-46

AUTHORIZING CONTRACT NO. 2026-071 WITH HARSCO METRO RAIL, LLC FOR THE PROCUREMENT OF A PRODUCTION/SWITCH TAMPER IN AN AMOUNT NOT TO EXCEED $1,950,000 (RTA DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") deems it necessary to acquire a new production/switch tamper; and

WHEREAS, the bid from Harsco Metro Rail, LLC, located at 3440 Toringdon Way, Suite 100, Charlotte, NC 28277, was received on June 30, 2026; and

WHEREAS, Harsco Metro Rail, LLC has agreed to provide the specified equipment for an amount not to exceed $1,950,000; and

WHEREAS, the Authority's General Manager, Chief Executive Officer deems the bid from Harsco Metro Rail, LLC to be the lowest responsive bid from a responsible bidder 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 bid from Harsco Metro Rail, LLC for the procurement of a production/switch tamper 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 Harsco Metro Rail, LLC for the procurement of a production/switch tamper.

Section 3. That said contract shall be payable from the RTA Development Fund, Fleet Management Department budget, including but not limited to Capital Grants OH-2024-011-307 and OH-2024-011-337, in an amount not to exceed $1,950,000 ($1,560,000 in federal funds, which represents 80% of 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: July 21, 2026

____
President

Attest: ______________________________
Secretary-Treasurer

Form 100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION:	Resolution No.: 2026-47
CONTRACT: FURNISHING OF REMANUFACTURED BRAKE CALIPER ASSEMBLIES, AS SPECIFIED AND AS REQUIRED, FOR A PERIOD OF TWO (2) YEARS	Date: July 16, 2026
VENDOR: GILLIG LLC AMOUNT: $458,560	Initiator: Fleet Management Department

ACTION REQUEST:

☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________________

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract for the furnishing of remanufactured brake caliper assemblies, as specified and as required, for a period of two (2) years.

2.0 DESCRIPTION/JUSTIFICATION: This is a procurement for brake caliper assemblies used on the Authority's Gillig bus fleet. The frequent stop and start of the buses on city routes necessitate the repair and replacement of the brake calipers over time.

3.0 PROCUREMENT BACKGROUND: The Invitation for Bid ("IFB") was posted on the Authority's Procurement website and advertised in the local newspapers. Fourteen (14) interested parties downloaded the solicitation. Four (4) responsive bids were received on May 5, 2026. The total bid from Gillig LLC has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

Gillig LLC					
Description	OEM p/n		Estimated Annual Usage	Cost Per Unit	Extended Total Cost
Left Disc Brake Caliper	EX225H301R	Year 1	200	$ 573.20	$ 116,640.00
Right Disc Brake Caliper	EX225H302R	Year 1	200	$ 573.20	$ 116,640.00
Left Disc Brake Caliper	EX225H301R	Year 2	200	$ 573.20	$ 116,640.00
Right Disc Brake Caliper	EX225H302R	Year 2	200	$ 573.20	$ 116,640.00
Total Bid Price Two Years					$ 458,560.00

Vehicle Maintenance Program					
Description	OEM p/n		Estimated Annual Usage	Cost Per Unit	Extended Total Cost
Left Disc Brake Caliper	EX225H301R	Year 1	200	$ 585.11	$ 117,022.00
Right Disc Brake Caliper	EX225H302R	Year 1	200	$ 585.11	$ 117,022.00
Left Disc Brake Caliper	EX225H301R	Year 2	200	$ 585.11	$ 117,022.00
Right Disc Brake Caliper	EX225H302R	Year 2	200	$ 585.11	$ 117,022.00
Total Bid Price Two Years					$ 468,088.00

Neopart Transit LLC					
Description	OEM p/n		Estimated Annual Usage	Cost Per Unit	Extended Total Cost
Left Disc Brake Caliper	EX225H301R	Year 1	200	$ 625.44	$ 125,088.00
Right Disc Brake Caliper	EX225H302R	Year 1	200	$ 625.44	$ 125,088.00
Left Disc Brake Caliper	EX225H301R	Year 2	200	$ 625.44	$ 125,088.00
Right Disc Brake Caliper	EX225H302R	Year 2	200	$ 625.44	$ 125,088.00
Total Bid Price Two Years					$ 500,352.00

The Aftermarket Parts Company, LLC					
Description	OEM p/n		Estimated Annual Usage	Cost Per Unit	Extended Total Cost
Left Disc Brake Caliper	EX225H301R	Year 1	200	$ 720.78	$ 144,156.00
Right Disc Brake Caliper	EX225H302R	Year 1	200	$ 720.78	$ 144,156.00
Left Disc Brake Caliper	EX225H301R	Year 2	200	$ 742.40	$ 148,480.00
Right Disc Brake Caliper	EX225H302R	Year 2	200	$ 742.40	$ 148,480.00
Total Bid Price Two Years					$ 585,272.00

A price analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority. The total bid price is approximately 1.4% below the 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 the Authority's projects until further notice.

5.0 POLICY IMPACT: Does not apply.

6.0 ECONOMIC IMPACT: This contract will be funded through the General Fund, Fleet Management Department budget, in an amount not to exceed $458,560 for a period of two years.

7.0 ALTERNATIVES: Reject this bid. Rejection of this bid would prevent the Authority from having a competitive, low-price on brake calipers which are required for routine bus maintenance.

8.0 RECOMMENDATION: It is recommended that the offer of Gillig LLC be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.

9.0 ATTACHMENT: 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. 2026-47

AUTHORIZING CONTRACT NO. 2026-44 WITH GILLIG LLC FOR THE FURNISHING OF REMANUFACTURED BRAKE CALIPER ASSEMBLIES, AS SPECIFIED AND AS REQUIRED, FOR A PERIOD OF TWO (2) YEARS IN AN AMOUNT NOT TO EXCEED $458,560 (GENERAL FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") requires the furnishing of remanufactured brake caliper assemblies for its Gillig bus fleet; and

WHEREAS, the bid from Gillig LLC, located at 25972 Eden Landing Road, Hayward, CA 94545, for the furnishing of remanufactured brake caliper assemblies, as specified and as required, for a period of two (2) years was received on May 5, 2026 at unit prices resulting in a total contract amount not to exceed $458,560; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from Gillig LLC to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees 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 bid from Gillig LLC for the furnishing of remanufactured brake caliper assemblies, as specified and as required, for a period of two (2) years 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 Gillig LLC for the furnishing of remanufactured brake caliper assemblies, as specified and as required, for a period of two (2) years.

Section 3. That said contract shall be payable from the RTA General Fund, Fleet Management Department budget, in an amount not to exceed $458,560 for a period of two years.

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: July 21, 2026

____
President

Attest: ____________________________
Secretary- Treasurer

Form 100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION:	
CONTRACT: SURVEY SERVICES	Resolution No.: 2026-48
VENDOR: ETC INSTITUTE	Date: July 16, 2026
AMOUNT: NOT TO EXCEED $658,122 FOR A PERIOD OF THREE YEARS AND IN AMOUNTS NTE $219,374 FOR EACH OF TWO OPTION YEARS, FOR A TOTAL CONTRACT AMOUNT NTE $1,096,870 FOR A FIVE-YEAR PERIOD	Initiator: Marketing & Communications Department

ACTION REQUEST:

☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract for customer satisfaction, community values, and employee engagement survey services and analyses for a period of three years with two, one-year options.

2.0 DESCRIPTION/JUSTIFICATION: The Authority requires the services of a professional surveying firm that specializes in developing, administering, collecting, and analyzing surveys and survey data. The firm will administer quarterly customer satisfaction surveys and annual community value and employee engagement surveys. The customer satisfaction survey evaluates customer satisfaction on each Authority transit mode: fixed route bus, rail, bus rapid transit, and Paratransit. The community value survey canvasses the Authority's service area within Cuyahoga County to obtain data from the community's perception of the Authority's performance and value. The employee engagement survey measures employee satisfaction, engagement, workplace culture, and leadership effectiveness to identify improvement opportunities and support a positive work environment. Survey analyses will result in updated scorecards, the creation of report metrics, and performance documentation. This work will continue the Authority's culture of ownership, continuous improvement, and performance management by identifying and tracking measurable goals and success outcomes.

3.0 PROCUREMENT BACKGROUND: The Request for Proposals ("RFP") was posted on the Authority's Procurement website and advertised in the local newspapers. Forty-two (42) interested parties, including potential subcontractors, downloaded the solicitation package, and four (4) responsive proposals were received. These services were solicited through a competitive negotiated procurement process. After evaluation by a panel of Authority employees in accordance with established Procurement Department policies and procedures, the proposal from ETC Institute to provide survey services was determined to be the most advantageous to the Authority, price and all other factors considered. After negotiations, a contract amount not to exceed $658,122 for a period of three years and amounts not to exceed $219,374 for each of two option years, for a total contract amount not to exceed $1,096,870 for a five-year period, was agreed upon. This amount is approximately 8% below the estimate for this project.

The Procurement Department performed a cost analysis and determined the proposed hourly rates 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: This procurement shall be payable from the RTA General Fund, Marketing & Communications Department budget, in an amount not to exceed $658,122 for a period of three years and in amounts not to exceed $219,374 for each of two option years, for a total contract amount not to exceed $1,096,870 for a five-year period.

7.0 ALTERNATIVES: Reject this offer. Rejection of this offer would delay customer, community, and employee engagement survey services and analyses, which provide the data necessary for the continued culture of ownership, continuous improvement, and performance management by identifying and tracking measurable goals and success outcomes.

8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the July 7, 2026 Organizational, Services, and Performance Monitoring Committee meeting. It is recommended that the negotiated offer of ETC Institute 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. 2026-48

AUTHORIZING CONTRACT NO. 2026-011 WITH ETC INSTITUTE TO PROVIDE SURVEY SERVICES IN AN AMOUNT NOT TO EXCEED $658,122 FOR A PERIOD OF THREE YEARS AND IN AN AMOUNT NOT TO EXCEED $219,374 FOR EACH OF TWO OPTION YEARS, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $1,096,870 FOR A FIVE-YEAR PERIOD (GENERAL FUND, MARKETING & COMMUNICATIONS DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") requires the services of professional surveying firms that specialize in developing, administering, collecting, and analyzing surveys and survey data; and

WHEREAS, the proposal from ETC Institute, with an office located at 725 West Frontier Lane, Olathe, Kansas, for survey services for a period of three years with two, one-year options was received on April 2, 2026; and

WHEREAS, after negotiations, ETC Institute has offered to provide survey services in an amount not to exceed $658,122 for a period of three years and in an amount not to exceed $219,374 for each of two option years, for a total contract amount not to exceed $1,096,870 for a five-year period; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from ETC Institute, as negotiated, to be in the best interest of the Authority, 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 ETC Institute to provide survey services 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 ETC Institute to provide survey services for a period of three years, with the authority to exercise two, one-year options.

Section 3. This contract shall be payable from the RTA General Fund, Marketing & Communications Department Budget, in an amount not to exceed $658,122 for a period of three years and in an amount not to exceed $219,374 for each of two option years, for a total contract amount not to exceed $1,096,870 for a 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.

Adopted: July 21, 2026

____
President

Attest: ______________________________
Secretary-Treasurer

Form 100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION:	Resolution No.: 2026-49
CONTRACT: PROJECT 20.65 – CONSULTING SERVICES FOR SAFETY AND SECURITY CERTIFICATION OF GCRTA RAIL TRANSIT PROJECTS IV	Date: July 16, 2026
VENDOR: K&J SAFETY AND SECURITY CONSULTING SERVICES, INC.	Initiator: Engineering & Project Development Department
AMOUNT: NOT TO EXCEED $650,000 FOR A PERIOD OF THIRTY-SIX (36) MONTHS	

ACTION REQUEST:
☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________

1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority ("Authority") to enter into a contract for Project 20.65 – Consulting Services for Safety and Security Certification of GCRTA Rail Transit Projects IV.

2.0 DESCRIPTION/JUSTIFICATION: This contract is for professional consulting services for safety and security certification for the Authority's major transit projects. Such certification will ensure the transit projects are operationally safe for passengers, employees, emergency responders and the public, in compliance with the Authority's Safety and Security Certification Plan adopted in May 2007, as amended.

3.0 PROCUREMENT BACKGROUND: The Request for Proposals ("RFP") was posted on the Authority's Procurement website and advertised in the local newspapers. Fourteen (14) interested parties, including potential subcontractors, downloaded the solicitation package, and four (4) proposals were received. The consulting services were solicited through a competitive negotiated procurement utilizing the Brooks Act procedures. Under this process, the Authority's evaluation panel first selects the most technically qualified firm, solicits a pricing proposal from that firm, and negotiates pricing with that firm. Should the Authority determine that an agreement could not be reached with the most qualified firm, it may reject that proposal and repeat the process with the next most qualified firm. In this instance, negotiations were held with K&J Safety and Security Consulting Services, Inc. ("K&J"), the first-ranked firm, and acceptable pricing was reached.

K&J has successfully completed projects for the Authority, WMATA, SEPTA, and PRITA, among others.

The Procurement Department performed a cost analysis and determined the proposal from K&J 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: This procurement shall be payable from the RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget, including but not limited to 100% Local Funds and FTA Grant Funds to be determined, in an amount not to exceed $650,000 for a period of thirty-six months.

7.0 ALTERNATIVES: Reject this offer. Rejection of this offer will impact the Authority's ability to comply with its Safety and Security Certification Plan and provide safe operations for passengers and employees.

8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the July 7, 2026 Operational Planning and Infrastructure Committee meeting. It is recommended that the offer from K&J 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. 2026-49

AUTHORIZING CONTRACT NO. 2026-062 WITH K&J SAFETY AND SECURITY CONSULTING SERVICES, INC. FOR PROJECT 20.65 – CONSULTING SERVICES FOR SAFETY AND SECURITY CERTIFICATION FOR GCRTA RAIL TRANSIT PROJECTS IV IN AN AMOUNT NOT TO EXCEED $650,000 FOR A PERIOD OF THIRTY-SIX MONTHS (RTA CAPITAL AND/OR DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") requires professional consulting services for Project 20.65 – Consulting Services for Safety and Security Certification of GCRTA Rail Transit Projects IV; and

WHEREAS, the proposal from K&J Safety and Security Consulting Services, Inc. ("K&J"), with an office located at 1395 S Highway 95A, Cantonment, Florida 32533, to perform said services was received on May 28, 2026 in response to a competitive solicitation; and

WHEREAS, after negotiations, K&J has agreed to perform the required services in an amount not to exceed $650,000 for period of thirty-six months; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from K&J Safety and Security Consulting Services, Inc. to be the most advantageous to the Authority 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 K&J to provide professional consulting services under Project 20.65 Consulting Services for Safety and Security Certification of GCRTA Rail Transit Projects IV 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 for Project 20.65 – Consulting Services for Safety and Security Certification of GCRTA Rail Transit Projects IV with K&J for the performance of said services for a period of thirty-six months.

Section 3. This procurement shall be payable from the RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget, including but not limited to 100% Local Funds and FTA grants to be determined, in an amount not to exceed $650,000 for a period of thirty-six months.

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: July 21, 2026

____
President

Attest: ____________________________________
Secretary-Treasurer

Form 100-326 01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION:	Resolution No.: 2026-50
AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE CLEVELAND METROPOLITAN SCHOOL DISTRICT FOR STUDENT FARES FOR THE 2026-2027 SCHOOL YEAR	Date: July 21, 2026
	Initiator: Finance

ACTION REQUEST:

☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________________

1.0 PURPOSE/SCOPE: This Intergovernmental Student Transportation Agreement ("Agreement") between the Greater Cleveland Regional Transit Authority ("GCRTA") and the Cleveland Metropolitan School District ("CMSD") will provide a volume discount to CMSD for the purchase of magnetic stripe, farebox compatible, picture card ID passes for the 2026-2027 school year. The discount will relieve some of the budgetary impact on CMSD, as well as improve cash flow and accounts receivable activity for GCRTA.

The Agreement was approved by CMSD at its June 11, 2026 school board meeting.

2.0 DESCRIPTION/JUSTIFICATION: The proposed Agreement with CMSD will allow for discounted rates due to high volume of passes being purchased. This negotiated Agreement will generate an estimated $2,500,000 in revenue for GCRTA.

3.0 PROCUREMENT BACKGROUND: Does not apply.

4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does not apply.

5.0 POLICY IMPACT: This action is consistent with GCRTA's practice of entering into annual agreements with CMSD for the purchase of picture card ID passes. Authorization of this Agreement will allow GCRTA to continue to provide economical public transportation to CMSD students as well as promote ridership on public transportation.

6.0 ECONOMIC IMPACT: Entering into this Agreement will result in an estimated $2,500,000 of revenue generation for GCRTA, as well as encourage students to ride public transportation.

7.0 ALTERNATIVES: Rejection of this action would result in hardship for CMSD and could lead to CMSD's possible discontinuation of purchasing GCRTA's fare media for student transportation.

8.0 RECOMMENDATION: This resolution was discussed at the July 7, 2026 Operational Planning & Infrastructure Committee meeting and recommended for consideration by the full Board of Trustees. It is recommended that this resolution be adopted.

9.0 ATTACHMENT: Draft Intergovernmental Student Transportation Agreement

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

General Manager, Chief Executive Officer

Attachment A

INTERGOVERNMENTAL STUDENT TRANSPORTATION AGREEMENT BETWEEN THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND THE CLEVELAND METROPOLITAN SCHOOL DISTRICT FOR THE 2026-2027 SCHOOL YEAR

THIS AGREEMENT, by and between the Greater Cleveland Regional Transit Authority (hereinafter referred to as "GCRTA"), 1240 West 6th Street, Cleveland, Ohio 44113-1331, acting pursuant to Resolution No. ________________, adopted by its Board of Trustees on ____________, and the Cleveland Metropolitan School District (hereinafter referred to as the "District"), whose principal offices are located at 1111 Superior Ave E, Suite 1800, Cleveland, OH 44114, acting pursuant to Resolution No. _____________, adopted by the Board of Education of the District on ____________.

WITNESSETH: That

WHEREAS, the District is certified by the Ohio Department of Education to provide education services; and

WHEREAS, the District wishes to make transportation available to its enrolled students and to students on whose behalf it is obligated to provide transportation service; and

WHEREAS, the GCRTA is amenable to providing said service to the District's students; and

WHEREAS, the District and GCRTA wish to provide transportation in a controlled, efficient and cost-effective manner; and

WHEREAS, the District and GCRTA have entered into student transportation agreements since at least 2012 to memorialize the terms of such transportation; and

WHEREAS, the District and GCRTA entered into short-term agreements in 2020 and 2021 to address the District’s reduced need for transportation during the COVID-19 pandemic without setting a precedent for future agreements; and

WHEREAS, the District and GCRTA returned to issuing magnetic stripe farebox compatible picture card ID passes to District students for the 2022-2023 school year; and

WHEREAS, as a result of the availability of improved ridership data to both parties, the District and GCRTA modified the pricing model and GCRTA provided the District with a volume discount based on ridership for the 2023-2024 and 2025-2026 school years; and

Attachment A

WHEREAS, GCRTA will again provide the District with a volume discount based on ridership for the 2026-2027 school year.

NOW, THEREFORE, the District and GCRTA, for good and valuable consideration including the mutual promises contained below, agree as follows:

1. <u>TERM OF AGREEMENT</u>

This Agreement shall commence on August 24, 2026, and shall continue through June 23, 2027.

2. <u>PRICE AND TERMS OF SALE</u>

a) <u>Passes</u>.

To improve controls and ensure valid use and costs, GCRTA and the District agree to issue magnetic stripe farebox compatible picture card ID passes (“Passes”) to 13,500 District students for daily use on GCRTA vehicles as proof of payment, for a total estimated amount of $2,500,000. The District agrees to obtain GCRTA’s approval of any changes to the layout or format of the Passes. These Passes shall be valid for fares from 5:00 AM to 11:00 PM Monday through Sunday from August 24, 2026 through June 23, 2027.

GCRTA will supply the Passes by August 14, 2026. Students will receive a free ride to school on GCRTA vehicles their first day of school.

b) The cost of any student tickets that the District needs to purchase during the term of this agreement will be $1.75 per ride. (These tickets will be referred to herein as “Tickets.”)

c) Tickets must be ordered on a separate written purchase order. The District shall not assess a charge in excess of this price for each Ticket. GCRTA shall deliver the number of Tickets specified in each order to the District’s Transportation Department. The risk of loss for said Tickets shall pass to the District immediately upon delivery of the Tickets to the District. The District shall sign the accompanying invoice and immediately return the signed invoice to GCRTA’s Accounts Receivable Department.

d) Passes and Tickets may be used by District students in Grades 9 through 12, residing within the borders of Cuyahoga County and attending private or public schools certified by Ohio Department of Education. Passes may be used through the expiration date of the Passes stated in Section 2a above. Tickets may be used until the expiration date of the Tickets. Passes and Tickets may be used on regular routes operated by the GCRTA for the purpose of transporting fare paying passengers. Passes and Tickets are non-transferable.

Non-students using Passes or Tickets will either be denied service or required to pay the full fare.

e) Payment

The District shall pay Two Million Two Hundred Fifty Thousand Dollars ($2,250,000), which is 90% of the total estimated amount, by September 30, 2026. GCRTA will perform a reconciliation to the actual number of rides taken by District students based on a price of $1.67 per ride. Based on this reconciliation, GCRTA will invoice for any difference or issue a credit memo, as applicable, at the end of the school year.

GCRTA shall invoice the District for each order of Tickets and the District shall remit payment within 30 days of the date of the invoice.

Failure to make timely payment may lead to the termination of this agreement.

f) Invoices

Invoices will be directed to the District's Office of Transportation, Attention: Director, Transportation.

g) Lost or Voided Passes

Reports of any Passes that were cancelled shall be reported to GCRTA on a weekly basis. GCRTA will assess a fee of $7.50 for each lost or stolen Pass.

3. RIGHT TO TERMINATE AGREEMENT

If either Party becomes insolvent or fails to perform any undertaking essential to the purpose of this Agreement, or fails to conduct its business to the satisfaction of the other Party, then the other Party may cancel and terminate this Agreement by thirty (30) days' notice in writing to the defaulting Party, provided, however, that the defaulting Party may cure any failure of performance within thirty days of receipt of notice.

The expiration or termination, for any reason, of this Agreement shall be without prejudice to the rights of either Party.

4. STUDENT CONDUCT

a) In accordance with its representations in 2015, the District removed the following language from the 2016-2017 Student Code of Conduct and maintains its deletion from the 2026-2027 Student Code of Conduct:

A student suspended from the bus will be given two RTA tickets at the time of suspension. Additional RTA tickets will be provided, as needed, each day the student appears in school during the term of the bus suspension.

b) The Board of Education of the District has adopted and maintains the policy outlined in Exhibit A hereto.

5. FORCE MAJEURE

If because of Force Majeure, either Party shall be unable to carry out any of its obligations under this Agreement, then those obligations shall be suspended to the extent made necessary by Force Majeure. The Party affected by Force Majeure shall give notice to the other Party as promptly as practical of the nature and probable duration of such Force Majeure. “Force Majeure” shall mean acts of God, riots, strikes, labor disputes, labor or material shortages, fires, explosions, floods, breakdowns of or damage to plants, equipment or facilities, or other causes of similar nature which are beyond the reasonable control of the Party and which wholly or partially prevent the timely performance of the Party’s obligations under this Agreement, provided that the effect of such Force Majeure shall be eliminated insofar as possible with all reasonable dispatch; provided further, that performance of service obligations by the Party shall be excused only to the extent made necessary by the Force Majeure condition; provided further, that neither Party shall be required to settle a labor dispute on terms unacceptable to the Party affected; and provided further, that neither Party shall be required to rebuild all or a major portion of its facilities which are destroyed or substantially impaired by a Force Majeure condition. The Parties agree that, during the duration of the Force Majeure condition, neither will seek to declare the other in default for failure to timely perform its obligations under this Agreement.

6. RECORDS AND AUDITS

The District shall maintain books, records, documents, and other evidence directly pertinent to the performance of the Work under this Agreement in accordance with generally accepted accounting principles and practices consistently applied and Federal Acquisition Regulations, Parts 30 and 31, as applicable. GCRTA and its authorized representatives shall have the right to audit, to examine and to make copies of or extracts from all financial and related records (in whatever form they may be kept, whether written, electronic, or other) relating to or pertaining to this Agreement kept by or under the control of the District, including, but not limited to those kept by the District, its employees, agents, assigns, successors and subcontractors. Such records shall include, but not be limited to, accounting records, written policies and procedures; subcontract files; all paid vouchers including those for out-of-pocket expenses; other reimbursement supported by invoices; ledgers; cancelled checks; deposit slips; bank statements; journals; original estimates; estimating work sheets; contract amendments and change order files; back charge logs and supporting documentation; insurance documents; payroll documents; timesheets; memoranda; and correspondence. The District shall, at all times during the term of this Agreement and for a period of three years after the completion of this Agreement, maintain such records, together with such supporting or underlying documents and materials. The District shall at any time requested by GCRTA, whether during or after completion of this Agreement, and at the District's own expense make such records available for inspection and audit (including copies and extracts of records as required) by GCRTA. Such records shall be made available to GCRTA during normal business hours at the District's office or place of business. In the event that no such location is available, then the financial records, together with the supporting or underlying documents and records, shall be made available for audit at a time and location that is convenient for GCRTA. The District shall ensure GCRTA has these rights with the District's employees, agents, assigns, successors, and subcontractors, and the obligations of these rights shall be explicitly included in any subcontracts or agreements formed between the District and any subcontractors to the extent that those subcontracts or agreements relate to fulfillment of the District's obligations to GCRTA. If the audit discovers substantive findings related to fraud, misrepresentation, or non-performance, GCRTA may recoup the costs of the audit work from the District. Any adjustments and/or payments that must be made as a result of any such audit or inspection of the District's invoices and/or records shall be made within a reasonable amount of time (not to exceed 90 days) from presentation of GCRTA's findings to the District.

7. <u>ASSIGNMENT</u>

Neither Party shall assign any of its rights or obligations under this Agreement without the prior written consent of the other Party.

8. <u>CHANGES; ALTERATIONS</u>

No change, alteration, modification, or addition to this Agreement shall be effective unless in writing and properly executed by both Parties.

9. <u>APPLICABLE LAW; SEVERABILITY</u>

This Agreement and any disputes relating to it shall be construed under the laws of the State of Ohio. If any provisions of this Agreement are determined to be invalid or unenforceable, such invalidity or unenforceability shall not affect any of the Agreement's remaining provisions.

10. <u>ENTIRE AGREEMENT</u>

This instrument constitutes the entire Agreement of the Parties with respect to its subject matter, superseding all prior understandings, agreements, or communications (whether oral or written), and shall be binding upon and inure to the benefit of the Parties, their successors, and permitted assigns.

11. NOTICES

All notices to be given pursuant to this Agreement shall be sufficient if given in writing, delivered in person or by registered or certified mail, postage prepaid, and, in either case addressed to the respective party at its postal address or at such other address or addresses each may hereafter designate in writing. Notices by mail shall be deemed effective and complete at the time of posting and mailing in accordance herewith.

Notice shall be delivered or mailed to the parties at the addresses shown below:

If to the District Cleveland Metropolitan School District Attn: Transportation Department 3832 Ridge Road Cleveland, OH 44144	If to GCRTA Greater Cleveland Regional Transit Authority Attn: John J. Togher Director of Accounting 1240 West 6th Street Cleveland, OH 44113-1331

12. ACKNOWLEDGEMENT

The Parties acknowledge and agree that the District is a governmental entity and due to statutory provisions cannot commit to the payment of funds beyond its fiscal year (July 1 through June 30). By signing this Agreement, the District represents that it has appropriated the funds necessary to fulfill its obligations under this agreement for the 2026-2027 school year.

IN WITNESS WHEREOF, the Parties have executed this Agreement at Cleveland, Ohio, as of the last date set forth below.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	**CLEVELAND METROPOLITAN SCHOOL DISTRICT**
By: __________________________ India L. Birdsong Terry General Manager, CEO	By: __________________________ Kevin Stockdale Chief Financial Officer
Date: ________________________	Date: ________________________

Attachment A

The legal form and correctness of the within
Instrument is hereby approved.

____

Janet E. Burney, General Counsel
Deputy General Manager-Legal Affairs

CERTIFICATE OF FUNDS
(Section 5705.41, O.R.C.)

In the matter of: Greater Cleveland Regional Transit Authority

IT IS HEREBY CERTIFIED that moneys required to meet the obligations of the Board of Education of the Cleveland Metropolitan School District under the above referenced Agreement have been lawfully appropriated for such purposes and are in the treasury of the School District or are in the process of collection to an appropriate fund, free from any previous encumbrance.

CLEVELAND METROPOLITAN SCHOOL DISTRICT

By: ____

Title: ____

Dated: ____

Attachment A

Exhibit A
Repeat Violent Offender Exclusion Policy

Any high school student found by any Judicial system to have committed two or more nonviolent crimes (including, but not limited to, theft, criminal damaging, disorderly conduct, or menacing) related to conduct occurring on an RTA vehicle or at an RTA facility or stop may, at the discretion of the CEO or his/her designee, forfeit their privilege to receive RTA transportation or payment for a period of up to one year.

Any high school student found by a judicial system to have committed any violent crime (including, but not limited to, assault, robbery, any sex crime, arson, possession of a dangerous ordinance, or possession of any weapon prohibited by Cleveland Codified Ordinance Section 627.11) related to conduct occurring on an RTA vehicle or at an RTA facility or stop will forfeit their privilege to receive RTA transportation or payment for a period of one year.

Any high school student found by a judicial system to have committed any violent or nonviolent crime related to conduct occurring on an RTA vehicle or at an RTA facility or stop after a one year forfeiture and reinstatement of RTA transportation privileges will permanently forfeit his or her privilege to receive RTA transportation or payment.

Students who forfeit their RTA transportation privilege pursuant to this policy will not be provided any other means of transportation by the District, except that students who require transportation services pursuant to an individualized education program or 504 plan will be provided alternative transportation services by the District.

RESOLUTION NO. 2026-50

AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE CLEVELAND METROPOLITAN SCHOOL DISTRICT FOR STUDENT FARES FOR THE 2026-2027 SCHOOL YEAR

WHEREAS, the Greater Cleveland Regional Transit Authority ("GCRTA") provides public transportation that facilitates travel by students to and from school; and

WHEREAS, pursuant to Resolution No. 2012-076, the Board of Trustees approved an agreement with the Cleveland Metropolitan School District ("CMSD") for the purchase of $2,430,000 in tickets in advance and instituted the use of fare-box compatible picture identification cards, thus improving transportation efficiency and control of student passenger; and

WHEREAS, pursuant to Resolution Nos. 2013-109, 2014-061, 2015-075, 2016-066, 2017-051, 2018-073, 2019-101, 2020-099, 2021-087, 2022-090, 2023-062, 2024-061, and 2025-080, the Board of Trustees approved agreements with CMSD for the purchase of passes and tickets; and

WHEREAS, for the 2026-2027 school year, CMSD has agreed to purchase 13,500 magnetic stripe, farebox compatible, picture card ID passes for use by students for the first day of school on August 24, 2026.

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

Section 1. That the General Manager, Chief Executive Officer is authorized to enter into an intergovernmental agreement with CMSD for the 2026-2027 school year.

Section 2. CMSD will purchase 13,500 magnetic stripe, farebox compatible, picture card ID passes and will be charged a discounted rate of $1.67 per ride, for a total estimated contract amount of $2,500,000. CMSD may purchase additional tickets at the regularly priced student rate of $1.75 per ride.

Section 3. That this resolution shall become effective immediately upon its adoption.

Adopted: July 21, 2026

____
President

Attest: ______________________________
Secretary-Treasurer

Form 100-326
01-12-22

Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: ADOPTING TAX BUDGET FOR FISCAL YEAR 2027	Resolution No.: 2026-51
	Date: July 16, 2026
	Initiator: Office of Management & Budget

ACTION REQUEST:

☒ Approval ☐ Review/Comment ☐ Information Only ☐ Other ____________________

1.0 PURPOSE/SCOPE: This action will adopt the tax budget for the Greater Cleveland Regional Transit Authority ("Authority") for the fiscal year beginning January 1, 2027 ("FY 2027 Tax Budget") and submit the same to the Cuyahoga County Fiscal Officer, along with a copy of the resolution adopting the FY 2027 Tax Budget.

2.0 DESCRIPTION/JUSTIFICATION: This action is taken to comply with R.C. 5705.28(A) and for the reasons set forth in Section 5.0 below.

3.0 PROCUREMENT BACKGROUND: Does not apply.

4.0 DBE BACKGROUND: Does not apply.

5.0 POLICY IMPACT: A tax budget is prepared as a measure of sound fiscal policy which demonstrates timely budgeting and appropriation procedures. It is an element of financial prudence that may bolster the Authority's credit rating. The creation of a tax budget also fosters communication and is a needed step for the development of the FY 2027 appropriations budget. Failing to adopt the FY 2027 Tax Budget would demonstrate a lower level of financial responsibility.

6.0 ECONOMIC IMPACT: A tax budget establishes the estimates of revenues for the year and defines, in very broad terms, the limits of anticipated expenditures. The FY 2027 Tax Budget is presented with $357.1 million in revenues, the largest source from the Sales & Use Tax estimated at $286.1 million. Operating expenditures budgeted at $340.4 million along with transfers to other funds of $17.5 million will bring total expenditures to $357.9 million. The ending balance for the FY 2027 Tax Budget is estimated at $28.4 million, which represents a one-month operating reserve.

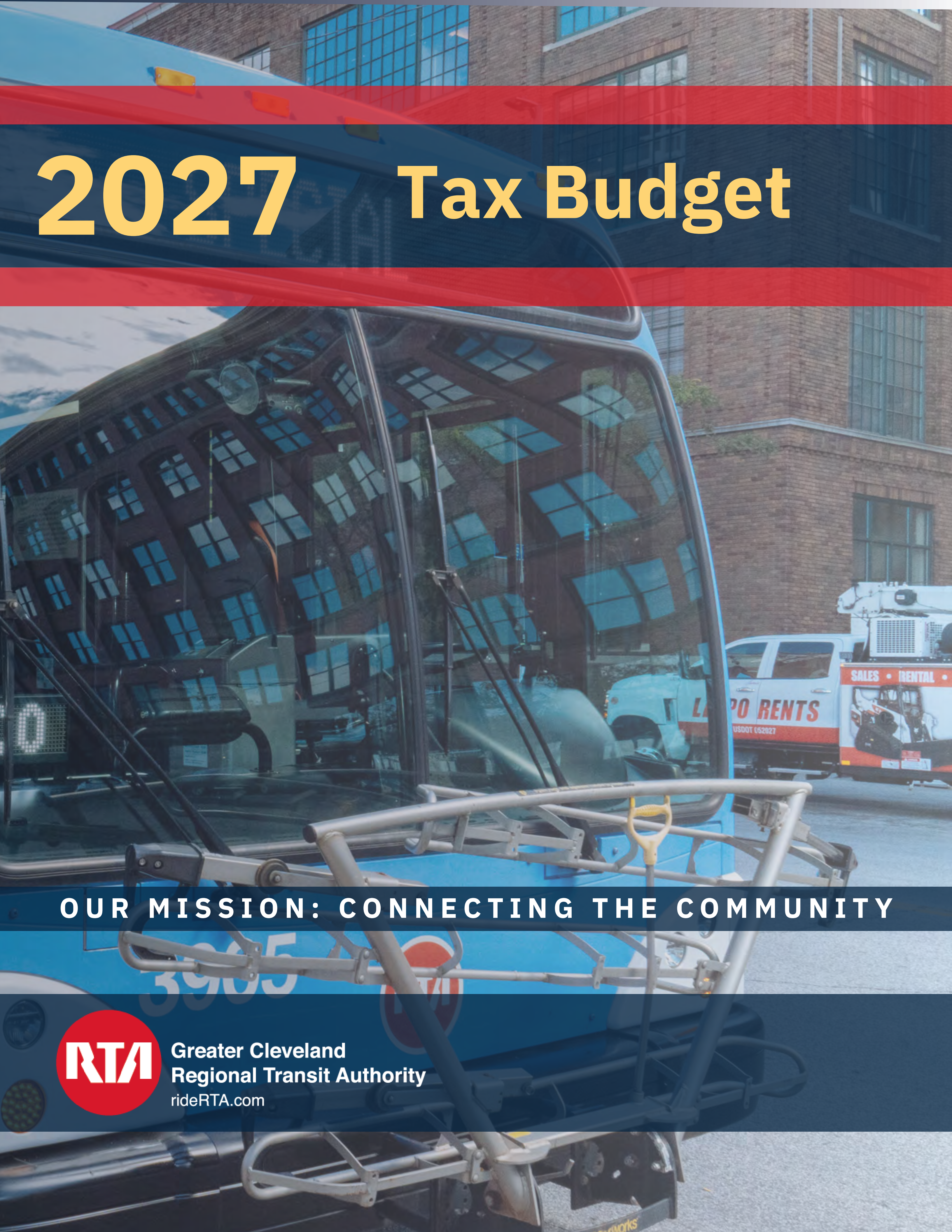
7.0 ALTERNATIVES: Not adopt the FY 2027 Tax Budget. This would reduce the Authority's ability to demonstrate fiscal prudence and impact the preparation of the FY 2027 appropriations budget.

8.0 RECOMMENDATION: This budget was reviewed by the Operational Planning & Infrastructure Committee on July 7, 2026. It is recommended that the FY 2027 Tax Budget be adopted and filed with the Cuyahoga County Fiscal Officer.

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



2027 Tax Budget

OUR MISSION: CONNECTING THE COMMUNITY

Greater Cleveland
Regional Transit Authority
rideRTA.com

FY 2027 TAX BUDGET

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

Date: July 2, 2026

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

Subject: FY 2027 Tax Budget

EXECUTIVE SUMMARY

The Fiscal Year ("FY") 2027 Tax Budget is an initial analysis of the financial trends affecting revenues, with preliminary forecasts on expenditures and service levels of the Greater Cleveland Regional Transit Authority ("Authority"). It is a forward-looking document that reviews estimated revenues for the next fiscal year. It is a valuable tool and the first step in the budget development process.

The Authority launched Account-Based Ticketing (ABT), Fare Capping, and Smartcards in June 2026. This provides our riders an easier way to pay and benefit from automatic savings. The 2019 Pillar Study on Fare Equity identified the need to create more equitable ways for customers to pay their fares. The Account-Based Ticketing, Fare Capping and Smartcards improve the customer experience and make transit more affordable and equitable. Trips are tracked through the EZfare App or a Smartcard to ensure they receive the lowest fare. Riders will never pay more than the cost of a daily, 7-day, or monthly pass, even when paying per ride.

In April 2026, the Authority held public hearings on the proposed service reductions. The proposed 3% service reductions will take effect in August 2026. Other cost saving measures that the Authority has taken include hiring more part-time operators, implementing a hiring freeze for non-service personnel, reducing travel and other expenses, and temporarily reducing the transfer of Sales & Use Tax receipts to capital from 10% to 5% (only for 2026 through 2028). The Authority is currently reviewing additional sources of revenue.

The Authority has purchased 54 common high-floor light rail vehicles through Siemens Mobility Inc. that can operate on both the heavy and light rail systems. The first railcar is expected to be delivered in the Fall of 2026 at the Port of Cleveland. The vehicles for the Red Line are expected to go into service in the Fall of 2027, once all the vehicles have completed the required testing and acceptance process and the infrastructure modifications are completed. The vehicles for the Blue/Green/Waterfront Lines are expected to go into service in the Fall of 2028. The program is expected to be completed in the Summer of 2030.

LRV 401 sits on Test Track

Figure 1

Some additional highlights of 2026 include:

- Mayor Paul A. Koomar and Ms. Emily Garr Pacetti were re-elected as President and Vice-President, respectively, of the Board of Trustees
- Reappointment of Board Members: Ms. Anastasia Elder and Mr. Jeffrey Sleasman through the City of Cleveland
- Ms. Emily Harper was sworn in as the newest member of the Board of Trustees, appointed through the City of Cleveland

The Authority has been awarded several grants in 2026:

- $10 million from the Transportation Review Advisory Council (TRAC) for Tier 1 funding for light rail track reconstruction.
- $16.7 million from Northeast Ohio Areawide Coordinating Agency (NOACA) for Congestion Mitigation & Air Quality (CMAQ) grant for purchase of replacement CNG vehicles.
- $250,000 from US Congress from Congressionally Directed Spending for the Light Rail track rehabilitation.
- $125,000 from NOACA for the Transportation for Livable Communities Initiative (TLCI) for Pathways to Transit: First/Last mile connections to transit stations.
- $35,000 from the Ohio Department of Development from TechCred – Round 35 for reimbursement of eligible training of employees.
- The Authority has several grants that are pending review.

The GCRTA builds its financial strategy around providing safe, reliable service today and into the future. We leveraged federal and state funding to modernize vehicles, advance railcar replacement, and strengthen mobility options for seniors and individuals with disabilities. We continue to invest in community-based enhancements in connectivity, accessibility, and a consistent visible safe presence. We safeguard the dependability of our service through investments in fleet modernization, rehabilitation of critical infrastructure, and specialized event planning in order to move riders forward with transit that they can count on. Our commitment to responsible stewardship of public dollars drives all that we do.

General Fund Assumptions

Inflation

Assumption: ***3.5% - 4.5%***

Inflation rose to 4.3% in May 2026 with the conflict in the Middle East as the primary driver of inflationary pressures, according to the Federal Open Market Committee (FOMC). Year-ahead inflation expectations are between 3.5% and 4.5%, as reported by the Survey of Consumers from the University of Michigan.

Interest Rates

Assumption: ***3.5% - 3.75%***

The Federal Reserve announced at its June 2026 Federal Open Market Committee (FOMC) meeting that the Federal Funds Rate ("FFR") will be maintained at 3.50%. Until the committee gains confidence that inflation is moving toward the target rate of 2.0%, the committee will continue to hold interest rates steady.

In order to give the Authority time to seek additional revenue sources, the Finance Division implemented cost saving recommendations beginning in 2025. These include suspending the transfer to the Rolling Stock Reserve Fund in 2026 and 2027, reducing overtime, eliminating 56 vacant positions, and implementing a hiring freeze on non-essential positions. These actions helped to save $17.8 million.

In 2026, the Authority continued to implement the recommendations, which included recruiting part-time operators, renegotiating the Paratransit 3rd party contracts, suspending the transfer to the Rolling Stock Reserve Fund in 2028, reduced the transfer of Sales & Use Tax receipts to capital from 10% to 5%, and planned a $35 million debt issuance to mitigate the reduced transfers to capital, approved in May 2026. The reduction in the transfer to capital is a temporary measure for 3 years (2026 through 2028) and will help to save the Authority's operating budget approximately $42.7 million, which was approved in May 2026. New healthcare plans (hospitalization, prescription, vision, dental) are being negotiated and will be finalized by late Fall 2026.

REVENUES

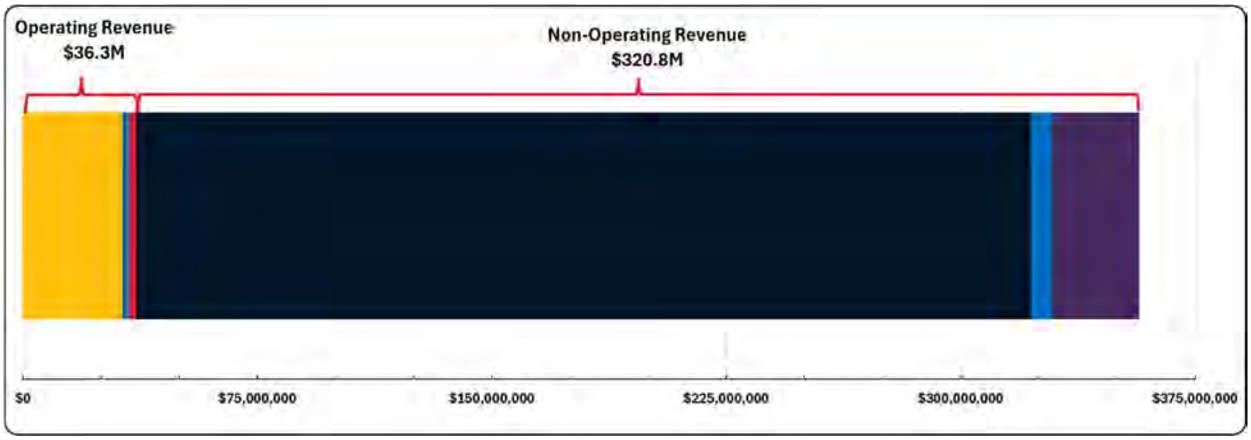
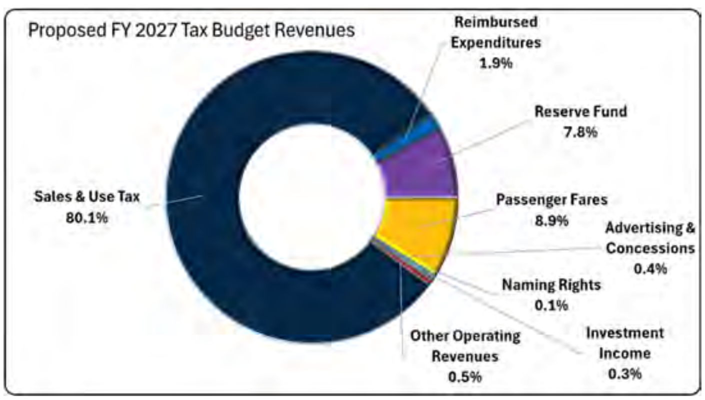


Figure 2

Total revenues of $357.1 million are projected for 2027. Operating Revenues are those revenue streams directly impacted by the operations of the Authority. These total $36.3 million and include Passenger Fares, Advertising, and Investment Income, and equal 10.2% of total revenues.

Non-Operating Revenues are the other sources of revenue and include Sales & Use Tax, Reimbursed Expenditures, and Transfer from the Revenue Stabilization Fund. Non-Operating Revenues total $320.8 million.



Sales & Use Tax	$ 286,107,000
Passenger Fares	31,878,000
Advertising & Concessions	1,400,000
Naming Rights	300,000
Investment Income	900,000
Reimbursed Expenditures	6,669,000
Other Operating Revenues	1,800,000
Transfer from Reserve Fund - Revenue Stabilization	28,000,000
Total Revenues	**$ 357,054,000**

Figure 3

Passenger Fares *$31.9M*

Actual Passenger Fare Revenue received through May 2026 totaled $11.5 million. This amount is 4.5% below 2025 actual receipts for the same period. Total Passenger Fares for 2027 are projected at $31.9 million, approximately a 1.5% increase from 2026 estimates.

Advertising & Concessions

Advertising Contract and Concessions	***$1.4M***
Naming Rights: HealthLine and MetroHealth Line	***0.3M***
Total	***$1.7M***

Advertising and Concessions revenue is composed of two subcategories. The first subcategory is comprised of the current advertising contract, concessions, and the new contract for advertising on the bus shelters. The second category is the Naming Rights, which includes Cleveland Clinic Foundation and University Hospitals for the HealthLine, and MetroHealth Medical Center for the MetroHealth Line. The Advertising & Concessions category is projected to total $1.7 million in 2027.

Investment Income ***$0.9M***

For FY 2026, the Investment Income is projected to end the year near $0.9 million, with an average yield of 3.64% on investments through May. The Federal Reserve Bank anticipates interest rates to remain steady in 2027. The estimated Investment Income is based on an average rate earned over the prior three years. The Investment Income is estimated at $0.9 million for FY 2027.

Other Operating Revenues ***$1.8M***

This revenue category includes various miscellaneous receipts from contractors, hospitalization, claim reimbursements, rent, salvage sales, and sale of identification cards. Other Operating Revenues are projected at $1.8 million for FY 2027.

Sales & Use Tax Revenue ***$265.6M***

The Authority receives a 1.0% Sales and Use Tax on sales of tangible personal property and on other transactions subject to the state Sales and Use Tax within Cuyahoga County. The 1% tax is of unlimited duration and was approved by the voters of Cuyahoga County in July 1975. The tax is levied and collected at the same time and on the same transactions as the permanent 5.75% Sales and Use Tax levied by the State, 1.0% levied by Cuyahoga County and a special 0.25% levied by Cuyahoga County. Sales Tax for 2026 is estimated at $279.9 million. For FY 2027, sales tax receipts are projected at $286.1 million, a 2.2% increase from 2026 levels.

Transfers from Reserve Fund

Transfer for Revenue Stabilization ***$28.0M***

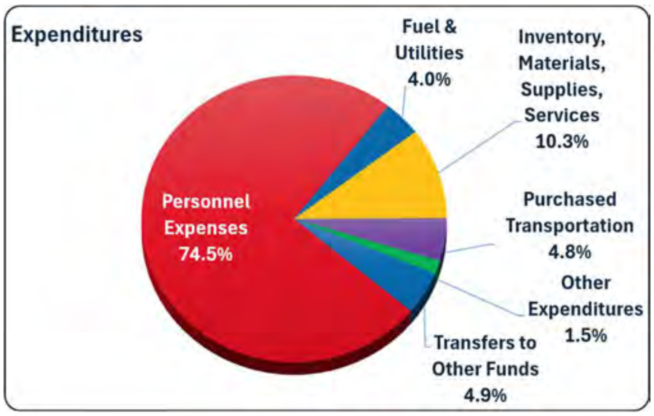
The transfer from the Revenue Stabilization Fund is projected at $28.0 million. This transfer is to ensure a one-month ending balance in the General Fund required by Board policy. If revenues are higher than expected, the transfer may decrease.

Reimbursements

Preventive Maintenance Reimbursement	***$5.2M***
Reimbursed Labor	***1.0M***
Other Reimbursements	***0.5M***
Total	***$6.7M***

This category consists of reimbursement of labor costs for capital projects, preventive maintenance activities within the Operating Budget, and diesel fuel tax refunds. For the 2027 Tax Budget, revenues from Reimbursed Expenditures are budgeted at $6.7 million.

EXPENDITURES



Projected Expenditures	
Personnel Expenses	$ 266,575,000
Fuel & Utilities	14,425,000
Inventory, Materials, Supplies, Services	36,800,000
Purchased Transportation	17,300,000
Other Expenditures	5,300,000
Transfers to Other Funds	17,506,000
Total Expenditures	**$ 357,906,000**

Figure 4

Personnel Expenses ***$266.6M***

Total personnel expenses are projected at $266.6 million, which include salaries, overtime, payroll taxes and fringes. Total salaries and overtime for the 2027 Tax Budget is projected at $184.1 million. Payroll taxes and fringe benefits are projected at $82.5 million. This includes payroll taxes, healthcare, prescription, dental, vision, life, and other miscellaneous fringe benefits. A new healthcare plan is being negotiated and will begin on January 1, 2027. Total personnel expenses represent 74.5% of total expenditures.

Fuel & Utilities ***$14.4M***

Fuel and utilities is projected at $14.4 million for the 2027 Tax Budget, representing 4.0% of the total expenditures. The fuel category is projected at $9.8 million and includes diesel, compressed natural gas, gasoline, and electric propulsion power for the Authority's revenue and non-revenue vehicles. The energy contracts have helped to stabilize the cost of fuel, which has been one of GCRTA's most volatile expenses. The utilities category is projected at $4.6 million and includes natural gas (for facility heating), water/sewer, electricity, and telephone expenses. Like fuel, the utility contracts, which began mid-2026, help to stabilize the costs for the Authority.

Other Expenditures

Inventory	***$13.8M***
Services & Materials	***23.0M***
Purchased Transportation/ADA	***17.3M***
Other Expenditures	***5.3M***
Total	***$59.4M***

Inventory is budgeted at $13.8 million. The Supply Chain Management section of the Authority's Fleet Management department has helped the Authority to maintain predictive maintenance and repairs on the Authority's newer fleets and carry out major purchases for supplies and equipment for facilities and vehicles. The Authority continues to implement the predictive maintenance program that started in 2015 where parts are replaced based on a proactive maintenance program.

The main drivers of the Services and Materials category are service and maintenance contracts, advertising costs, equipment, and other miscellaneous supplies. This category is budgeted at $23.0 million for the 2027 Tax Budget. The out years are planned to increase slightly each year based on contracts and inflation.

Purchased Transportation/ADA is budgeted at $17.3 million for the 2027 Tax Budget. The Authority entered into two new contracts in mid-2026 and ridership has increased significantly in the past two years. Additional Paratransit buses are being purchased in 2026. The "Other Expenditures" category includes travel and meeting expenses, training, claims, and other miscellaneous expenses. For the 2027 Tax Budget, $5.3 million is projected for this category.

Transfers to Other Funds

Bond Retirement Fund	***$5.7M***
Capital Improvement Fund	***8.6M***
Insurance Fund	***2.5M***
Reserve Fund	***0.7M***
Total	***$17.5M***

Transfer to other funds are to support expenses and maintain the recommended fund balances for the Bond Retirement, Capital Improvement, Insurance, and Reserve Funds. Transfers totaling $17.5 million will be needed in 2027. Transfers shown for the Bond Retirement are for the debt service net of the investment income earned in the Bond Retirement Fund. The $5.7 million transfer to the Bond Retirement Fund for 2027 is needed to pay the principal and interest on all debt for 2027, as well as to maintain the recommended ending balance in the fund.

The $8.6 million transfer to the Capital Improvement Fund covers 100% locally-funded capital projects in the RTA Capital Fund, as well as required local match for most grant-funded projects in the RTA Development Fund. The total contribution to capital (transfer to the Capital Improvement Funds and Bond Retirement Fund) is 5.0% of Sales & Use Tax receipts. The recommended Board policy of a minimum transfer of 10% was temporarily reduced to 5% for fiscal years 2026, 2027, and 2028. For 2029, the transfer to capital will be returned to 10%.

A $2.5 million transfer to the Insurance Fund is required to maintain the fund balance at the current recommended $5 million level and to cover expected expenses for the 2027 Fiscal Year. A transfer of $0.7 million to the Reserve Fund will cover the 1/12 of 27th pay expenses.

FINANCIAL INDICATORS

The General Fund statement presented in this Tax Budget results in the following performance against the Authority's financial policy goals.

OPERATING EFFICIENCY

Operating Ratio: Board policy requires a 25.0% ratio in operating revenues compared to total operating expenditures. This ratio shows the efficiency of management by comparing operating expenses to operating revenues. The 2027 Tax Budget yields a 10.7% ratio, which is below the policy objective.

Operating Reserve: The Operating Reserve is targeted for a period of 30 days, or 1 month, meaning the available cash equivalent to one month's operating expenses to cover any unforeseen or extraordinary fluctuations. At a projected ending balance of $28.4 million, the Operating Reserve for the 2027 Tax Budget is 1.0 months.

Growth per Year: This policy requires that growth in the cost per hour of service from year to year be at or below the rate of inflation. The cost per hour of service is a measure of service efficiency dividing total operating expenses by total service hours. The Growth per Year is the cost of delivering a unit of service (cost per hour of service) compared to the prior year. The FOMC estimates inflation will fall between 3.5% and 4.5% in 2027. The 2027 Tax Budget estimates the cost per hour of service at $187.15, which is 0.4% above the FY 2026 estimate. This indicator is projected to be met.

CAPITAL EFFICIENCY

Debt Service Coverage: The Debt Service Coverage is a ratio measuring the Authority's ability to meet annual interest and principal payments on outstanding debts. A $35 million debt issuance was made in mid-2026. This will provide a local match for various large projects in the Development Fund for 2026 through 2028. The 2027 Tax Budget estimates the debt service coverage at 5.8, above Board policy minimum of 1.50. Standard & Poor's and Moody's maintained their ratings in 2026 for the Authority at AAA and Aa1, respectively.

Sales & Use Tax Contribution to Capital: The Board policy requires that a minimum of 10.0% of the Sales & Use Tax receipts be applied to the capital needs of the Authority. This was temporarily reduced to 5% for fiscal years 2026, 2027, and 2028. These funds are used to meet the Authority's annual debt service payments, to provide the local match for grant funded capital projects, and to fund routine capital and asset maintenance projects included within the RTA Capital Fund. At 5.0%, this indicator is projected to be met for the 2027 Tax Budget.

Capital Maintenance to Expansion: Several years ago, the Board recognized that our emphasis must be to maintain the Authority's existing capital assets and revised this objective to a policy guideline of 75% to 90% of the Authority's capital projects. At 100% for the FY 2027 Tax Budget and each of the out years, the Authority's emphasis continues to be the maintenance of its existing assets as opposed to expansion projects. This continues to remain the best course as the Authority continues its bus replacement program, equipment upgrades, rail vehicle replacements, and rail infrastructure improvements.

CAPITAL IMPROVEMENT FUNDS

The Authority's Capital Improvement Funds are used to account for the acquisition, construction, replacement, repair and rehabilitation of major capital facilities and equipment. The Capital Improvement Funds are composed of grant-funded projects as well as 100% locally funded items. The funds needed to meet the grant requirements typically require a 20% local match. Financial resources are appropriated to sustain capital infrastructure needs through retention of investment earnings, contributions from Sales and Use Tax proceeds, as well as any issuance of debt.

Transportation is a capital-intensive business and the Authority's focus has been on addressing various State of Good Repair ("SOGR") projects. The Authority's priorities continue to include replacement of rail vehicles and maintenance and repair of rail infrastructure, including tracks, bridges, signals, and substations. For the next three years, 2027 through 2029, the funds received from Preventive Maintenance ("PM") reimbursements are budgeted at $5 million, $15 million, and $15 million, respectively.

Financial resources are allocated through a comprehensive review process of capital projects, which prioritizes funding of requested projects. It continues to maintain the focus of the Authority's long-term strategic capital plan, as well as to address the existing and future financial and operational issues.

The 2027 through 2031 estimated capital expenditures are predicated on year-to-date outlays, obligations and projected commitments, as well as the approved five-year Capital Improvement Plan. Projected grant revenues include current, as well as, expected traditional and non-traditional grant awards and are based on a continuation of current funding levels. Over the next ten years, the Authority's capital program will continue to focus on various SOGR projects throughout the system. These include the on-going bus replacement program, rail car purchases, rehabilitation of rail track and infrastructure, signal and overhead catenary systems, and various facility improvement and upgrades.

BOND RETIREMENT FUND

The General Fund is the source of funds necessary to make the principal and interest payments for the Authority's outstanding debt. Such transfers represent the debt service less the investment income earned in the Bond Retirement Fund. Debt service payments of $6.0 million are expected in the FY 2027 Tax Budget. The Authority has its debt rated highly by the major rating agencies (AAA from Standards & Poor and Aa1 from Moody's).

INSURANCE FUND

The Insurance Fund includes a combination of self and purchased insurance coverage. Projected activities in the FY 2027 Tax Budget include a combined $3.3 million for premium outlays and payments for the settlement of claims. This will require a $2.5 million transfer from the General Fund to maintain the recommended fund balance of $5 million established by the Authority's Risk Management Department.

SUPPLEMENTAL PENSION FUND

Authority employees who were employed by predecessor transit systems are covered by supplemental benefit payments. Activities expected within this fund in the FY 2027 Tax Budget include $20,000 of revenue from investment income, projected benefit payments of $9,000 for remaining employees. The authority retains a fund balance at the recommended levels.

LAW ENFORCEMENT TRUST FUND

In 1988, the Authority became involved with the FBI Cleveland Transnational Organized Crime Western Hemisphere Task Force ("Task Force") (formerly known as the Northern Ohio Law Enforcement Task Force (NOLETF), which was formerly known as the Caribbean/Gang Task Force). The Task Force is a multi-jurisdictional team of law enforcement personnel. Transit Police's involvement is assisting other policing agencies with intelligence and/or investigations. In addition to the benefits of intelligence gathering and improved inter-department relations, the Authority derives revenue from seized and confiscated monies and/or properties of those convicted and prosecuted by the Task Force.

Revenue obtained through the Task Force may be expended for non-budgeted items for law enforcement purposes. Furthermore, certain guidelines have been instituted by the State Attorney General's Office for the reporting and disbursement of funds. Total expenditures for the FY 2027 Tax Budget are projected at $25,000.

RESERVE FUND

The Authority established the Reserve Fund to help protect the Authority from future economic downturns and cost increases. The Reserve Fund retains funding for seven accounts: Compensated Absences, Fuel, Hospitalization, Rolling Stock, an account for budget years with 27 pay periods, Revenue Stabilization, and Transit Oriented Development, approved by the Board of Trustees in 2026. A transfer of $0.7 million is projected in the FY 2027 Tax Budget for the 27th pay period expenses. A transfer of $28.0 million is budgeted in the FY 2027 Tax Budget to the General Fund from the Revenue Stabilization fund, ensuring a 1-month operating reserve at year-end.

2027 Tax Budget Funds Summary

	General Fund	RTA Development Fund	RTA Capital Fund	Bond Retirement Fund	Insurance Fund	Supplemental Pension Fund	Law Enforcement Trust Fund	Reserve Fund	Total of All Funds
		RESTRICTED FUNDS							
		CAPITAL FUNDS							
Revenues									
Operating Revenues									
Passenger Fares	$ 31,878,000								$ 31,878,000
Advertising & Concessions	1,400,000								1,400,000
Naming Rights	300,000								300,000
Investiment Income	900,000	1,000,000	100,000	100,000	100,000	20,000	1,000	4,000,000	6,221,000
Other Operating Revenues	1,800,000								1,800,000
Total Operating Revenues	**36,278,000**	**1,000,000**	**100,000**	**100,000**	**100,000**	**20,000**	**1,000**	**4,000,000**	**41,599,000**
Non-Operating Revenues									
Sales & Use Tax	286,107,000								286,107,000
Reimbursed Expenditures	6,669,000								6,669,000
Federal		99,509,073							99,509,073
State		22,801,202							22,801,202
Other Non-Operating Revenue	-	35,572,569					10,000		35,582,569
Total Non-Operating Revenues	**292,776,000**	**157,882,844**					**10,000**		**450,668,844**
Transfers									
Transfer from General Fund			8,597,000	5,709,000	2,500,000			700,000	
Transfer from RTA Capital Fund		4,000,000							
Transfer from Reserve Fund									
For Compensated Absences	-								
For Fuel	-								
For Hospitalization	-								
For Rolling Stock Reserve		-							
For 27th Pay	-								
For Revenue Stabilization	28,000,000								
For TOD	-								
Total Transfers	**28,000,000**	**4,000,000**	**8,597,000**	**5,709,000**	**2,500,000**	**-**	**-**	**700,000**	
Total Revenues	**357,054,000**	**162,882,844**	**8,697,000**	**5,809,000**	**2,600,000**	**20,000**	**11,000**	**4,700,000**	**492,267,844**
Expenditures									
Operating Expenditures									
Salaries & Overtime	184,115,000								184,115,000
Payroll Taxes & Fringes	82,460,000								82,460,000
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,825,000								9,825,000
Utilities	4,600,000								4,600,000
Inventory	13,800,000								13,800,000
Services, Materials & Supplies	23,000,000								23,000,000
Purchased Transportation	17,300,000								17,300,000
Other Expenditures	5,300,000								5,300,000
Total Operating Expenditures	**340,400,000**								**340,400,000**
Non-Operating Expenditures									
Capital Outlay		179,113,885	4,280,000						183,393,885
Debt Service (Principal & Interest)				5,956,000					5,956,000
Other Expenditures				1,500	3,300,000	9,000	25,000		3,335,500
Total Non-Operating Expenditures	**-**	**179,113,885**	**4,280,000**	**5,957,500**	**3,300,000**	**9,000**	**25,000**		**192,685,385**
Sub-Total Expenditures	**340,400,000**	**179,113,885**	**4,280,000**	**5,957,500**	**3,300,000**	**9,000**	**25,000**		**533,085,385**
Revenues less Expenditures	**16,654,000**	**(16,231,041)**	**4,417,000**	**(148,500)**	**(700,000)**	**11,000**	**(14,000)**	**4,700,000**	**(40,817,541)**
Transfers to Other Funds									
Transfer to General Fund									
Transfer to Insurance Fund	2,500,000								
Transfer to Supplemental Pension Fund	-								
Transfer to Bond Retirement Fund	5,709,000								
Transfer to RTA Capital Fund	8,597,000								
Transfer to RTA Development Fund			4,000,000						
Transfer to Reserve Fund									
For Compensated Absences	-							-	
For Fuel	-							-	
For Hospitalization	-							-	
For Rolling Stock Reserve	-							-	
For 27th Pay	700,000							-	
For Revenue Stabilization	-							28,000,000	
For TOD	-							-	
Total Transfers to Other Funds	**17,506,000**		**4,000,000**					**28,000,000**	
Total Expenditures	**357,906,000**	**179,113,885**	**8,280,000**	**5,957,500**	**3,300,000**	**9,000**	**25,000**	**28,000,000**	**533,085,385**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(852,000)	(16,231,041)	417,000	(148,500)	(700,000)	11,000	(14,000)	(23,300,000)	(40,817,541)
Beginning Balance	**29,291,218**	**352,018,116**	**5,040,360**	**771,417**	**6,699,293**	**1,575,599**	**280,355**	**73,030,703**	**468,707,061**
Available Ending Balance	**$ 28,439,218**	**$ 335,787,075**	**$ 5,457,360**	**$ 622,917**	**$ 5,999,293**	**$ 1,586,599**	**$ 266,355**	**$ 49,730,703**	**$ 427,889,520**

General Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Operating Revenues			
Passenger Fares	$ 31,878,000	$ 32,400,000	$ 32,890,000
Advertising & Concessions	1,400,000	1,400,000	1,400,000
Naming Rights	300,000	300,000	200,000
Investment Income	900,000	600,000	600,000
Other Operating Revenues	1,800,000	1,800,000	1,800,000
Total Operating Revenues	**36,278,000**	**36,500,000**	**36,890,000**
Non-Operating Revenues			
Sales & Use Tax	286,107,000	291,257,000	296,500,000
Reimbursed Expenditures	6,669,000	16,500,000	16,500,000
Transfer from Reserve Fund - Revenue Stabilization	28,000,000	16,000,000	-
Total Non-Operating Revenues	**320,776,000**	**323,757,000**	**313,000,000**
Total Revenues	**357,054,000**	**360,257,000**	**349,890,000**
Expenditures			
Operating Expenditures			
Salaries & Overtime	184,115,000	184,879,000	185,655,000
Payroll Taxes & Fringes	82,460,000	83,728,000	84,081,000
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,825,000	9,923,000	10,023,000
Utilities	4,600,000	4,700,000	4,800,000
Inventory	13,800,000	14,100,000	14,400,000
Services, Materials & Supplies	23,000,000	23,300,000	23,500,000
Purchased Transportation	17,300,000	17,600,000	18,000,000
Other Expenditures	5,300,000	5,300,000	5,300,000
Total Operating Expenditures	**340,400,000**	**343,530,000**	**345,759,000**
Revenues less Operating Expenses	**16,654,000**	**16,727,000**	**4,131,000**
Transfers to Other Funds			
Transfers to Insurance Fund	2,500,000	2,500,000	3,100,000
Transfers to Reserve Fund	700,000	700,000	700,000
Transfers to/from Capital			
Transfers to Bond Retirement Fund	5,709,000	4,250,000	4,247,000
Transfers to Capital Improvement Fund	8,597,000	10,313,000	25,403,000
Total Transfers to Capital	**14,306,000**	**14,563,000**	**29,650,000**
Total Transfers to Other Funds	**17,506,000**	**17,763,000**	**33,450,000**
Total Expenditures	**357,906,000**	**361,293,000**	**379,209,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(852,000)	(1,036,000)	(29,319,000)
Projected Beginning Balance	29,291,218	28,439,218	27,403,218
Projected Ending Balance	**$ 28,439,218**	**$ 27,403,218**	**$ (1,915,782)**
# Months Reserves - Estimated	**1.0**	**1.0**	**(0.1)**

Financial Policy Goals

			Goal	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Operating Efficiency	**Operating Ratio**	Ratio that shows the efficiency of management by comparing operating expenses to operting revenues. Operating Revenues divided by Operating Expenses. Operating Revenues include Passenger Fares, Advertising & Concessions, Naming Rights, Investment Income, Other Revenue	**≥ 25%**	10.7%	10.6%	10.7%
	Cost per Service Hour	Measure of service efficiency. Total Operating Expenses (less force account labor) divided by Total Service Hours		$ 187.15	$ 188.87	$ 190.10
	Growth per Year	Cost of delivering a unit of service (Cost per Hour), compared to the prior year; to be kept at or below the rate of inflation	**≤ Rate of Inflation 3.5% - 4.5%**	0.4%	1.4%	0.6%
	Operating Reserve (months)	Equal or above one month's operating expenses to cover unforseen or extraordinary fluctuations in revenues or expenses	**≥ 1 month**	1.0	1.0	-0.1
Capital Efficiency	**Debt Service Coverage**	The measure of the Authority's ability to meet annual interest and principal payments on outstanding debt, based on the available ending balance.	**≥ 1.5**	5.8	7.4	0.7
	Sales Tax Contribution to Capital	Sales tax revenues to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments.	**≥ 10%**	5%	5%	10%
	Capital Maintenance to Expansion	The capital program requires a critical balance between maintenance of existing assets and expansion efforts.	**79% - 90%**	100%	100%	100%

Capital Improvement Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Federal / State Grants			
Federal Capital Grants	$ 99,509,073	$ 75,672,745	$ 75,672,745
State Capital Grants	22,801,202	4,071,202	4,071,202
Total Federal / State Grants	**122,310,275**	**79,743,947**	**79,743,947**
Other Revenue			
Investment Income	1,100,000	1,100,000	1,100,000
Other Revenue	35,572,569	24,865,987	24,405,987
Total Other Revenue	**36,672,569**	**25,965,987**	**25,505,987**
Transfers			
Transfer from General Fund	8,597,000	10,313,000	25,403,000
Total Transfers	**8,597,000**	**10,313,000**	**25,403,000**
Total Revenue	**167,579,844**	**116,022,934**	**130,652,934**
Expenditures			
Capital Outlay			
Capital Outlay - Development Fund	179,113,885	153,579,933	162,619,933
Asset Maintenance	2,235,000	2,085,000	2,060,000
Routine Capital	2,045,000	2,020,000	2,045,000
Total Capital Outlay	**183,393,885**	**157,684,933**	**166,724,933**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(15,814,041)	(41,661,999)	(36,071,999)
Beginning Balance	357,058,476	341,244,435	299,582,436
Projected Ending Balance	**$ 341,244,435**	**$ 299,582,436**	**$ 263,510,437**

Bond Retirement Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Transfers			
Transfer from the General Fund	$ 5,709,000	$ 4,250,000	$ 4,247,000
Total Transfers	**5,709,000**	**4,250,000**	**4,247,000**
Other Revenues			
Investment Income	100,000	100,000	100,000
Total Other Revenues	**100,000**	**100,000**	**100,000**
Total Revenues	**5,809,000**	**4,350,000**	**4,347,000**
Expenditures			
Debt Service			
Principal	3,855,000	2,450,000	2,570,000
Interest	2,101,000	1,908,250	1,785,750
Total Debt Service	**5,956,000**	**4,358,250**	**4,355,750**
Other Expenditures			
Other Expenditures	1,500	1,500	1,500
Total Other Expenditures	**1,500**	**1,500**	**1,500**
Total Expenditures	**5,957,500**	**4,359,750**	**4,357,250**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(148,500)	(9,750)	(10,250)
Beginning Balance	771,417	622,917	613,167
Projected Ending Balance	**$ 622,917**	**$ 613,167**	**$ 602,917**

Insurance Fund Balance Analysis

		FY 2027 Tax Budget		FY 2028 Plan		FY 2029 Plan
Revenues						
Transfer from General Fund	$	2,500,000	$	2,500,000	$	3,100,000
Investment Income		100,000		100,000		100,000
Total Revenues		**2,600,000**		**2,600,000**		**3,200,000**
Expenditures						
Claims and Premium Outlay		3,300,000		3,350,000		3,400,000
Total Expenditures		**3,300,000**		**3,350,000**		**3,400,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures		(700,000)		(750,000)		(200,000)
Beginning Balance		6,699,293		5,999,293		5,249,293
Projected Ending Balance	**$**	**5,999,293**	**$**	**5,249,293**	**$**	**5,049,293**

Supplemental Pension Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Investment Income	$ 20,000	$ 19,000	$ 18,000
Total Revenues	**20,000**	**19,000**	**18,000**
Expenditures			
Benefit Payments	9,000	9,000	9,000
Total Expenditures	**9,000**	**9,000**	**9,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	11,000	10,000	9,000
Beginning Balance	1,575,599	1,586,599	1,596,599
Projected Ending Balance	**$ 1,586,599**	**$ 1,596,599**	**$ 1,605,599**

Law Enforcement Trust Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Law Enforcement Revenue	$ 10,000	$ 10,000	$ 10,000
Investment Income	1,000	1,000	1,000
Total Revenues	**11,000**	**11,000**	**11,000**
Expenditures			
Capital & Related Expenditures	25,000	25,000	25,000
Total Expenditures	**25,000**	**25,000**	**25,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(14,000)	(14,000)	(14,000)
Beginning Balance	280,355	266,355	252,355
Projected Ending Balance	**$ 266,355**	**$ 252,355**	**$ 238,355**

Reserve Fund Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Transfers			
Transfer from GF for 27th Pay	$ 700,000	$ 700,000	$ 700,000
Total Transfers	**700,000**	**700,000**	**700,000**
Other Revenue			
Investment Income	4,000,000	3,500,000	3,000,000
Total Other Revenue	**4,000,000**	**3,500,000**	**3,000,000**
Total Revenues	**4,700,000**	**4,200,000**	**3,700,000**
Expenditures			
Transfers			
Transfer to GF for Revenue Stabilization	28,000,000	16,000,000	-
Total Transfers	**28,000,000**	**16,000,000**	**-**
Total Expenditures	**28,000,000**	**16,000,000**	**-**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(23,300,000)	(11,800,000)	3,700,000
Projected Beginning Balance	73,030,703	49,730,703	37,930,703
Projected Ending Balance	**$ 49,730,703**	**$ 37,930,703**	**$ 41,630,703**

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Rolling Balances			
Compensated Absences	$ 3,520,532	$ 3,680,492	3,892,868
Fuel	3,340,425	3,492,202	3,693,713
Hospitalization	2,778,807	2,905,066	3,072,697
Rolling Stock Reserve	38,267	40,006	42,315
27th Pay	10,418,512	11,560,087	12,888,582
Revenue Stabilization	29,634,160	16,252,851	18,040,529
TOD	-	-	-
Total	**$ 49,730,703**	**$ 37,930,703**	**$ 41,630,703**

All Funds Balance Analysis

	FY 2027 Tax Budget	FY 2028 Plan	FY 2029 Plan
Revenues			
Operating Revenues			
Passenger Fares	$ 31,878,000	$ 32,400,000	$ 32,890,000
Advertising & Concessions	1,400,000	1,400,000	1,400,000
Naming Rights	300,000	300,000	200,000
Investment Income	6,221,000	5,420,000	4,919,000
Other Operating Revenues	1,800,000	1,800,000	1,800,000
Total Operating Revenues	**41,599,000**	**41,320,000**	**41,209,000**
Non-Operating Revenues			
Sales & Use Tax	286,107,000	291,257,000	296,500,000
Reimbursed Expenditures	6,669,000	16,500,000	16,500,000
Federal Revenue	99,509,073	75,672,745	75,672,745
State Revenue	22,801,202	4,071,202	4,071,202
Other Non-Operating Revenue	35,582,569	24,875,987	24,415,987
Total Non-Operating Revenues	**450,668,844**	**412,376,934**	**417,159,934**
Total Revenues	**492,267,844**	**453,696,934**	**458,368,934**
Expenditures			
Operating Expenditures			
Salaries & Overtime	184,115,000	184,879,000	185,655,000
Payroll Taxes & Fringes	82,460,000	83,728,000	84,081,000
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,825,000	9,923,000	10,023,000
Utilities	4,600,000	4,700,000	4,800,000
Inventory	13,800,000	14,100,000	14,400,000
Services, Materials & Supplies	23,000,000	23,300,000	23,500,000
Purchased Transportation	17,300,000	17,600,000	18,000,000
Other Expenditures	5,300,000	5,300,000	5,300,000
Total Operating Expenditures	**340,400,000**	**343,530,000**	**345,759,000**
Non-Operating Expenditures			
Capital Outlay	183,393,885	157,684,933	166,724,933
Debt Service	5,956,000	4,358,250	4,355,750
Other Expenditures	3,335,500	3,385,500	3,435,500
Total Non-Operating Expenditures	**192,685,385**	**165,428,683**	**174,516,183**
Total Expenditures	**533,085,385**	**508,958,683**	**520,275,183**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(40,817,541)	(55,261,749)	(61,906,249)
Beginning Balance	468,707,061	427,889,520	372,627,770
Estimated Available Ending Balance	**$ 427,889,520**	**$ 372,627,770**	**$ 310,721,521**

Greater Cleveland Regional Transit Authority
1240 West 6 Street
Cleveland, Ohio 44113-1302
rideRTA.com | 216-621-9500

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RESOLUTION NO. 2026-51

AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE CLEVELAND METROPOLITAN SCHOOL DISTRICT FOR STUDENT FARES FOR THE 2026-2027 SCHOOL YEAR

WHEREAS, the Greater Cleveland Regional Transit Authority ("GCRTA") provides public transportation that facilitates travel by students to and from school; and

WHEREAS, pursuant to Resolution No. 2012-076, the Board of Trustees approved an agreement with the Cleveland Metropolitan School District ("CMSD") for the purchase of $2,430,000 in tickets in advance and instituted the use of fare-box compatible picture identification cards, thus improving transportation efficiency and control of student passenger; and

WHEREAS, pursuant to Resolution Nos. 2013-109, 2014-061, 2015-075, 2016-066, 2017-051, 2018-073, 2019-101, 2020-099, 2021-087, 2022-090, 2023-062, 2024-061, and 2025-080, the Board of Trustees approved agreements with CMSD for the purchase of passes and tickets; and

WHEREAS, for the 2026-2027 school year, CMSD has agreed to purchase 13,500 magnetic stripe, farebox compatible, picture card ID passes for use by students for the first day of school on August 24, 2026.

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

Section 1. That the General Manager, Chief Executive Officer is authorized to enter into an intergovernmental agreement with CMSD for the 2026-2027 school year.

Section 2. CMSD will purchase 13,500 magnetic stripe, farebox compatible, picture card ID passes and will be charged a discounted rate of $1.67 per ride, for a total estimated contract amount of $2,500,000. CMSD may purchase additional tickets at the regularly priced student rate of $1.75 per ride.

Section 3. That this resolution shall become effective immediately upon its adoption.

Adopted: July 21, 2026

____
President

Attest: ____________________________________
Secretary-Treasurer

Greater Cleveland
Regional Transit Authority

Interoffice Memo

DATE: July 15, 2026

TO: Distribution

FROM: Carolyn Young, Director of Grants Management & Treasury

RE: Treasury Reports for June 2026

Please find attached the following monthly reports:

1. Report on Investment Earnings
2. Inventory of Treasury Investments and Accrued Interest
3. Debt Service Schedule and Status of Bond Retirement Fund
4. Composition of Investment Portfolio
5. Summary of Investment Performance
6. Banking and Financial Relationships

Sales tax revenue of $24.7 million was received in June. The month closed with a cash and investment balance of $340.7 million. The Authority's average investment balance for the month was $328.8 million, compared to $379.3 million in June 2025.

The Authority's average yield on investments was 3.71% during the month of June.

The average yield on the portfolio year to date is 3.65%, which is 0.02 basis points below the performance standard yield of 3.67% and 0.07 basis points below the money market average yield of 3.72%. The following table summarizes key economic indicators reported in May 2026 through June 2026:

Economic Indicator	Period	Previous Report Actual/Revised	Current Report Actual
Consumer Price Index	May	4.2	All items increased
Consumer Confidence	June	91.2	0.6 points increase (May 90.6 revised)
Leading Economic Indicators * (LEI)	May	99.3	LEI increased 0.1%
Unemployment Rate	June	4.2	Little change June

*June 2026 CPI, LEI, information has not been reported

DISTRIBUTION: Birdsong-Terry, Gautam, Togher, Sutula, Charnigo, So, Hodges

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT ON INVESTMENT EARNINGS (CASH BASIS)
AS OF JUNE 30, 2026

BOND RETIREMENT FUND		
ARGENT INST. TRUST MONEY MARKET	$	11,389
TOTAL JUNE	$	11,389
2026 YEAR TO DATE	$	42,693
2025 YEAR TO DATE	$	59,549
GENERAL FUND		
ARGENT INST. TRUST-SALES TAX ACCOUNT	$	138
STAROHIO	$	48,645
KEY BANK SWEEP ACCOUNT	$	9,820
PNC CUSTODY ACCOUNT	$	9,618
MERCHANT ACCOUNT-KEY BANK SWEEP ACCOUNT	$	450
TOTAL JUNE	$	68,671
2026 YEAR TO DATE	$	454,641
2025 YEAR TO DATE	$	709,792
INSURANCE FUND		
STAROHIO	$	25,469
TOTAL JUNE	$	25,469
2026 YEAR TO DATE	$	145,915
2025 YEAR TO DATE	$	155,999
LAW ENFORCEMENT FUND		
KEY BANK SWEEP ACCOUNT	$	221
STAROHIO	$	255
TOTAL JUNE	$	476
2026 YEAR TO DATE	$	2,837
2025 YEAR TO DATE	$	2,952
LOCAL MATCH FUND		
STAROHIO-LOCAL MATCH	$	299,872
KEY BANK SWEEP ACCOUNT	$	1,992
PNC CUSTODY ACCOUNT	$	63,459
TOTAL JUNE	$	365,323
2026 YEAR TO DATE		3,318,303
2025 YEAR TO DATE	$	3,358,501
PENSION FUND		
STAROHIO	$	4,853
KEY BANK SWEEP ACCOUNT	$	2
TOTAL JUNE	$	4,855
2026 YEAR TO DATE	$	28,942
2025 YEAR TO DATE	$	32,939
EMPLOYEE ACTIVITY ACCOUNT		
KEY BANK MONEY MARKET	$	429
TOTAL JUNE	$	429
2026 YEAR TO DATE	$	2,509
2025 YEAR TO DATE	$	2,741
RTA CAPITAL FUND		
KEY BANK SWEEP ACCOUNT	$	455
PNC CUSTODY ACCOUNT	$	9,617
TOTAL JUNE	$	10,072
2026 YEAR TO DATE	$	170,331
2025 YEAR TO DATE	$	255,309

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT ON INVESTMENT EARNINGS (CASH BASIS)
AS OF JUNE 30, 2026

RESERVE FUND		
STAROHIO	$	261,670
PNC CUSTODY ACCOUNT	$	37,476
KEY BANK SWEEP ACCOUNT	$	2,537
TOTAL JUNE	$	301,683
2026 YEAR TO DATE	$	1,980,193
2025 YEAR TO DATE	$	2,615,297
TOTAL ALL FUNDS		
JUNE 2026	**$**	**788,367**
2026 YEAR TO DATE	**$**	**6,146,364**
2025 YEAR TO DATE	**$**	**7,193,079**

		JUNE		**2026 YEAR TO DATE**
INTEREST RECEIVED (CASH BASIS)	$	788,367	$	6,146,364
ACCRUED INTEREST:				
BEGINNING:	$	(804,118)	$	(1,152,883)
ENDING	$	1,049,847	$	1,049,847
TOTAL INTEREST INCOME EARNED	$	1,034,096	$	6,043,328
AVERAGE INVESTMENT BALANCE (COST BASIS):	$	328,776,366	$	326,193,319
AVERAGE YIELD ON INVESTMENTS:		3.71%		3.65%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
INVENTORY OF TREASURY INVESTMENTS
AS OF June 30, 2026

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
BOND RETIREMENT FUND									
	6/30/2026	7/1/2026	MONEY MARKET	ARGENT INST. TRUST	1	$ 4,907,828	-	1	3.24%
TOTAL BOND RETIREMENT FUND						$ 4,907,828	$ -		3.24%
GENERAL FUND									
	6/30/2026	7/1/2026	MERCHANT ACCT-KEY MMKT	KEY BANK	1	$ 160,491	$ -	1	1.26%
	6/30/2026	7/1/2026	STAR OHIO	STATE OF OHIO	1	22,721,806		1	3.82%
	6/30/2026	7/1/2026	EMPLOYEE ACTIVITY FUND	KEY BANK	1	420,891	-	1	1.26%
	6/30/2026	7/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	2,875,535	-	1	3.60%
	6/30/2026	7/1/2026	SALES TAX ACCOUNT	ARGENT INST. TRUST	1	50,360	-	1	3.24%
	6/30/2026	7/1/2026	KEY ECR	KEY BANK	1	6,901,386	-	1	1.26%
TOTAL GENERAL FUND						$ 33,130,469	$ -		3.22%
INSURANCE FUND									
	6/30/2026	7/1/2026	STAR OHIO	STATE OF OHIO	1	$ 8,129,926	$ -	1	3.82%
	6/30/2026	7/1/2026	KEY ECR	KEY BANK	1	1,725,474	-	1	0.00%
TOTAL INSURANCE FUND						$ 9,855,400	$ -		3.15%
LAW ENFORCEMENT FUND									
	6/30/2026	7/1/2026	KEY ECR	KEY BANK-SWEEP	1	$ 314,926	$ -	1	0.94%
	6/30/2026	7/1/2026	STAR OHIO	STATE OF OHIO	1	81,045	$ -	1	3.82%
TOTAL LAW ENFORCEMENT FUND						$ 395,971			1.53%
LOCAL MATCH FUND									
	6/30/2026	7/1/2026	LOCAL MATCH-STAR OHIO	STATE OF OHIO	1	$ 96,082,304	$ -	1	3.82%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	10,000,000	174,167	393	4.13%
	9/11/2025	9/11/2028	FNMA	KeyBANC CAP MKT	1096	15,000,000	181,667	804	4.00%
	2/6/2026	2/6/2029	FNMA	KeyBANC CAP MKT	1096	30,000,000	413,167	952	3.70%
	5/26/2026	5/25/2028	FNMA	KeyBANC CAP MKT	730	5,000,000	19,597	695	4.15%
	6/30/2026	7/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	18,971,845	-	1	3.60%
	6/30/2026	7/1/2026	LOCAL MATCH-KEY ECR	KEY BANK-SWEEP	1	994,250	-	1	1.26%
	6/30/2026	7/1/2026	GRANT-ECR	KEY BANK	1	1,202,870	-	1	0.00%
	6/30/2026	7/1/2026	CATCH BASIN-KEY ECR	KEY BANK	1	107,223	-	1	1.26%
TOTAL LOCAL MATCH FUND						$ 177,358,492	$ 788,597		3.78%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
INVENTORY OF TREASURY INVESTMENTS

AS OF June 30, 2026

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
PENSION FUND									
	6/30/2026	7/1/2026	KEY ECR	KEY BANK	1	$ 1,286	$ -	1	1.25%
	6/30/2026	7/1/2026	STAR OHIO	STATE OF OHIO	1	1,549,179	-	1	3.82%
TOTAL PENSION FUND						$ 1,550,465	$ -		3.82%
RTA CAPITAL FUND									
	6/30/2026	7/1/2026	KEY ECR	KEY BANK	1	$ 388,559	$ -	1	1.26%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	5,000,000	87,083	393	4.13%
	6/30/2026	7/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	2,875,083	-	1	3.60%
TOTAL RTA CAPITAL FUND						$ 8,263,642	$ 87,083		3.81%
RESERVE FUND									
	6/30/2026	7/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	$ 11,204,032	-	1	3.60%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	10,000,000	174,167	393	4.13%
	6/30/2026	7/1/2026	KEY ECR	KEY BANK	1	469,650	-	1	1.26%
	6/30/2026	7/1/2026	STAR OHIO	STATE OF OHIO	1	83,526,688	-	1	3.82%
TOTAL RESERVE FUND						$ 105,200,370	$ 174,167		3.81%
GRAND TOTAL ALL FUNDS						$ 340,662,636	$ 1,049,847		3.71%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
DEBT SERVICE SCHEDULE AND STATUS
AS OF JUNE 30, 2026

Bonds	Final Maturity Date	Total Principal Outstanding 12/1/2025	Interest Payable/ 6/1/2026	Principal Payable/ 6/1/2026	Debt Service Requirement/ 6/1/2026	Interest Payable/ 12/1/2026	Principal Payable/ 12/1/2026	Debt Service Requirement/ 12/1/2026	Total Debt Requirement 2026
Series 2015-Sales Tax Rev.	Dec. 2026	4,275,000	106,875	-	106,875	106,875	4,275,000	4,381,875	4,488,750
Series 2016-Sales Tax Rev.	Dec. 2027	2,965,000	74,125	-	74,125	74,125	1,445,000	1,519,125	1,593,250
Series 2019-Sales Tax Rev.	Dec. 2030	6,715,000	167,875	-	167,875	167,875	1,215,000	1,382,875	1,550,750
Total Bonds		**$ 13,955,000**	**$ 348,875**	**$ -**	**$ 348,875**	**$ 348,875**	**$ 6,935,000**	**$ 7,283,875**	**$ 7,632,750**

	Bond Retirement
Current Balance (Set Aside for 2026)	$4,907,828
Monthly Set Aside Required	$636,063

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
SUMMARY OF INVESTMENT PERFORMANCE
YEAR TO DATE THROUGH JUNE 30, 2026

	2026					2025				
MONTH	**AVERAGE BALANCE**	**INTEREST EARNED**	**AVERAGE YIELD**	**STANDARD YIELD #**	**MONEYMKT YIELD #**	**AVERAGE BALANCE**	**INTEREST EARNED**	**AVERAGE YIELD**	**STANDARD YIELD #**	**MONEYMKT YIELD #**
JANUARY	335,356,384	$ 1,962,993	3.62%	3.61%	3.78%	$ 370,860,178	$ 1,185,266	4.09%	4.16%	4.46%
FEBRUARY	327,705,749	$ 740,043	3.58%	3.58%	3.74%	369,824,059	1,231,179	4.06%	4.16%	4.40%
MARCH	322,525,513	$ 1,097,686	3.66%	3.64%	3.71%	367,862,225	1,165,944	4.06%	4.21%	4.38%
APRIL	322,329,454	$ 767,011	3.65%	3.68%	3.70%	363,641,320	1,183,349	4.05%	4.25%	4.31%
MAY	320,466,452	$ 790,264	3.67%	3.74%	3.67%	359,279,719	1,009,474	4.02%	4.26%	4.30%
JUNE	328,776,366	$ 788,367	3.71%	3.78%	3.71%	350,249,378	1,162,584	4.08%	4.31%	4.30%
JULY						349,445,307	1,117,548	4.14%	4.27%	4.29%
AUGUST						350,081,389	1,412,542	4.19%	4.15%	4.31%
SEPTEMBER						349,080,023	962,691	4.05%	3.93%	4.19%
OCTOBER						345,537,525	1,236,152	4.01%	3.80%	4.12%
NOVEMBER						339,993,535	1,003,260	3.99%	3.72%	4.11%
DECEMBER						330,492,212	840,797	3.82%	3.67%	3.92%
YEAR TO DATE	$326,193,319	$ 6,146,364	3.65%	3.67%	3.72%	$ 353,862,239	$ 13,510,786	4.05%	4.07%	4.26%
RTA AVERAGE YIELDS OVER (UNDER) INDEX				**-0.02%**	**-0.07%**				**-0.03%**	**-0.21%**

Moving average coupon equivalent yields for 6 month Treasury Bills,

Market Yield equals US Treasury Money Fund 7 Day Yield

COMPOSITION OF INVESTMENT PORTFOLIO
AS JUNE 30, 2026

	PRINCIPAL	FACE AMOUNT	PERCENT OF TOTAL	AVERAGE YIELD	AVERAGE MATURITY
Instrument:					
Money Market Account	$ 41,045,173	$ 41,045,173	12.05%	3.71%	1
Key Bank Sweep Account	1,309,176	1,309,176	0.38%	0.94%	1
Star Ohio	212,090,948	212,090,948	62.26%	3.82%	1
Earnings Credit Rate Account	11,217,339	11,217,339	3.29%	1.25%	1
U.S. Government Securities	75,000,000	75,000,000	22.02%	3.90%	605
Total Investment Portfolio	**$ 340,662,636**	**$ 340,662,636**	**100.00%**	**3.71%**	

Greater Cleveland Regional Transit Authority
Banking and Financial Relationships
As of June 30, 2026

Bank/Financial Insititution	Nature of relationship
Key Bank	Main banking services
PNC Bank	Custodial Account and Credit card
Fifth Third	Escrow Account
Argent Institutional Trust Company ("AITC"),	Bond Retirement and Sales Tax Account Underwriter STAR Ohio-Investments
Bank of New York Mellon	Bond Registrar
BMO Harris Bank	Fuel Hedge

NOTE:
This information is being provided for applicable individuals to be in compliance with:
Ohio Revised Code Sections 102.03(D) and (E)
Ohio Ethics Commission Informal Opinion Number 2003-INF-0224-1
Ohio Ethics Commission Staff Advisory Opinion to Sheryl King Benford (DGM - Legal Affairs) dated May 6, 2020
Ohio Ethics Commission Opinion Number 2011-08
Ohio Ethics CommissionStaff Advisory Opinion to R. Brent Minney dated March 27, 2012

Please refer to Chapter 656 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (Travel Policy), Administrative Procedure 024 and Board of Trustees Resolution No. 2020-80 for additional information.

THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT OF CASH RECEIVED COMPARED TO BUDGET - GENERAL FUND
FOR THE PERIOD ENDED JUNE 30, 2026

	CURRENT MONTH				YEAR TO DATE			
	BUDGET	**ACTUAL**	**VARIANCE**	**%VARIANCE**	**BUDGET**	**ACTUAL**	**VARIANCE**	**%VARIANCE**
PASSENGER FARES:								
CASH FARES	$ 765,450	$ 756,618	$ (8,832)	(1.15%)	$ 4,592,702	$ 3,864,123	$ (728,579)	-15.86%
PASS/TICKET SALES	610,050	556,071	(53,979)	(8.85%)	3,660,302	3,502,915	(157,387)	-4.30%
STUDENT FARECARDS	260,925	79,079	(181,846)	(69.69%)	1,565,551	334,834	(1,230,717)	-78.61%
U-PASS	331,013	-	(331,013)	-	1,986,079	1,503,623	(482,457)	-24.29%
MOBILE TICKETING	657,562	747,058	89,496	13.61%	3,945,375	4,438,599	493,224	12.50%
SMARTCARD	-	2,805	2,805	-	-	2,805	2,805	-
TOTAL PASSENGER FARES	**2,625,000**	**2,141,631**	**(483,369)**	**(18.41%)**	**15,750,009**	**13,646,898**	**(2,103,111)**	**-13.35%**
SALES AND USE TAX REVENUE:								
SALES & USE TAX	23,224,950	24,724,426	1,499,476	6.46%	139,349,700	140,597,397	1,247,697	0.90%
TOTAL OPERATING SUBSIDIES	**23,224,950**	**24,724,426**	**1,499,476**	**6.46%**	**139,349,700**	**140,597,397**	**1,247,697**	**0.90%**
OTHER REVENUE:								
ADVERTISING/CONCESSIONS/COMMISSIONS	116,667	365	(116,302)	(99.69%)	699,998	501,392	(198,606)	-28.37%
NAMING RIGHTS LESS COMMISSIONS	37,382	-	(37,382)	-	224,292	210,000	(14,292)	-6.37%
RENTAL INCOME	26,411	20,852	(5,559)	(21.05%)	158,466	213,237	54,771	34.56%
INTEREST INCOME	83,333	68,670	(14,663)	(17.60%)	500,002	442,256	(57,746)	-11.55%
OTHER	98,589	15,101	(83,488)	(84.68%)	591,534	111,925	(479,609)	-81.08%
TOTAL OTHER REVENUE	**362,382**	**104,987**	**(257,395)**	**(223.02%)**	**2,174,292**	**1,478,810**	**(695,482)**	**-31.99%**
REIMBURSEMENTS AND OTHER SOURCES OF CASH:								
FUEL/CNG/PROPANE TAX REFUNDS	205,179	-	(205,179)	-	1,231,074	131,213	(1,099,861)	-89.34%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	-	139,455	139,455	-	-	655,969	655,969	-
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	-	-	-	-	-	-	-	-
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	-	-
MISCELLANEOUS RECEIPTS	-	71,830	71,830	-	-	770,120	770,120	-
TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	**205,179**	**211,285**	**6,106**	**2.98%**	**1,231,074**	**1,557,302**	**326,228**	**26.50%**
TRANSFERS FROM:								
REVENUE STABILIZATION FUND	-	4,000,000	4,000,000	-	-	4,000,000	4,000,000	-
RESERVE FUND	-	-	-	-	-	-	-	-
TOTAL CASH RECEIVED - GENERAL FUND	**$ 26,417,511**	**$ 31,182,329**	**$ 4,764,818**	**18.04%**	**$ 158,505,075**	**$ 161,280,409**	**$ 2,775,333**	**1.75%**

THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT OF CASH RECEIVED COMPARED TO PRIOR YEAR - GENERAL FUND
FOR THE PERIOD ENDED June 30, 2026 AND June 30, 2025

	CURRENT MONTH			YEAR TO DATE				
	June 2026	June 2025	CHANGE	2026	2025	CHANGE	%CHANGE	2026 % OF TOTAL
PASSENGER FARES:								
CASH FARES	$ 756,618	$ 731,336	$ 25,282	$ 3,864,123	$ 4,224,772	$ (360,649)	(8.54%)	2.40%
PASS/TICKET SALES	556,071	581,132	(25,061)	3,502,915	3,392,141	110,773	3.27%	2.17%
STUDENT FARECARDS	79,079	74,312	4,767	334,834	1,041,243	(706,409)	(67.84%)	0.21%
U-PASS	-	53,180	(53,180)	1,503,623	1,233,645	269,978	21.88%	0.93%
MOBILE TICKETING	747,058	749,723	(2,665)	4,438,599	4,348,080	90,519	2.08%	2.75%
SMARTCARD	2,805	-	2,805	2,805	-	2,805	-	0.00%
TOTAL PASSENGER FARES	**2,141,631**	**2,189,682**	**(48,052)**	**13,646,898**	**14,239,881**	**(592,983)**	**(4.16%)**	**8.46%**
SALES AND USE TAX REVENUE:								
SALES & USE TAX	24,724,426	24,096,961	627,466	140,597,397	134,838,722	5,758,676	4.27%	87.18%
TOTAL OPERATING SUBSIDIES	**24,724,426**	**24,096,961**	**627,466**	**140,597,397**	**134,838,722**	**5,758,676**	**4.27%**	**87.18%**
OTHER REVENUE:								
ADVERTISING/CONCESSIONS/COMMISSIONS	365	117,289	(116,924)	501,392	685,712	(184,320)	(26.88%)	0.31%
NAMING RIGHTS LESS COMMISSIONS	-	-	-	210,000	175,000	35,000	20.00%	0.13%
RENTAL INCOME	20,852	15,452	5,400	213,237	122,548	90,689	74.00%	0.13%
INTEREST INCOME	68,670	80,689	(12,019)	442,256	505,329	(63,072)	(12.48%)	0.27%
OTHER	15,101	17,588	(2,488)	111,925	128,816	(16,891)	(13.11%)	0.07%
TOTAL OTHER REVENUE	**104,987**	**231,018**	**(126,031)**	**1,478,810**	**1,617,405**	**(138,595)**	**(8.57%)**	**0.92%**
REIMBURSEMENTS AND OTHER SOURCES OF CASH:								
FUEL/CNG/PROPANE TAX REFUNDS	-	21,860	(21,860)	131,213	581,091	(449,878)	(77.42%)	0.08%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	139,455	34,278	105,177	655,969	1,227,461	(571,493)	(46.56%)	0.41%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	-	-	-	-	7,228,058	(7,228,058)	-	0.00%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	-	0.00%
MISCELLANEOUS RECEIPTS	71,830	45,383	26,447	770,120	565,408	204,712	36.21%	0.48%
TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	**211,285**	**101,521**	**109,764**	**1,557,302**	**9,602,019**	**(8,044,717)**	**(83.78%)**	**0.97%**
TRANSFERS FROM:								
REVENUE STABILIZATION FUND	4,000,000	5,000,000	(1,000,000)	4,000,000	15,000,000	(11,000,000)	(73.33%)	2.48%
RESERVE FUND	-	-	-	-	-	-	-	0.00%
TOTAL CASH RECEIVED - GENERAL FUND	**$ 31,182,329**	**$ 31,619,182**	**$ (436,853)**	**$ 161,280,409**	**$ 175,298,027**	**$ (14,017,618)**	**(8.00%)**	**100.00%**