



AGENDA

GCRTA Board of Trustees Meeting

Tuesday, October 20, 2026

9:00 a.m.

I. Call to Order

II. Roll Call

III. Certification Regarding Notice of Meeting

IV. Approval of Minutes – August 18, 2026, and September 22, 2026

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 Resolution(s):

A. 2026-67 – AUTHORIZING CONTRACT NO. 2026-098 WITH TRUMBLE CONSTRUCTION LLC DBA RBT ROOFING FOR PROJECT 20.73 – WEST PARK TRAINING FACILITY ROOF REPLACEMENT IN AN AMOUNT NOT TO EXCEED \$881,710 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

B. 2026-68 – EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED DURING THE THIRD QUARTER OF 2026

XVIII. Interim Secretary-Treasurer's Report – John J. Togher, Interim Deputy General Manager, Finance

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

XIX. General Manager's Report – India L. Birdsong Terry, General Manager, Chief Executive Officer

XX. President's Report – Approval of 2027 Committee Meeting, Board Meeting and Internal Audit Quarterly Meeting calendar dates

XXI. Old Business

XXII. New Business

XXIII. The next regular Board meeting is scheduled for **November 17, 2026**, in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113. This meeting will be live streamed on GCRTA's Board page (www.RideRTA.com/board) by clicking the meeting date. The public is welcome to attend in person.

XXIV. Adjournment



MEETING MINUTES

GCRTA Board of Trustees Meeting

August 18, 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
- Present:** Mayor Koomar, Ms. Pacetti, Ms. Elder, Ms. Harper, Mr. Love, Ms. McPherson, Ms. Whigham, Mr. Sleasman, Mayor Weiss.
- Staff/Other:** India Terry, Shawn Becker, Nick Biggar, Nick Davidson, George Fields, Bob Fleig, Ida Ford-Marshall, Anthony Garofoli, Fiona Gibbons, , Carl Kirkland, Nicholas Miller, Sheila Miller, Holly Mothes, Joe Shaffer, Kay Sutula, John Togher, Carolyn Young
- Public:** Carren M. Woods, Kevin Hinke, Ryan Murray, Roland Robinson, Loh, Beth Bartz, Jenna Thomas, Tanmay Shah Tameka Dumas,

I. Call to Order

Mayor Koomar called the meeting to order at 10:14 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

Ms. Pacetti requested that the approval of the minutes for July 21, 2026, Board Meeting be moved to the following month

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.

A. Ryan Murray (in-person)

Expressed concerns about an incident on Paratransit last Thursday. He was never contacted and was listed as a no show.

B. Mary Magree (in-person)

Expressed that if Paratransit is picking up and waiting for over 5 minutes it is considered a no show. Paratransit was 2.5 hours late in picking her up and the Deacon at her church had to wait to ensure she was picked up.

C. Roland Robinson (in-person)

Expressed concerns that he sees young people putting their phones against the scanner on the bus the wrong way and beating the system and not paying their fare.

D. Carren Woods (in-person)

Thanked the staff for their service and encouraged everyone to be kind every day.

E. Jenna Thomas (in-person)

Attended the Clevelanders for Public Transit meeting. Expressed support for the 0.5% sales tax levy. Transit agencies in cities that have passed levies include Nashville, Columbus, Cincinnati. All showed flexibility. Need a more rigorous public engagement process. The City of Cleveland Mayor's Office used to have a position in support of transit, this is not filled and should be.

F. Tanmay Shah (in-person):

Council Member for Ward 12. Expressed support of the 0.5% tax levy. Promotes transit riders helping to support campaign.

G. Loh (in-person)

Expressed support of public hearings for service reductions held at different times although not attended well. Expressed concern about notifications not being received from riders through social media. Stated text messages were received better. Continue using traditional methods of notifications, such as text messages. Expressed support that big businesses in Cleveland should be contributors toward tax levy and public transit.

H. Airric Stewart (phone):

Asked Nick Biggar if ETC customer surveys were talking to the same people more than once.

I. Name not recorded (phone):

Expressed concern that Route 35 is discontinued.

J. Robert Winn (webform) - non-agenda

I encourage the Authority to evaluate trip-level ridership data, wheelchair boardings, transfer impacts, and whether a change produces real vehicle or operator savings and not route-level averages alone. before making wholesale changes to routes like the 41 and 15.

More importantly, the Authority should pursue a .5% countywide sales-tax levy which would provide stable funding to protect service, retain operators, improve reliability, maintain vehicles and infrastructure, and plan for the long term, instead of repeatedly cutting and rebuilding service.

A 0.5% levy could support 10-minute frequency on priority corridors which would enable more Clevelanders to use GCRTA for more trips. Staff has projected that this level of frequent service could place 301,000 residents and 273,000 jobs within a half-mile of a 10-minute route. Service every 10 minutes means less waiting, more reliable transfers, shorter overall trips, and a system that works better for work, medical care, school, shopping, and everyday errands. A frequent, accessible bus preserves an option for riders, including a paratransit-eligible riders who may use fixed route buses instead of relying on paratransit to make costly point-to-point trips.

K. Michael MC (webform) - non-agenda

Before the board thinks about asking for a sales tax level in May 2027, the strategy needs to be fully fleshed out, meaning that even without the increase in the sales tax levy the governance of the RTA needs to be reviewed to find operational efficiencies. One goodwill gesture that MUST be implemented is the elimination of the board stipend; this item was identified in the 2020 strategic plan that was unanimously adopted by the board. Providing the board members with a \$400/mo. stipend is not a good look when cutting routes, especially when the board members do not seem to actually ride the system. The board of the New York MTA is NOT compensated for their participation on the board, they are able to get reimbursement for fares incurred as part of their activities on the board, which I would support the RTA to follow. A second goodwill gesture would be to look at rightsizing executive and managerial pay and potentially use these savings to retain good drivers. Looking at executive pay solely for a second, looking at compensation packages for other transit systems the current pay package for the RTA seems fair, however most of these systems are much larger, actively expanding, or are in high cost of living areas; the RTA should look at rightsizing executive and managerial pay to reflect the local cost of living.

The RTA needs to identify ways to bring operational costs in line with other agencies and show that the RTA will be responsible with any new tax levy.

L. Joseph Rider (webform) - Non-Agenda

I am confused why you have so many issues when you charge more for seniors and disabled then every other large city except New York. Many cities don't even charge seniors disabled or veterans which I am all 3. I go to Los Angeles, and I am capped at 5 bucks a week. Non rush hr 35 cents each way. Denver i can ride free Las Vegas free. During Covid Los Angeles didn't charge anyone. Why does Cleveland have so many issues. I am 65 have only owned cars about 3 hrs of my life. I have rode public transit all over this country from coast to coast. Service here is horrible once a hr service to main areas 2 buses to get to half the places I just don't understand what you guys are doing wrong

M. Joe Schwarten (webform) - Agenda

Just wanted to get it out there that I think y'all should go for the .5% levy and make sure you really sell it for all the benefits it will bring to the people of Cuyahoga County. I think the .25% will be a harder sell because it doesn't seem like it really will change the game too much and keep thing roughly the same as they are prior to the service cuts with some small benefits. People do hunger

for transit but it has to be good. Also maybe look into some rail expansion, even if its small, folks will love that.

N. Adam Rossi (webform) - Non-Agenda

Good morning President Koomar and members of the board. Thank you for your time this morning. I am excited and energized by the plan RTA has laid out for the use of funding generated by a 0.5% sales tax. The increased frequency of train service, the modernized train signage at stations, the expansion of the 15-minute bus network, the creation of the 10-minute bus network, and updated bus stop signage and status updates are all wonderful upgrades that would make Cleveland a much easier city to navigate. I also would rather vote for an increase once and know that RTA won't be back to the ballot box for another 50 years, instead of having to face this same scenario again in another 10 years. Therefore, I strongly support a 0.5% sales tax levy increase. Thank you.

O. Larry Rodriguez (webform) - Non-Agenda

I would like to propose that you consider putting me to speak on behalf of public transit funding. People with disabilities play a huge role in public transit funding, and there is a long history of disability advocates advocating for public transit such as Judy Human. I live by her legacy, and she pushed for accessible and clean public transit and helped with the ADA in 1991. I appreciate the service, it presents value to me as a rider. I have an important story to share and grew up using this system. I could help explain how important transit funding is to people like me who have a disability. I would gladly support you. Please watch Crip Camp, a documentary on disability advocacy, it is on YouTube.

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

Mayor Weiss updated the Board about the Audit, Safety Compliance, and Real Estate Committee meeting

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)

No committee report.

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. 2026-53 – AUTHORIZING CONTRACT NO. 2026-019 WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR PROJECT 70B – LORAIN ROAD CORRIDOR TRANSIT ORIENTED DEVELOPMENT PLAN IN AN AMOUNT NOT TO EXCEED \$688,774.88 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET). Mr. Sleasman motioned; Ms. Whigham seconded. Motion carried
- B. 2026-54 – AUTOIRIZING CONTRACT NO 2026-074 WITH DLZ OHIO, INC. FOR PROJECT 20.76 – ON-CALL ARCHITECT/ENGINEER SERVICES – 2026 IN AN AMOUNT NOT TO EXCEED \$500,000 FOR A PERIOD OF TWENTY-FOUR MONTHS (RTA CAPITAL AND/OR RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGT). Ms. Harper motioned; Mr. Love seconded. Motion carried
- C. 2026-55 – AUTHORIZING CONTRACT NO 2025-119 WITH GILLIG LLC FOR THE MANUFACTURE AND DELIVERY OF FOURTY (40) 40-FT CNG COACHES, SPARE PARTS, TOOLING, AND TRAINING IN AN AMOUNT NOT TO EXCEED \$34,751,159 WITH OPTIONS TO PROCURE UP TO ONE HUNDRED TWENTY (120) ADDITIONAL COACHES, SPRE PARTS, TOOLING, AND TRAINING TO BE DELIVERED OVER THE FIVE (5) YEAR TERM OF THE CONTRACT (DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET). Ms. Pacetti motioned; Mr. Sleasman seconded. Motion carried
- D. 2026-56 – AUTHORIZING CONTRACT NO. 2026-045 WITH MNJ TECHNOLOGIES DIRECT, INC. TO PROVIDE LAPTOPS AND DESKTOP COMPUTERS IN AN AMOUNT NOT TO EXCEED \$660,000 (RTA DEVELOPMENT FUND, INFORMATION TECHNOLOGY DEPARTMENT BUDGET). Ms. Pacetti motioned; Ms. McPherson seconded. Motion carried
- E. 2026-56 – AUTHORIZING CONTRACT NO. 2026-045 WITH MNJ TECHNOLOGIES DIRECT, INC. TO PROVIDE LAPTOPS AND DESKTOP COMPUTERS IN AN AMOUNT

NOT TO EXCEED \$660,000 (RTA DEVELOPMENT FUND, INFORMATION TECHNOLOGY DEPARTMENT BUDGET). Ms. Pacetti motioned; Ms. McPherson seconded. Motion carried

- F. 2026-57 – AUTHORIZING THE PURCHASE OF CASUALTY INSURANCE FROM VARIOUS INSURANCE UNDERWRITERS THOROUGH USI INSURANCE SERVICES, LLC AND PRICE FORBES & PARTNERS IMITED, OR THEIR SUCCESSORS, FOR A PERIOD OF 12 MONTHS, IN A TOTAL AMOUNT NOT TO EXCEED \$2,272,574 (INSURANCE AND GENERAL FUNDS, RISK MANAGEMENT DEPARTMENT BUDGET). Mayor Koomar motioned; Mayor Weiss seconded. Motion carried
- G. 2026-58 – AUTHORIZING CONTRACT NO. 2026-099 WITH ORACLE AMERICA, INC. TO PROVIDE ORACLE INFRASTRUCTURE AS A SERVICE (IAAS) SUBSCRIPTION SERVICES FOR A PERIOD OF ONE YEAR IN AN AMOUNT NOT TO EXCEED \$305,830 (GENERAL FUND, MANAGEMENT INFORMATION SERVICE DEPARTMENT BUDGET). Ms. Pacetti motioned; Mr. Sleasman seconded. Motion carried

XVIII. Interim Secretary-Treasurer's Report

John J Togher, Director - Accounting and Interim Secretary-Treasurer, presented the Secretary-Treasurer's report. He provided an update on the following:

- a. Economic conditions,
- b. Ridership
- c. Passenger fares
- d. Sales tax revenue
- e. Selected financial package information.

XIX. General Manager, CEO Report

India L. Terry, General Manager and CEO, provided updates on the following:

- a. Updates provided on NAACP Cleveland Branch 114th Annual Freedom Fund, Conference of Minority Transportation Officials (COMTO)
- b. 55th Annual National Meeting & Training Conference, American Public Transportation Foundation (APTF) Annual Scholarship Selection Meeting,
- c. Siemens Mobility Inc. visit,
- d. Public Hearings on proposed Service Reductions,
- e. Summer Rail Shutdown,
- f. Tribute to Reverend Dr. Charles P. Lucas, Jr. Plaque Dedication at Shaker Square
- g. Retirement of Rajan D. Gautam – Deputy General Manager – Finance / Secretary-Treasurer.

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, September 22, 2026.

XXIV. Adjournment

Mayor Koomar motioned to adjourn the Board Meeting, Ms. Whigham seconded. Motion carried

John J. Togher
Interim Secretary/Treasurer

Kenneth Green
Interim Board Administrator



MEETING MINUTES

GCRTA Board of Trustees Meeting

September 22, 2026

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

Staff/Other: Shawn Becker, Nick Biggar, India Terry, Janet Burney, Nick Davison, Scott Ferraro, Michael Fesler, George Fields, Bob Fleig, Ida Ford-Marshall, Anthony Garofili, Deputy Chief Michael Gettings, Fiona Gibbons, Kenneth Green, Sharon Jenkins, Carl Kirkland, Charles Morgan, Holly Mothes, Teresa Muti, Joe Shaffer, Kay Sutula, Wendy Talley, John Togher, Carolyn Young

Public: Carren Woods, Tim Juka (Oswald Companies), Umut Asker, LaShaun Lindsey, Nick Castel, Alex Johnson, Roland Robinson, Loh, Rico Dancy, Mr. Rhoades Zulu, Jenna Thomas

I. Call to Order

Mayor Koomar called the meeting to order.

II. Roll Call

A quorum was present. Ms. Whigham was absent.

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

Ms. Pacetti noted that the minutes of August 18, 2026, Board Meeting were received the evening before the meeting and requested a deferral of approval; therefore, approval was deferred to next Board meeting to give the trustees time to review them.

Regarding the minutes of the July 21, 2026, Board Meeting, Ms. Pacetti requested the following amendments: the reference in Section VI, Board Governance Committee Report, to the informal communications guidance among board members should reflect that it was discussed at a previous meeting, not at that meeting; and her update to the Board on the Community Advisory Council visit, recorded under Section XII, Civilian Oversight Committee Report, should be moved to Section XIII, Community Advisory Committee. She also asked Ms. Terry to provide an update on the request made by a speaker at an earlier meeting for accommodation for deaf people.

Ms. Pacetti moved, and Ms. Harper seconded to approve the minutes of the July 21, 2026, Board Meeting, as amended. 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. Mr. Rhoades Zulu (in-person)

Mr. Zulu, of Cleveland Heights, asked that the #35 bus be stopped from blocking the #9 bus from safely boarding passengers at bus stop/shelter #10635, stating that the current practice discriminates against disabled and elderly riders. He suggested that the #35 layover point be moved approximately 30 yards in front of the bus shelter to resolve the operational problem and expressed dissatisfaction with how staff have handled the issue. He stated that he supports and needs RTA.

Later in the public comment period, Mr. Zulu returned to state that, at 70 years old, he relies on transit to get to the store, the doctor's office, and church, and that he had been denied service when trying to board.

2. Mr. Rodriguez (in-person)

Mr. Rodriguez stated that he is pleased with the service he has received but wants to advocate for better quality of service on both door-to-door and fixed route service. He thanked GCRTA for cleaner stations, noting they are passable but can be improved. He asked that bus operators and door-to-door service providers receive autism awareness and disability education and expressed interest in being part of advocacy for federal funding.

3. Rico Dancy (in-person)

Mr. Dancy, who is deaf and serves as a commissioner in Washington, D.C., and on the Metro Access Board, stated that he has advocated for deaf, hard-of-hearing, and deaf-blind individuals for 27 years. He asked how Transit Police would communicate with a deaf or deaf-blind person during an incident and encouraged the use of video remote interpreting (VRI) and text-to-911. Noting that September is Deaf Awareness Month, he described incidents nationally in which law enforcement mistook sign language for gang signs with fatal results.

He also noted that his deaf-blind cousin, who uses a service dog, has been told by operators that she could not board with the animal, which is an ADA violation, and asked that operators be trained on service animals. He offered to work with GCRTA and recommended a certified interpreter, Cynthia Norman, who trains police departments to communicate with people with disabilities.

4. Umut Asker (in-person)

The speaker, a Cleveland State University student from Cleveland, asked GCRTA to take a serious look at the Stephanie Tubbs Jones Transit Center. When it opened in 2010, it was described as serving more than 500 buses a day, while current schedules show far fewer routes using the center. He cited the 2025 East 22nd Street planning assessment, which identified the site as a transit-oriented redevelopment opportunity, as well as Cleveland State's plans to redevelop the adjacent Wolstein Center. He is not asking to eliminate transit service, but requested that GCRTA study how much of the site is actually needed for transit, preserve that

space, and consider other uses such as development or public space for the remainder. He has submitted public records requests for passenger and vehicle data.

5. Roland Robinson (in-person)

Mr. Robinson, of Shaker Heights, stated that the Shaker Rapid cars he rides at approximately 7:45 a.m. are very dirty, with food left on the floors and seats, and asked that they be cleaned. He also stated that his application for a reduced fare was denied even though he is 70 years old, retired after 44 years of working downtown, and submitted forms from his doctor.

6. LaShaun Lindsey (in-person)

Mr. Lindsey, a United States Navy veteran from Cleveland who rides the #8, #10, and the Blue and Green lines near Shaker Square, stated that bus operators need increased sensitivity training. He has been told by operators to go home and denied rides to VA appointments for not having the proper ID on hand, and has had operators pull away from the stop, including late at night. He also stated that the #8 bus never departs on time, which jeopardizes connections.

He noted that \$5 a day is costly for riders and suggested that GCRTA explore pass partnerships with the VA, which is one of the largest in the country, and with the casino.

Ms. Birdsong Terry thanked him for his service.

7. Alex Johnson (in-person)

Mr. Johnson, a nurse who lives in the Detroit Shoreway neighborhood and rides the #26, #25, and HealthLine almost daily, urged the Board to seek a 0.5% sales tax levy in May 2027 to sustain a growing transit system. He thanked GCRTA for listening to riders and delaying service cuts, but asked the Board to stop "passing the buck" and deliver a coherent message now.

8. Jenna Thomas (in-person)

Ms. Thomas, of Cleveland, urged the Board to confirm a 0.5% levy in 2027. She stated that she understands the uncertainty regarding timing and voter turnout but has a harder time understanding uncertainty about the amount, since a 0.5% levy would provide sustainable funding for decades and more transformational service. She noted that Clevelanders for Public Transit has advocated for a levy for nearly a decade and asked that the Board ensure this delay does not happen again.

Ms. Thomas recommended that the Board set the amount as soon as possible so there is a specific ask when seeking endorsements from elected officials and municipalities and supported including transit-supportive carve-outs in the levy, citing Nashville's messaging to non-riders about signal upgrades. She announced that Clevelanders for Public Transit and Bike Cleveland will host rider ride-alongs during the first week of October and invited Board members and RTA leadership to participate. She also asked that emails sent to the general Board email address be forwarded to the full Board and that trustees consider making their direct GCRTA email addresses available to the public.

9. Loh (in-person)

Loh introduced Rico Dancy as a long-time advocate who attended Board meetings for many years before relocating to Washington, D.C. Loh offered suggestions for the levy discussion: when speaking with businesses of all sizes, GCRTA should explain that capital funding is available but

operating funding is not, and that businesses share the same workforce concerns because their employees need to arrive at work on time. Many issues raised today could be prevented or corrected by training operators and Transit Police, which should also be a talking point.

Loh noted that riders are struggling day in and day out and may not understand GCRTA's financial situation, and encouraged the Board to connect transit-oriented development and the rider stories heard today to the need for operating funding. Loh stated that a levy should have been pursued decades ago and that it is now time for everyone to work together to pass it.

10. Donte Taylor (in-person)

Mr. Taylor asked why paratransit riders are being denied rides to take their children to school when it is their only means of transportation.

Mayor Koomar advised that staff would follow up with Mr. Taylor before he left to obtain the specifics of his situation.

11. Airric Stewart (phone)

Mr. Stewart addressed General Counsel Burney's earlier comments about increasing rather than cutting service, stating that there are two types of service to consider: the number of buses running on a route and the areas a route covers. He cited the #48 and #48A, which share the same route north of Miles Avenue and East 131st Street, stating that eliminating the #48A cut service to riders south of 131st and Miles toward East 177th and South Miles, a strong population contributing to the tax base.

Mr. Stewart stated that he supports a 1% increase, more than the 0.5% being requested, but that GCRTA must acknowledge its mistakes, including route changes to the #50 and #15 that the budget could not support. He questioned the CEO's salary increases over a five-year period during which budgets were overrun.

12. Mia (phone)

The caller, who lives in Lakewood, works in University Circle, and rides the Red Line, #25, #83, #26, and HealthLine, thanked the Board for postponing the service cuts initially scheduled for December, which would have affected the #83 and #25. The caller stated that the presentation on what a 0.25% or 0.5% levy could provide left them inspired, and that 10- and 15-minute frequencies would bring reliability and security to riders. The caller urged the Board to place a 0.5% levy on the May 2027 ballot, stating that the issue cannot be put off any longer.

13. Grace Jackson (webform)

At \$5 a day, riding public transit is more costly than driving a car. If the RTA offered a "regulars" pass where you could save by buying multiple rides at once, more people might start to see the RTA as something people could choose to take regularly instead of just when there will be no parking at their destination.

14. Robby organ (webform)

The reason people don't use transit is that it's less convenient than other means. That's because buses and trains are not frequent and reliable. Improving frequency and reliability and cleaning up the stations and trains would make a huge difference.

15. Declan (webform)

I use the RTA bus system to ride to work and school every week. It is a very cost-effective option, but routes are inefficient and sometimes unreliable. Funding and service cuts will only hurt our region as a whole— especially working class families who rely on the RTA. I want the RTA to approve the .5% levy because investments in public transit are investments in our economy, our environment, and our working class communities.

16. Aaron Dobres (webform)

President Koomar, Vice President Pacetti, and members of the Board of Trustees, thank you for your time today and good morning. My name is Aaron Dobres and I have been a resident of downtown for five years. I regularly ride the Blue and Green lines, the Healthline, and the 11 bus.

Thank you for approving a delay of the proposed service cuts to next year. We appreciate that you heard the concerns of those who regularly rely on RTA's services. Moving forward, I am asking you to approve a levy increase of 0.5%. An increase of this amount will drastically improve service and make it easier for me to continue to live without a car in Cleveland and make the city more affordable. I have seen how people's lives open up when they can access frequent public transit to get to work and social gatherings in other cities and I want the same for Cleveland residents. Increased funding for public transit creates a more equitable city that grants people the freedom to own or not own a car as they choose. Enhanced services such as updated signage and redone stations allow people to commute with dignity and pride in Cleveland and believe that the city is making room for them. I hope you will approve a proposed levy increase of 0.5%. Thank you for your time and service to our city..

17. Sumara Davis (webform)

Hello Board, I'm Sumara Davis, a frequent rider of the number 22, 71, and occasional the number 25 bus routes. I am in favor of a .5% levy increase. I ride transit most days out the week to get everywhere I need to go and when I have to wait 30 minutes for the next bus I'm almost certain to instead take an expensive Lyft or Uber ride. I'd rather put my money back into public services and into the city I live. Please be in support of a .5% increase so that GCRTA can be of great service to the people of Greater Cleveland.

18. Airric Stewart (webform)

RTA has a responsibility to the socioeconomic well-being of the public through the implementation of public transit. Responses to my questions are very slow and infrequent. On August 21, I received an answer from an unnamed person to a question I've been waiting for more than 4 months to get answered. This was about the assembly and maintenance of bus shelters. I have now been waiting weeks to get an answer of why it took more than 4 months to get a response. What are the reasons for the \$3,000 maintenance cost being charged to someone or group who sponsored installation of a bus shelter for 1 year? How many people have participated in the customer service survey at 621-9500 last year? What was the actual number of positive and negative responses? There still has been no response from the CAC or the BOT when asked whether any of them have studied the suggested 48A and 15A routes. There has been no response on the suggested adjustments to the 50, 15, and 48 routes. These are all matters of healthy efficiency for the public. There has been no response to the inquiries of what the current cost is to run the 50, 15, and 48 routes. RTA is coming to the public for more money. Answer these questions about the publicly paid services you provide. I'm personally in favor of a 1% increase in funding if leadership makes the proper adjustments to their poor behavior. That is

more than what you're asking for. Respect the accurate assessment of the facts on your responses to my inquiries.

19. Phoebe Wisch (webform)

Support public transit!!!!!!!!!!!!!!

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

The Committee of the Whole convened prior to the Board meeting.-

XII. Civilian Oversight Committee (COC) Report

No committee report.

XIII. Community Advisory Committee (CAC)

Ms. Elder stated that a CAC Rules Subcommittee meeting is scheduled for Friday at 9:00 a.m. She attended the Advocacy and Education Subcommittee meeting on September 11, 2026, where the committee continued to raise concerns about the trolley and upcoming cuts and reviewed its visit to the paratransit facility.

XIV. Compensation Committee

Mayor Weiss stated that a Compensation Committee meeting is scheduled for next week.

XV. Ad-Hoc Nominating Committee

No committee report.

XVI. Introduction of New Employees/Promotions

Ida Ford-Marshall provided an update on September new hires and promotions, including part-time and full-time bus operators, five new rail operators, an engineering project manager, a Transit Police dispatcher, and promotions in Engineering, Power and Way, Transit Police, and the Finance Division.

XVII. Board Review and Discussion on Next Steps – Resolution 2026-43

Mayor Koomar noted that there is no resolution in the packet for a vote and asked Ms. Burney to explain why a motion is necessary.

Ms. Burney stated that Resolution 2026-43, adopted July 7, 2026, submits to the electors of Cuyahoga County the question of whether the Authority's existing 1.0% Sales and Use Tax may be increased by up to 0.50%, at the May 4, 2027, special election. Section 3 of that resolution states that the Board of Trustees commits to adopting a resolution no later than September 22, 2026, to state the specific rate of the Sales and Use Tax increase. It is the opinion of the Legal Department that if the Board decides not to set the rate at this time, it must state that decision affirmatively by motion and vote.

Mayor Koomar stated that, per his discussions with Ms. Terry, key stakeholders including Cuyahoga County and the City of Cleveland want to further refine the value proposition; Ms. Burney confirmed. He proposed a motion to continue the matter to a Board meeting no later than November 2026, noting that the Board has requested additional financial information that should be presented at the next committee meeting and that October may be tight. He stated that the intent is clear that the Board will go to the ballot in 2027, whether in May or November, and will then finalize the rate.

Ms. Terry confirmed that Mayor Koomar's recollection was accurate and that considering both May and November 2027 is the recommendation of the appointing authorities. She noted that the next Board meeting is October 20, 2026, and the next committee meeting is on Election Day, November 3, 2026. The staff recommendation remains 2027 at 0.50%.

Mayor Koomar stated that if the work can be completed in the next month, he is ready to move forward in October; he does not want to delay but also does not want to set another artificial deadline that would require postponing again. Ms. Terry agreed. Ms. Elder noted that the November Board meeting is November 17. At Ms. Burney's request, Mayor Koomar restated the motion, and it was clarified that the deadline is November 17, 2026, Board meeting rather than November 26, which is Thanksgiving.

Mayor Koomar moved to continue the discussion on the ballot initiative to a Board meeting no later than the November 17, 2026, Board meeting for the adoption of a resolution to state the specific rate of the sales and use tax increase that shall be placed on the 2027 election ballot; seconded by Ms. Pacetti.

During discussion, Ms. Pacetti stated that the Board owes it to the public to state a reason for the increase in the resolution beyond the current language of providing additional general revenue for the Authority and paying the expenses of administering the levy, reflecting a clear value proposition. Ms. Harper suggested language to the effect of the expansion and modernization of services, and Ms. Pacetti agreed.

The motion carried. Mr. Sleasman voted nay and Ms. Harper abstained. Later in the meeting, Ms. Terry restated the vote for the record: Ms. Elder, Mayor Gallo, Mayor Koomar, Mr. Love, Ms. McPherson, Ms. Pacetti, and Mayor Weiss voted yea; Mr. Sleasman voted nay; Ms. Harper abstained; and Ms. Whigham was absent.

XVIII. Introduction of Resolutions

A. 2026-59 – APPROVING A NEW TWO-YEAR COLLECTIVE BARGAINING AGREEMENT COVERING CONDITIONS OF EMPLOYMENT WITH THE FRATERNAL ORDER OF POLICE

Scott Ferraro provided an overview of the agreement. This is the second tentative agreement; the first was voted down, and this one was ratified by the membership. Highlights include a slight uniform allowance increase for Transit Ambassadors and dispatchers; fill-in pay for dispatchers working as TAC officers when a sergeant is unavailable; and wage increases of 3% for 2026 and 3% for 2027. There are no benefit changes for 2026 or 2027; however, the union agreed to accept whatever benefit changes the Amalgamated Transit Union receives in its next agreement. The two-year term allows the Authority to assess its financial position.

Mayor Koomar moved to adopt the resolution; seconded by Mayor Gallo. The motion was approved.

B. 2026-60 – RATIFYING A CHANGE ORDER TO CONTRACT NO. 2023-155 FOR EMERGENCY REPAIRS TO TOWER CITY TRACK 7 AND REINSTATING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER'S SIGNING AUTHORITY

Mayor Koomar moved to adopt the resolution; seconded by Mr. Sleasman. The motion was approved.

A. 2026-61 – AUTHORIZING CONTRACT NO. 2026-091 WITH SONA CONSTRUCTION, LLC FOR PROJECT 20.75 - 15583 BROOKPARK INDUSTRIAL HYGIENE ABATEMENT IN AN AMOUNT NOT TO EXCEED \$1,048,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

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

C. 2026-62 – AUTHORIZING CONTRACT NO. 2026-51A WITH AETNA LIFE INSURANCE COMPANY TO PROVIDE MEDICAL BENEFITS FOR A PERIOD OF ONE YEAR WITH THREE, ONE-YEAR OPTIONS IN AN ESTIMATED AMOUNT OF \$35,668,713 FOR THE FIRST YEAR (GENERAL FUND, VARIOUS DEPARTMENT BUDGETS)

Mayor Weiss moved to adopt the resolution; seconded by Mr. Sleasman. The motion was approved.

D. 2026-63 – AUTHORIZING CONTRACT NO. 2026-51B WITH MEDONE LC TO PROVIDE PRESCRIPTION DRUG BENEFITS FOR A PERIOD OF ONE YEAR WITH THREE, ONE-YEAR OPTIONS IN AN ESTIMATED AMOUNT OF \$10,113,533 FOR THE FIRST YEAR (GENERAL FUND, VARIOUS DEPARTMENT BUDGETS)

At Mayor Koomar's request, George Fields described the extensive healthcare renewal process. The Authority is moving from a traditional pharmacy benefit coupled with the medical plan to a carved-out pharmacy benefit through MedOne, which provides more flexibility for biosimilar and sourcing strategies to find the lowest-cost option while still serving employees. Tim Juka of Oswald Companies added that the key opportunity is flexibility at the time of drug acquisition, allowing members to obtain the prescriptions they need at the lowest net cost while saving money.

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

- E. 2026-64 – AUTHORIZING CONTRACT NO. 2026-51C WITH DELTA DENTAL PLAN OF OHIO, INC. TO PROVIDE DENTAL BENEFITS FOR A PERIOD OF ONE YEAR WITH THREE, ONE-YEAR OPTIONS IN AN ESTIMATED AMOUNT OF \$1,505,145 FOR THE FIRST YEAR (GENERAL FUND, VARIOUS DEPARTMENT BUDGETS)

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

- F. 2026-65 – AUTHORIZING CONTRACT NO. 2026-51D WITH NATIONAL VISION ADMINISTRATORS, LLC TO PROVIDE VISION BENEFITS FOR A PERIOD OF ONE YEAR WITH THREE, ONE-YEAR OPTIONS IN AN ESTIMATED AMOUNT OF \$112,327 FOR THE FIRST YEAR (GENERAL FUND, VARIOUS DEPARTMENT BUDGETS)

Ms. Harper noted for the record that, as shown in the previous presentation, the healthcare contracts represent savings of close to \$6 million, and commended staff for their fiscal stewardship.

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

- G. 2026-66 – AUTHORIZING CONTRACT NO. 2026-51E WITH THE GUARDIAN LIFE INSURANCE COMPANY OF AMERICA TO PROVIDE LIFE INSURANCE BENEFITS FOR A PERIOD OF ONE YEAR WITH THREE, ONE-YEAR OPTIONS IN AN ESTIMATED AMOUNT OF \$318,412 FOR THE FIRST YEAR (GENERAL FUND, VARIOUS DEPARTMENT BUDGETS)

Mayor Koomar moved to adopt the resolution; seconded by Mayor Weiss. The motion was approved.

Secretary-Treasurer's Report

John Togher, Interim Deputy General Manager of Finance and Interim Secretary-Treasurer, presented the Secretary-Treasurer's report.

At its September 16, 2026, meeting, the Federal Open Market Committee changed its interest rate from 3.75% to 4.0%; its next meeting is October 27th–28th. Annual inflation has decreased from a high of 9.1% in June 2022 to 3.4% in August 2026, unchanged from July 2026. The University of Michigan Consumer Survey showed month-over-month, and year-over-year decreases in consumer sentiment, current economic conditions, and consumer expectations; overall sentiment is 16% below February 2026, prior to the start of the Iran conflict, and 13% lower than a year ago.

August 2026 ridership was 2.1 million, and year-to-date ridership was 16 million, approximately 1.4% lower than August 2025, primarily due to adverse weather and school closings in January through March. Ridership has remained steady for the past three years, and paratransit ridership is up 4.4% year over year. Beginning in January 2027, the ridership and fare slides will no longer compare to pre-COVID levels.

Passenger fares, reported on a cash basis, were 28.9% lower in August 2026 than August 2025, driven by the timing of CMSD and U-Pass payments; excluding CMSD and U-Pass collections, fares were down \$47,000, or -0.3%. Sales and Use Tax remains strong: September 2026 receipts were 13.8%, or \$3.4 million, higher than September 2025, and year-to-date receipts are 5.7%, or \$11.6 million, higher than 2025. Online sales were up 16.8%, and motor vehicle and watercraft sales were up 12.7%. Sales tax receipts reflect a three-month lag.

In July 2026, the Authority issued \$35 million in new debt for capital projects, bringing total debt to \$48.9 million. The average investment yield is 3.68%, and total cash and investments on hand are \$335.9 million, of which \$31.4 million is in the unrestricted General Fund, meeting the Board's one-month reserve requirement.

Mayor Weiss asked about the rate on the new debt. Mr. Togher stated that it is 5%, with a call feature in eight years.

XIX. General Manager, CEO Report

India Terry, General Manager and CEO, began the report by announcing a \$250,000 award from the Federal Transit Administration (FTA) for Green Line light rail track reconstruction.

GCRTA was also awarded a \$20 million FTA All Stations Accessibility Program (ASAP) grant to rehabilitate the remaining rail stations, which will make the rail system fully ADA accessible, a long-sought milestone. Ms. Terry thanked Senator Jon Husted and Congresswoman Shontel Brown for their bipartisan support.

A press conference was held for The Depot on Detroit, a transit-oriented development of 60 new affordable housing units on the Shoreway. RTA is working with Flaherty & Collins, and residents will receive RTA transit passes as part of their housing agreement.

The first new rail car has arrived in Cleveland. Ms. Terry thanked Anthony Garofoli, Teresa Muti and her team, and Sean Thompson. Commissioning will take place over the next nine to ten months, with the Red Line fleet expected to be fully replaced next year.

Ms. Terry was recognized in Who's Who in Black Cleveland, along with Trustee Shanelle Smith Whigham, Daveda Bencs, Tracy Brown, Diana Jones and Natoya Walker-Minor and several other community leaders.

GCRTA continues to provide special event service, including the Waterfront Line for Browns games and service for the Cleveland National Air Show.

GoBus will begin picking up and dropping off passengers at a new stop at Cedar-University Station. Mayor Koomar asked whether GoBus will stop at Brook Park as well as the University Heights location. Ms. Terry stated that she believes it will and that staff will confirm and provide a map of the new routing.

Ms. Terry, Chief Jones, and Deputy Chief Gettings traveled to Washington, D.C., for the APTA Metropolitan Transit Discussion Group, which includes the top 15 transit systems in the nation, to discuss safety, security, and fare evasion. They met with U.S. Department of Transportation Secretary Sean Duffy, with whom Ms. Terry discussed the Authority's rail car replacement program, and with Interim FTA Administrator Cahill.

Concluding the report, Ms. Terry paid tribute to Dr. Floun'say Caver, former Deputy General Manager of Operations, who passed away approximately one month ago. Dr. Caver served RTA for more than 25 years, beginning as an intern. A video montage prepared by Marketing was shown in his memory.

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, October 20, 2026, at 9:00 a.m. in the Board Room of the Authority at the Root-McBride Building.

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.

John J. Togher
Interim Secretary/Treasurer

Kenneth Green
Interim Board Administrator



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: October 15, 2026

Subject: October Resolutions – Information Regarding Committee Presentations

At the October 20, 2026 meeting of the Board of Trustees, the Authority will seek approval of the two (2) 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 one (1) of the two (2) 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 THIRD QUARTER OF 2026	NA	N
WEST PARK TRAINING FACILITY ROOF REPLACEMENT	\$881,710	Y

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

IBT/SB



TITLE/DESCRIPTION: CONTRACT: PROJECT 20.73 – WEST PARK TRAINING FACILITY ROOF REPLACEMENT VENDOR: TRUMBLE CONSTRUCTION LLC DBA RBT ROOFING AMOUNT: \$881,710	Resolution No.: 2026-67
	Date: October 15, 2026
	Initiator: Engineering & Project Development 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 removal and replacement of the Authority's West Park Training Facility roof.
- 2.0 DESCRIPTION/JUSTIFICATION: This project is for the removal and replacement of the Authority's West Park Training Facility roof. The West Park Training Facility roof has exceeded its useful life and has significant water intrusion. The waterproofing membrane has detached from the substrate in multiple areas, and many sections lack coping metal and flashing. The roof's deterioration negatively affects the entire building, including the driving simulator room.
- 3.0 PROCUREMENT BACKGROUND: The Invitation for Bid ("IFB") was posted on the Authority's Procurement website and advertised in local newspapers. Twenty-five (25) interested parties, including potential subcontractors, downloaded the solicitation package, and five (5) bids were received and opened on September 10, 2026, as shown below:

Company Name	Total Base Bid
Trumble Construction LLC dba RBT Roofing	\$881,710
5K Commercial Roofing LLC	\$951,500
Warren Roofing and Insulating LLC	\$986,500
Architectural Siding, Trim, and Roofing Inc.	\$993,000
SONA Construction LLC	\$1,349,000

The basis of award is the lowest responsive bid from a responsible bidder for the total base bid price. Trumble Construction LLC dba RBT Roofing ("RBT Roofing") was determined to be a responsible bidder. The total base bid price of \$881,710 from RBT Roofing is 1.67% above the project estimate of \$867,202.38.

A price analysis has been performed, and the bid from RBT Roofing has been determined by the Procurement Department 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 Authority 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, Engineering & Project Development Department budget, including but not limited to Capital Grants OH-2021-050-307 and OH-2023-042-307, in an amount not to exceed \$881,710 (\$705,368 in federal funds which represents 80% of the total cost).
- 7.0 ALTERNATIVES: Reject this bid. Rejection of this bid will cause continued deterioration of the roof, and water intrusion will cause additional damage to the building and potential damage to the driving simulator housed within the training facility.
- 8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the October 6, 2026 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid from RBT Roofing 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. 2026-67

AUTHORIZING CONTRACT NO. 2026-098 WITH TRUMBLE CONSTRUCTION LLC DBA RBT ROOFING FOR PROJECT 20.73 – WEST PARK TRAINING FACILITY ROOF REPLACEMENT IN AN AMOUNT NOT TO EXCEED \$881,710 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority (“Authority”) requires the replacement of the West Park Training Facility roof; and

WHEREAS, the bid from Trumble Construction LLC dba RBT Roofing (“RBT Roofing”), located at 8619 W. 7th St. Texarkana, TX 75501, was received on September 10, 2026; and

WHEREAS, RBT Roofing has agreed to perform the required services for an amount not to exceed \$881,710; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from RBT Roofing 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 of RBT Roofing for Project 20.73 – West Park Training Facility Roof Replacement, 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 RBT Roofing for Project 20.73 – West Park Training Facility Roof Replacement.

Section 3. That said contract shall be payable from the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grants OH-2021-050-307 and OH-2023-042-307, in an amount not to exceed \$881,710 (\$705,368 in federal funds which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor 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: _____
President

Attest: _____
Interim Secretary-Treasurer

RESOLUTION NO. 2026-68

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

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

<u>Name</u>	<u>Title</u>	<u>Work Location</u>
Nathaniel Davis	Bus Operator	Triskett
Angelo Reese	Bus Operator	Triskett
Terry Lee Toney	Bus Operator	Triskett
Anthony D. Carter	Bus Operator	Hayden
Dagmar White	Bus Operator	Hayden
Martin Dearth	Bus Operator	Hayden
Harold V. Jordan Jr.	Bus Operator	Triskett
Maria Eades	Hostler	Triskett
Stephen Yakowec	Assistant Supervisor- Equipment	Triskett
Guy Schneider	Heating/Air Conditioning Mechanic	Triskett
Rhonda Y. Briskey	Transit Police Officer	Transit Police
Rajan D. Gautam	DGM – Finance Division; Secretary-Treas.	Main Office
Michael J. Schipper	DGM – Engineering & Project Mgmt.	Main Office
Minnie M. Bell	Material Handler/Stock Clerk	Central Bus Maint.

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: October 20, 2026

President

Attest: _____
Interim Secretary-Treasurer



**Greater Cleveland
Regional Transit Authority**

Interoffice Memo

DATE: October 14, 2026
TO: Distribution
FROM: Carolyn Young, Director, Grants Management & Treasury *C.Y.*
RE: Treasury Reports for September 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 \$27.7 million was received in September. The month closed with a cash and investment balance of \$382.8 million. The Authority's average investment balance for the month was \$351.1 million, compared to \$349.1 million in September 2025.

The Authority's average yield on investments was 3.89% during the month of September.

The average yield on the portfolio year to date is 3.71%, which is 0.04 basis points below the performance standard yield of 3.75% and 0.04 basis points below the money market average yield of 3.75%. The following table summarizes key economic indicators reported in August 2026 through September 2026:

<u>Economic Indicator</u>	<u>Period</u>	<u>Previous Report Actual/Revised</u>	<u>Current Report Actual</u>
Consumer Price Index	August	3.4	All items increased
Consumer Confidence	September	81.9	6.7 points decrease
Leading Economic Indicators * (LEI)	August	99.5	LEI decreased 0.1%
Unemployment Rate	September	4.2	Slight change

*September 2026 LEI, information has not been reported

DISTRIBUTION: Birdsong-Terry, Togher, Sutula, Green, So, Hodges, Delgado

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

BOND RETIREMENT FUND

ARGENT INST. TRUST MONEY MARKET	\$	24,574
TOTAL SEPTEMBER	\$	24,574
2026 YEAR TO DATE	\$	94,426
2025 YEAR TO DATE	\$	119,992

GENERAL FUND

ARGENT INST. TRUST-SALES TAX ACCOUNT	\$	151
STAROHIO	\$	71,277
KEY BANK SWEEP ACCOUNT	\$	11,651
PNC CUSTODY ACCOUNT	\$	8,739
MERCHANT ACCOUNT-KEY BANK SWEEP ACCOUNT	\$	301
TOTAL SEPTEMBER	\$	92,120
2026 YEAR TO DATE	\$	710,800
2025 YEAR TO DATE	\$	1,012,273

INSURANCE FUND

STAROHIO	\$	26,531
TOTAL SEPTEMBER	\$	26,531
2026 YEAR TO DATE	\$	225,635
2025 YEAR TO DATE	\$	235,142

LAW ENFORCEMENT FUND

KEY BANK SWEEP ACCOUNT	\$	221
STAROHIO	\$	265
TOTAL SEPTEMBER	\$	487
2026 YEAR TO DATE	\$	4,313
2025 YEAR TO DATE	\$	4,576

LOCAL MATCH FUND

STAROHIO-LOCAL MATCH	\$	292,276
STAROHIO-2026 DEBT	\$	44,414
KEY BANK SWEEP ACCOUNT	\$	1,139
PNC CUSTODY ACCOUNT	\$	360,142
TOTAL SEPTEMBER	\$	697,971
2026 YEAR TO DATE	\$	5,506,860
2025 YEAR TO DATE	\$	4,956,299

PENSION FUND

STAROHIO	\$	5,055
KEY BANK SWEEP ACCOUNT	\$	1
TOTAL SEPTEMBER	\$	5,056
2026 YEAR TO DATE	\$	44,135
2025 YEAR TO DATE	\$	49,675

EMPLOYEE ACTIVITY ACCOUNT

KEY BANK MONEY MARKET	\$	442
TOTAL SEPTEMBER	\$	442
2026 YEAR TO DATE	\$	3,854
2025 YEAR TO DATE	\$	4,225

RTA CAPITAL FUND

KEY BANK SWEEP ACCOUNT	\$	307
PNC CUSTODY ACCOUNT	\$	9,078
TOTAL SEPTEMBER	\$	9,385
2026 YEAR TO DATE	\$	300,897
2025 YEAR TO DATE	\$	527,091

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

RESERVE FUND

STAROHIO	\$	272,574
PNC CUSTODY ACCOUNT	\$	34,781
KEY BANK SWEEP ACCOUNT	\$	484
TOTAL SEPTEMBER	\$	<u>307,839</u>
2026 YEAR TO DATE	\$	3,108,713
2025 YEAR TO DATE	\$	3,775,967

TOTAL ALL FUNDS

SEPTEMBER 2026	\$	1,164,405
2026 YEAR TO DATE	\$	9,999,623
2025 YEAR TO DATE	\$	10,885,240

	<u>SEPTEMBER</u>	<u>2026 YEAR TO DATE</u>
INTEREST RECEIVED (CASH BASIS)	\$ 1,164,405	\$ 9,999,623
ACCRUED INTEREST:		
BEGINNING:	\$ (501,514)	\$ (1,152,883)
ENDING	\$ 467,443	\$ 467,443
TOTAL INTEREST INCOME EARNED	<u>\$ 1,130,334</u>	<u>\$ 9,314,183</u>
AVERAGE INVESTMENT BALANCE (COST BASIS):	\$ 351,050,000	\$ 332,760,350
AVERAGE YIELD ON INVESTMENTS:	3.89%	3.71%

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

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
BOND RETIREMENT FUND									
	9/30/2026	10/1/2026	MONEY MARKET	ARGENT INST. TRUST	1	\$ 6,979,560	-	1	3.47%
	9/30/2026	10/1/2026	2026 BOND PREMIUM	ARGENT INST. TRUST	1	\$ 3,012,594	-	1	3.47%
TOTAL BOND RETIREMENT FUND						<u>\$ 9,992,154</u>	<u>\$ -</u>		<u>3.47%</u>
GENERAL FUND									
	9/30/2026	10/1/2026	MERCHANT ACCT-KEY MMKT	KEY BANK	1	\$ 208,102	\$ -	1	1.26%
	9/30/2026	10/1/2026	STAR OHIO	STATE OF OHIO	1	32,419,355	-	1	3.94%
	9/30/2026	10/1/2026	EMPLOYEE ACTIVITY FUND	KEY BANK	1	431,087	-	1	1.26%
	9/30/2026	10/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	2,892,691	-	1	3.81%
	9/30/2026	10/1/2026	SALES TAX ACCOUNT	ARGENT INST. TRUST	1	54,385	-	1	3.47%
	9/30/2026	10/1/2026	KEY ECR	KEY BANK	1	5,637,413	-	1	1.26%
TOTAL GENERAL FUND						<u>\$ 41,642,973</u>	<u>\$ -</u>		<u>3.53%</u>
INSURANCE FUND									
	9/30/2026	10/1/2026	STAR OHIO	STATE OF OHIO	1	\$ 5,209,946	\$ -	1	3.94%
	9/30/2026	10/1/2026	KEY ECR	KEY BANK	1	1,725,474	-	1	0.00%
TOTAL INSURANCE FUND						<u>\$ 6,935,420</u>	<u>\$ -</u>		<u>3.94%</u>
LAW ENFORCEMENT FUND									
	9/30/2026	10/1/2026	KEY ECR	KEY BANK-SWEEP	1	\$ 317,430	\$ -	1	0.94%
	9/30/2026	10/1/2026	STAR OHIO	STATE OF OHIO	1	82,097	-	1	3.94%
TOTAL LAW ENFORCEMENT FUND						<u>\$ 399,527</u>	<u>\$ -</u>		<u>1.66%</u>
LOCAL MATCH FUND									
	9/30/2026	10/1/2026	LOCAL MATCH-STAR OHIO	STATE OF OHIO	1	\$ 88,607,869	\$ -	1	3.94%
	7/28/2026	7/28/2027	FFOB	KeyBANC CAP MKT	730	10,000,000	71,042	301	4.13%
	9/11/2025	9/11/2028	FNMA	KeyBANC CAP MKT	1096	15,000,000	31,697	712	4.00%
	2/6/2026	2/6/2029	FNMA	KeyBANC CAP MKT	1096	30,000,000	169,500	860	3.70%
	5/28/2026	5/25/2028	FNMA	KeyBANC CAP MKT	730	5,000,000	71,472	603	4.16%
	9/23/2026	9/22/2028	FNMA	KeyBANC CAP MKT	731	10,000,000	10,422	723	4.69%
	9/22/2026	9/22/2027	FNMA	KeyBANC CAP MKT	365	5,000,000	4,899	357	4.40%
	9/30/2026	10/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	5,208,209	-	1	3.81%
	9/30/2026	10/1/2026	LOCAL MATCH-KEY ECR	KEY BANK-SWEEP	1	623,566	-	1	1.26%
	9/30/2026	10/1/2026	GRANT-ECR	KEY BANK	1	814,566	-	1	0.00%
	9/30/2026	10/1/2026	CATCH BASIN-KEY ECR	KEY BANK	1	107,562	-	1	1.26%
	9/30/2026	10/1/2026	2026 DEBT ACCT	KEY BANK	1	3,421,503	-	1	0.00%
	9/30/2026	10/1/2026	2026 DEBT ACCT - STAR OHIO	STATE OF OHIO	1	31,044,414	-	1	3.94%
TOTAL LOCAL MATCH FUND						<u>\$ 204,705,809</u>	<u>\$ 355,992</u>		<u>3.96%</u>

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

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
PENSION FUND	9/30/2026	10/1/2026	KEY ECR	KEY BANK	1	\$ 359	\$ -	1	1.28%
TOTAL PENSION FUND	9/30/2026	10/1/2026	STAR OHIO	STATE OF OHIO	1	<u>\$ 1,564,370</u>	<u>\$ -</u>	<u>1</u>	<u>3.94%</u>
RTA CAPITAL FUND	9/30/2026	10/1/2026	KEY ECR	KEY BANK	1	\$ 261,940	\$ -	1	1.26%
	7/28/2026	7/28/2027	FFCB	KeyBANC CAP MKT	730	5,000,000	35,521	301	4.13%
TOTAL RTA CAPITAL FUND	9/30/2026	10/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	<u>\$ 9,004,621</u>	<u>\$ 35,521</u>	<u>1</u>	<u>3.81%</u>
RESERVE FUND	9/30/2026	10/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	\$ 6,512,032	-	1	3.81%
	7/28/2026	7/28/2027	FFCB	KeyBANC CAP MKT	730	10,000,000	71,042	301	4.13%
	9/22/2026	9/22/2027	FNMA	KeyBANC CAP MKT	365	5,000,000	4,889	357	4.40%
	9/30/2026	10/1/2026	KEY ECR	KEY BANK	1	471,132	-	1	1.28%
TOTAL RESERVE FUND	9/30/2026	10/1/2026	STAR OHIO	STATE OF OHIO	1	<u>\$ 84,343,727</u>	<u>\$ -</u>	<u>1</u>	<u>3.94%</u>
GRAND TOTAL ALL FUNDS						<u>\$ 382,835,764</u>	<u>\$ 467,443</u>		<u>3.89%</u>

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

Bonds	Final Maturity Date	2026 New Debt	Total Principal Outstanding 12/1/2026	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 2016-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		2,895,000	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
Series 2026-Sales Tax Rev.	Dec. 2046	\$ 35,000,000	-	-	-	-	631,944	-	631,944	631,944
Total Bonds		\$ 35,000,000	\$ 13,955,000	\$ 348,875	\$ -	\$ 348,875	\$ 980,819	\$ 6,935,000	\$ 7,915,819	\$ 8,264,694

Current Balance (Set Aside for 2026)	<u>Bond Retirement</u> \$9,992,154
Monthly Set Aside Required	<u>\$688,725</u>

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

MONTH	2026					2025				
	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	STANDARD YIELD #	MONEYMKT YIELD #	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	STANDARD YIELD #	MONEYMKT YIELD #
JANUARY	335,358,384	\$ 1,962,993	3.62%	3.61%	3.78%	\$ 370,860,178	\$ 1,185,286	4.08%	4.16%	4.46%
FEBRUARY	327,705,749	\$ 740,043	3.58%	3.58%	3.74%	359,824,059	1,231,179	4.06%	4.18%	4.40%
MARCH	322,525,513	\$ 1,097,686	3.68%	3.64%	3.71%	387,862,225	1,165,944	4.06%	4.21%	4.38%
APRIL	322,329,454	\$ 767,011	3.65%	3.65%	3.70%	383,641,320	1,183,349	4.05%	4.25%	4.31%
MAY	320,468,462	\$ 790,264	3.67%	3.74%	3.67%	369,279,719	1,009,474	4.02%	4.26%	4.30%
JUNE	328,776,366	\$ 788,367	3.71%	3.78%	3.71%	350,249,378	1,162,694	4.08%	4.31%	4.30%
JULY	343,133,728	\$ 1,328,658	3.75%	3.82%	3.75%	348,445,307	1,117,546	4.14%	4.27%	4.29%
AUGUST	343,499,507	\$ 1,362,198	3.84%	3.85%	3.78%	350,081,359	1,412,542	4.18%	4.15%	4.31%
SEPTEMBER	\$ 351,050,000	\$ 1,104,405	3.89%	4.01%	3.89%	349,080,023	962,891	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	3.89%	3.72%	4.11%
DECEMBER						330,492,212	840,797	3.82%	3.67%	3.92%
YEAR TO DATE	\$332,760,350	\$ 9,999,623	3.71%	3.75%	3.75%	\$ 353,862,239	\$ 13,510,786	4.05%	4.07%	4.26%
RTA AVERAGE YIELDS OVER (UNDER) INDEX				-0.04%	-0.04%				-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 SEPTEMBER 30, 2026**

	PRINCIPAL	FACE AMOUNT	PERCENT OF TOTAL	AVERAGE YIELD	AVERAGE MATURITY
Instrument:					
Money Market Account	\$ 27,870,153	\$ 27,870,153	7.28%	3.89%	1
Key Bank Sweep Account	4,362,499	4,362,499	1.14%	0.94%	1
Star Ohio	246,353,598	246,353,598	64.35%	3.94%	1
Earnings Credit Rate Account	9,249,513	9,249,513	2.42%	1.26%	1
U.S. Government Securities	95,000,000	95,000,000	24.81%	4.04%	527
Total Investment Portfolio	\$ 382,835,764	\$ 382,835,764	100.00%	3.89%	

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

Bank/Financial Institution	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 Commission Staff 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 SEPTEMBER 30, 2026

	CURRENT MONTH				YEAR TO DATE			
	BUDGET	ACTUAL	VARIANCE	%VARIANCE	BUDGET	ACTUAL	VARIANCE	%VARIANCE
PASSENGER FARES:								
CASH FARES	\$ 765,448	\$ 745,845	\$ (19,603)	(2.56%)	\$ 6,889,050	\$ 6,074,290	\$ (814,760)	-11.83%
PASS/TICKET SALES	610,048	681,718	71,670	11.75%	5,490,450	5,236,196	(254,254)	-4.63%
STUDENT FARECARDS	260,924	2,160,022	1,899,098	727.84%	2,348,325	2,551,845	183,520	7.81%
U-PASS	331,011	15,250	(315,761)	(95.39%)	2,979,116	1,786,410	(1,192,707)	-40.04%
MOBILE TICKETING	657,560	893,828	236,268	35.93%	5,918,059	7,240,729	1,322,670	22.35%
SMARTCARD	-	2,954	2,954	-	-	11,047	11,047	-
TOTAL PASSENGER FARES	2,624,991	4,499,617	1,874,626	71.41%	23,625,000	22,880,516	(744,484)	-3.15%
SALES AND USE TAX REVENUE:								
SALES & USE TAX	23,224,950	27,721,893	4,496,943	19.36%	209,024,550	216,622,685	7,598,135	3.64%
TOTAL OPERATING SUBSIDIES	23,224,950	27,721,893	4,496,943	19.36%	209,024,550	216,622,685	7,598,135	3.64%
OTHER REVENUE:								
ADVERTISING/CONCESSIONS/COMMISSIONS	116,667	-	(116,667)	-	1,049,999	902,361	(147,638)	-14.06%
NAMING RIGHTS LESS COMMISSIONS	37,382	-	(37,382)	-	336,438	210,000	(126,438)	-37.58%
RENTAL INCOME	26,411	23,093	(3,318)	(12.56%)	237,699	275,257	37,558	15.80%
INTEREST INCOME	83,333	92,120	8,787	10.54%	750,001	698,414	(51,587)	-6.88%
OTHER	98,589	23,400	(75,189)	(76.27%)	887,301	173,926	(713,375)	-80.40%
TOTAL OTHER REVENUE	362,382	138,613	(223,769)	(78.28%)	3,261,438	2,259,957	(1,001,481)	-30.71%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:								
FUEL/CNG/PROPANE TAX REFUNDS	205,179	12,091	(193,088)	(94.11%)	1,846,611	174,023	(1,672,588)	-90.58%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	-	164,685	164,685	-	-	1,441,606	1,441,606	-
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	-	2,932,997	2,932,997	-	1,000,000	2,992,975	1,992,975	199.30%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	-	-
MISCELLANEOUS RECEIPTS	-	55,409	55,409	-	-	934,972	934,972	-
TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	205,179	3,165,182	2,960,003	1442.64%	2,846,611	5,543,576	2,696,965	94.74%
TRANSFERS FROM:								
REVENUE STABILIZATION FUND	14,000,000	-	(14,000,000)	-	24,000,000	4,000,000	(20,000,000)	-83.33%
RESERVE FUND	-	-	-	-	-	-	-	-
TOTAL CASH RECEIVED - GENERAL FUND	\$ 40,417,502	\$ 35,525,305	\$ (4,892,197)	(12.10%)	\$ 262,757,599	\$ 251,306,736	\$ (11,450,863)	-4.36%



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

	CURRENT MONTH		YEAR TO DATE				2026
	September 2026	September 2025	CHANGE	2026	2025	CHANGE	% OF TOTAL
PASSENGER FARES:							
CASH FARES	\$ 745,845	\$ 760,199	\$ (14,354)	\$ 6,074,290	\$ 6,521,077	\$ (446,787)	(6.85%) 2.42%
PASS/TICKET SALES	681,718	817,138	(135,419)	5,236,196	5,428,171	(191,976)	(3.54%) 2.08%
STUDENT FARECARDS	2,160,022	92,556	2,067,466	2,531,845	1,974,268	557,577	28.24% 1.01%
U-PASS	15,250	256,000	(240,750)	1,786,410	1,943,953	(157,543)	(8.10%) 0.71%
MOBILE TICKETING	893,828	814,173	79,655	7,240,729	6,727,383	513,345	7.63% 2.88%
SMARTCARD	2,954	-	2,954	11,047	-	11,047	0.00% 0.00%
TOTAL PASSENGER FARES	4,499,617	2,740,066	1,759,551	22,880,516	22,594,852	285,664	1.26% 9.10%
SALES AND USE TAX REVENUE:							
SALES & USE TAX	27,721,893	24,350,411	3,371,482	216,622,685	204,985,958	11,636,728	5.68% 86.20%
TOTAL OPERATING SUBSIDIES	27,721,893	24,350,411	3,371,482	216,622,685	204,985,958	11,636,728	5.68% 86.20%
OTHER REVENUE:							
ADVERTISING/CONCESSIONS/COMMISSIONS	-	111,106	(111,106)	902,361	1,036,775	(134,414)	(12.96%) 0.36%
NAMING RIGHTS/LESS COMMISSIONS	-	-	-	210,000	210,000	-	0.00% 0.08%
RENTAL INCOME	23,093	15,452	7,642	275,257	173,439	101,818	58.71% 0.11%
INTEREST INCOME	92,120	89,426	2,693	698,414	784,862	(86,448)	(11.01%) 0.28%
OTHER	23,400	32,211	(8,811)	173,926	230,268	(56,342)	(24.47%) 0.07%
TOTAL OTHER REVENUE	138,613	248,195	(109,582)	2,259,957	2,435,343	(175,386)	(7.20%) 0.90%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:							
FUEL/CNG/PROPANE TAX REFUNDS	12,091	26,128	(14,037)	174,023	674,831	(500,808)	(74.21%) 0.07%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	164,685	114,289	50,396	1,441,606	1,431,675	9,931	0.69% 0.57%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	2,932,997	1,500,000	1,432,997	2,992,975	8,728,058	(5,735,082)	(65.71%) 1.19%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	- 0.00%
MISCELLANEOUS RECEIPTS	55,409	42,243	13,166	934,972	775,314	159,658	20.59% 0.37%
TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	3,165,182	1,682,660	1,482,522	5,543,576	11,609,878	(6,066,302)	(52.25%) 2.21%
TRANSFERS FROM:							
REVENUE STABILIZATION FUND	-	-	-	4,000,000	25,000,000	(21,000,000)	(84.00%) 1.59%
RESERVE FUND	-	-	-	-	-	-	- 0.00%
TOTAL CASH RECEIVED - GENERAL FUND	\$ 35,525,305	\$ 29,021,332	\$ 6,503,973	\$ 251,306,736	\$ 266,626,032	\$ (15,319,296)	(5.75%) 100.00%



AGENDA

Committee of the Whole
Tuesday, October 20, 2026

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

- I. Roll Call
- II. Approval Minutes – August 18, 2026, and September 22, 2026
- III. Tax Revenue Considerations – Recap of Funding Scenarios

Presenter(s):

- India Birdsong Terry, General Manager & CEO
- John J. Togher, Interim Deputy General Manager, Finance
- Rubén Morgan, Manager of Operations Analysis

- IV. Adjournment

IBT: kg



MEETING MINUTES

Committee of the Whole Meeting Minutes

August 18, 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

Present: Mayor Koomar, Ms. Pacetti, Ms. Elder, Ms. Harper, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Mr. Love, Ms. Whigham

Staff/Other: India Terry, Shawn Becker, Nick Biggar, Nick Davidson, George Fields, Bob Fleig, Ida Ford-Marshall, Anthony Garofoli, Fiona Gibbons, , Carl Kirkland, Nicholas Miller, Sheila Miller, Holly Mothes, Joe Shaffer, Kay Sutula, John Togher, Carolyn Young

Public: Carren M. Woods, Kevin Hinke, Ryan Murray, Roland Robinson, Loh, Beth Bartz, Jenna Thomas, Tanmay Shah Tameka Dumas

I. Call to Order

Mayor Koomar called the meeting to order.

II. Roll Call

A quorum was present.

III. Executive Session

Mayor Koomar requested an Executive Session, not on the agenda:

- Mayor Koomar motioned, Ms. Pacetti seconded to go into Executive Session to consider an investigation of personnel matters of a public employee. The motion was carried unanimously.

Mayor Koomar moved and Mayor Weiss seconded to exit Executive Session and resume the Committee of the Whole. The motion carried unanimously.

IV. Internal Audit Report

Presenter:

- Anthony Garofoli, Executive Director of Internal Audit

Anthony Garofoli presented the 2nd Quarter 2026 Internal Audit Report. Updates included:

- Siemens Contract Compliance for the Railcar Replacement Program

- Completed Projects which included Fare Collection, Lost and Found Controls Review, Nepotism Self-Disclosure and Continuous Audit, Customer Communication – Service Interruptions, Buy America – Rail Equipment – Ballast Regulator
- Continuing Projects, including Construction Projects, Fare Capping
- Special Request Audits, including Engineering Division Workforce Resources
- External Audits

V. Adjournment

Mayor Koomar motioned to close the Committee of the Whole, Ms. Whigham seconded, the motion carried

John J. Togher
Interim Secretary/Treasurer

Kenneth Green
Interim Board Administrator



MEETING MINUTES

Committee of the Whole Meeting Minutes

September 22, 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

Present: Mayor Koomar, Ms. Pacetti, Ms. Elder, Mayor Gallo, Ms. Harper, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss

Staff/Other: Shawn Becker, Nick Biggar, India Terry, Janet Burney, Nick Davison, Scott Ferraro, Michael Fesler, George Fields, Bob Fleig, Ida Ford-Marshall, Anthony Garofili, Michael Gettings, Fiona Gibbons, Kenneth Green, Sharon Jenkins, Carl Kirkland, Charles Morgan, Holly Mothes, Teresa Muti, Joe Shaffer, Kay Sutula, Wendy Talley, John Togher, Carolyn Young

Public: Carren Woods, Tim Juka (Oswald Companies), Umut Asker, LaShaun Lindsey, Nick Castel, Alex Johnson, Roland Robinson, Loh, Rico Dancy, Mr. Rhoades Zulu, Jenna Thomas

I. Call to Order

Mayor Koomar called the meeting to order.

II. Roll Call

A quorum was present. Ms. Whigham was absent.

III. Approval of Minutes

Ms. Harper moved, and Mr. Love seconded to approve the minutes of August 18, 2026, Committee of the Whole meeting. Ms. Pacetti noted that the minutes had been received the night before and asked for time to review them. The item was removed from the agenda.

IV. Safety and Security Update

Presenter:

- Michael Gettings, Deputy Chief of Police – Transit Police

Deputy Chief Gettings presented the Fall 2026 Safety and Security Update on behalf of Chief Jones. Updates included:

- Crimes are up slightly, driven by larceny/theft of lost property; violent crimes are down 33%.

- Quality-of-life offenses are mostly down; smoking, loitering, fare evasion, and trespassing citations are up due to proactive enforcement of the updated Code of Conduct.
- Hotspot saturation patrols have significantly reduced downtown incidents; officers conducted 3,978 coach checks from January through August.
- Operator barrier extensions were added on coaches where people had been reaching around the barriers.
- Partnerships continue with Downtown Cleveland Alliance, Cleveland Police, and CMSD, and command staff visibility has increased.
- The updated Code of Conduct is posted at riderta.com/codeofconduct; suspension/expulsion procedures are in a public education phase before enforcement.
- Riders are encouraged to save the safety text line, 216-575-3937, and 24-hour dispatch, 216-566-5163.

Ms. Pacetti asked about outreach partner NEOCH (Northeast Ohio Coalition for the Homeless) and asked that posted Code of Conduct language be concise and user-friendly; Deputy Chief Gettings noted a condensed version is posted on vehicles. Mayor Weiss asked about staffing. Deputy Chief Gettings and Ms. Ford-Marshall reported 98 budgeted positions with 75 filled, 8 frozen positions, three officers in the academy, and approximately 20 candidates in the pipeline, noting that recruiting challenges are regional and national.

V. Tax Revenue Considerations – Ballot Initiative

Presenters:

- Mayor Paul A. Koomar, Board President
- India Terry, General Manager, Chief Executive Officer

Mayor Koomar stated that at the July meeting, the Board asked Ms. Terry to meet with the corporate and civic communities and key government entities, including Cuyahoga County and the City of Cleveland, to gather more information on the ballot initiative. He noted that she had updated him the previous week and that those conversations had been very positive.

Ms. Terry stated that staff have been conducting educational briefings on RTA's finances with community stakeholders, riders, business owners, philanthropic and advocacy groups, and sister agencies as part of the journey to the ballot box in 2027. RTA has not been to the ballot since 1975, which has left room for speculation about how it has "limped along" for 50 years. Conversations have included the appointing authorities for the Board, with positive discussions with Mayor Bibb and County Executive Ronayne about convening stakeholders at a higher level. The Board approved May 2027; staff presented a range of 0.25% to 0.50%, and the staff recommendation remains 0.50% to be transformative. She noted that November 2027 is also an option depending on what the partners decide. She thanked riders and the community for showing up during the service cut discussions and stated that she accepted staff's request to hold off on service cuts for another eight to ten months, into 2027 after the ballot initiative, largely because of their input. She noted that the Board is not expected to set the percentage today and asked General Counsel Burney to explain what action is needed.

Ms. Burney explained that the packet contains a draft resolution submitting to the electors of Cuyahoga County the question of increasing the Authority's existing 1% Sales and Use Tax by a blank percentage. Under Section 3 of Resolution 2026-43, adopted July 7, 2026, the Board committed to adopting a resolution no later than September 22, 2026, stating the specific rate. She advised that the Board would need to make a formal decision during the Board meeting.

Mayor Koomar stated that when the agenda was set the previous Thursday, his understanding was that the item would be held for additional information, which is why no resolution was included in the Board packet. He noted that a great deal had happened operationally in the last six weeks and that stakeholders want more information to educate voters and give the initiative the best chance of success, and that being told the Board must act was news to him.

Ms. Burney clarified that there is no additional resolution; the Board's action can be taken by motion under the Board agenda item. She advised that even if the Board decides to take no action, it must vote to do so for the sake of transparency and consistency with the commitment made in Resolution 2026-43. Mayor Koomar stated that he disagreed; Ms. Burney maintained her recommendation as legal counsel.

Ms. Terry confirmed that there is no resolution to move forward today and encouraged the Board to discuss the reasons for the hold in a public forum, which is intended to build a larger consensus among community stakeholders on the percentage and timing. Mayor Koomar noted that he had taken the lead from management that more information gathering would benefit the process. Ms. Terry stated that staff are about 40 of 70 stakeholder conversations into the process, including CEO-to-CEO and agency-wide briefings, with the goal of getting the appointing authorities on board. She reiterated that 2027 is pivotal and that the staff recommendation remains 0.50%.

Ms. Elder asked what additional information is needed to get the initiative over the finish line, noting that discussions with the City and County sound positive. She stated that it is imperative to move forward in May 2027, citing the prior finance presentations on timing, and that waiting until November could put the Authority at the fiscal cliff. She stated that moving forward in May shows the public that the Board is serious about reliable, consistent, clean transit for everyone.

Ms. Terry responded that the information needed depends on the audience. Questions from Board members have included what 0.25% versus 0.50% provides, while community questions focus more on return on investment and "why now," as well as paratransit, BRT, rail cars, Brook Park, and downtown. Staff is working with AdCom, the Authority's marketing partner, on visuals of what a more robust system would look like, and the City of Cleveland is gathering questions from council members. She stated that staff will provide more information, but at some point, the Board will need to make a final determination.

Mayor Koomar stated that he and Ms. Pacetti had asked, following Mr. Gautam's retirement, what a 0.50% increase would specifically deliver. He requested the assumptions behind the projections, how long the 0.50% would last, and a specific list of what it would fund, such as increased frequency, new lines, ridership growth, or restoring park-and-rides, which is the value proposition sought by the County and City. He noted that Mr. Sleasman has also requested those financial details.

Mayor Weiss stated that some financial questions still require vetting, including the revenue impact of the 0.25% spread and whether a rate between 0.25% and 0.50% is possible, which it is. He stated that the cost of a May ballot had not been thoroughly discussed beyond a memo, that the Board is committed to moving forward, and that it is a judgment call as to when the Board and administration are comfortable.

Ms. Harper stated that while the Board has the privilege of discussing projections for years out, riders only care whether their service is being cut. She described the packed bus she took to the meeting and stated that the Board has not discussed enough the cost of delays and the goodwill that could be lost with the public. She noted that Ms. Terry had said that if new funding is not secured in May, service cuts would return in August and may be deeper. Whether the rate is 0.25%, 0.30%, 0.40%, or 0.50%, it is an investment in Cleveland's future, and Cleveland can't wait.

Mayor Koomar stated that Ms. Terry has committed to no service cuts through August 2027, and that discussions have explored whether capital deferrals could give the Authority maximum options in 2027. He agreed the initiative must be in 2027 but noted that the County and City see both May and November as options and that the approximately \$1.5 million cost of a May special election could work against the effort. Based on what he has heard, he does not believe finances require May and that there is latitude to go in either May or November.

Ms. Terry stated that staff can provide information, from a financial rather than political standpoint, on what would need to happen for the Authority to go to the ballot later in 2027.

Mr. Togher stated that staff are working through the 2027 budget process. Currently, 5% of sales tax revenue is set aside for the capital program, reduced from 10% by a resolution passed last year; that reduction sunsets in 2028. Extending it would require a new resolution and would provide approximately \$14 to \$15 million annually.

Ms. Terry noted that timing also affects when revenue would be received. Mr. Togher confirmed that sales tax revenue from a May ballot would begin in January 2028, and from a November ballot in July 2028. Ms. Terry added that if the initiative fails, it would be unrealistic to return to the ballot within a few months; agencies typically wait years and adjust their strategy. She stated that 2028 should be avoided due to a crowded ballot and the presidential election, making 2027 the best opportunity.

Ms. Pacetti asked which timing Ms. Terry believes would give the initiative the highest likelihood of success, and Mayor Koomar asked her to also address voter turnout differences between May and November, including the suburban vote.

Ms. Terry stated that there are pros and cons to both. Turnout will depend on reaching voters who may not use transit themselves but have family members who do; for example, a suburban voter may not see the value of paratransit, an unfunded mandate, until a relative needs it for dialysis or a medical appointment, and that message has not yet fully penetrated. May is best financially because revenue arrives earlier and staves off service cuts, but the question is whether enough education has occurred; November may bring a more robust voter base. She stated that a vote for transit is a vote for what the system can look like in the future, as the 1975 vote was. She would love to go in May, but if the City or County leadership still has questions, those must be resolved first, and she would need firm commitments up front before recommending a later date in 2027.

Mr. Love asked Ms. Pacetti to reflect on a meeting she attended two weeks earlier with representatives of COTA regarding how they shaped their civic value proposition.

Ms. Pacetti stated that she attended the meeting with County and City representatives to hear from the Central Ohio Transit Authority and its public and private sector partners about their process. She noted that Columbus's situation is very different: it is in an exponential growth scenario, and its effort incorporated community feedback over several years, which Cleveland does not have. She believes there is tremendous support for public transit in Cleveland and a

committed Board, but most County residents are not privy to these discussions, and when asking people who are financially strapped to pay more, the Board must be well informed. She stated that alignment is needed among City, County, private sector, foundation, and grassroots partners around a vision for transportation; that the communications presentation was well done but still lacks a unifying message on what the increase is for; and that more consensus building is needed, which makes her nervous with April approaching.

Ms. Terry added that some regions divide levy revenue among infrastructure and transportation "buckets," but Cleveland's infrastructure is largely built and needs repair and investment, and focusing on transportation offers the quickest return on investment. She noted that in successful initiatives, the campaign is usually led not by the transit CEO but by a stakeholder such as the mayor's office, the county, an advocacy group, or a rider coalition, with an all-hands-on-deck approach. She has heard many questions from stakeholders but has not heard "no," and those partners need to commit fully so RTA is not on an island at the ballot box.

Mayor Gallo stated that although the primary is in May, early voting begins about a month earlier, leaving roughly six months, and discussions with stakeholders on the amount are still ongoing. She stressed the importance of building a coalition and buy-in in the inner- and outer-ring suburbs, noting that endorsements from mayors and community leaders influence voters. She expressed concern about spending the forecasted amount on a May election and failing because the message had not reached the community and stated that November 2027 would provide about five more months to get the message out. She agreed that the initiative needs to go on the ballot next year.

Mr. Love stated that, given the reality of the region, the outcome depends on non-riders and infrequent riders, and the value proposition must be structured with that in mind.

Mr. Sleasman stated that the Board decided on May 2027.

Ms. Harper agreed, noting that some Trustees had wanted to go in November 2026 but accepted that more time was needed, and the Board decided on May. She stated that there will always be more information and messaging to refine, but the risk to the Authority grows the longer the Board waits, and the Board has heard the same financial presentations for two years. If the revenue is to be divided between infrastructure and service, that is all the more reason to go for 0.50% and not less, to avoid repeating the process in 10 to 15 years. She stated that the Board said it would vote on this today, that it should do what it said it would do, and that continued delay puts strong existing support at risk. She urged the Board to give people something to rally around.

Ms. Pacetti responded that much has changed since the vote for May: the special election was found to be significantly more expensive, input from the diverse set of partners the Board committed to consult is still in process, and the requested presentation comparing 0.25% and 0.50% was not yet presented due to the transition. She stated that the Board cannot rely only on riders and those in the room, since most voters have not been part of these discussions. She believes the parties are not far apart, but it is very important to go forward with broad-based, cross-sector support rather than go in May and fail, and failure is not an option.

Ms. Harper responded that failure is a possibility either way and raised the risk of organizational turnover at RTA, the City, and the County between May and November 2027. People who are ready to fight for the levy now could leave, and delayed pay increases at RTA could lead staff to look elsewhere, requiring new people to be brought up to speed on the message. She stated that she is aligned with Mr. Sleasman and sees significant risk in delaying, both internally and with voters.

Mr. Sleasman stated that at a recent service public hearing, the Mayor of Solon praised the route #41, and that the Authority is not giving people something to latch onto and support. He stated that messaging and "what's in it for you" conversations will happen during the campaign, and that he is confused as to why the Board would not go all out as soon as possible. He urged the Board to do what it said it would do: go for 0.50% in May and lead on it.

Ms. Terry thanked the Board for the debate, noting that this is what a Board does. She stated that the Authority's service strategy does not change between 0.25% and 0.50%; robust BRT corridors, more frequent rail, and one-seat rides remain on the agenda regardless. The difference is in how often buses arrive, the number of operators, transit police, and mechanics, reliability, and the Authority's ability to be a partner in development such as the Public Square transformation, Brook Park, downtown, and the airport. She cautioned that a line-by-line service plan for each increment will not be available before May or November 2027, but the strategic plan outreach through the first quarter will continue to refine it. She stated that there is no magic service plan that can guarantee a win, and the Authority needs the Board's investment and faith.

Ms. Burney recalled that in the finance presentation by then Deputy General Manager of Finance Rajan Gautam, a 0.25% increase was projected to provide about 10 years of stability, while 0.50% was projected to provide about 50 years of stability plus approximately \$25 million in service improvements, including maintaining paratransit and increasing frequency, which drives reliability and ridership. She offered for staff to return early next month with additional information and a refresher.

At Ms. Terry's request, Mr. Togher explained that in 2018–2019 the State of Ohio changed how it administered sales tax, removing the Medicaid Managed Care portion and costing RTA approximately \$20 million per year. The State provided a one-year reprieve in 2019, but the loss was never recovered and was masked by COVID. In addition, the Board requires a one-month operating reserve of approximately \$30 million. A 0.25% increase would generate a little over \$20 million, much of which would go toward filling that gap, which is why it yields about a 10-year scenario. He noted that paratransit, now the Authority's largest unfunded mandate, did not exist in 1975, and its costs grow every year as the County's population ages, which is why staff continues to recommend 0.50%.

Mr. Sleasman asked for clarification on what the Board must vote on. Mayor Koomar confirmed that no action is taken in the committee; the matter would be addressed in the Board meeting.

Mayor Koomar moved to adjourn the Committee of the Whole; seconded by Mr. Sleasman. The motion carried.

VI. Adjournment

Mayor Koomar motioned to close the Committee of the Whole, Mr. Sleasman seconded, the motion carried.

John J. Togher
Interim Secretary/Treasurer

Kenneth Green
Interim Board Administrator