2026 OPERATING & CAPITAL BUDGET



OUR MISSION: CONNECTING THE COMMUNITY

CELEBRATING

Greater Cleveland
Regional Transit Authority
rideRTA.com

RTA 50 1974 YEARS 2024

2026 TRANSMITTAL LETTER

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

Date: November 13, 2025

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

Subject: Transmittal Letter &
FY 2026 Budget in Brief

EXECUTIVE SUMMARY

The Greater Cleveland Regional Transit Authority (GCRTA) celebrated its 50th Anniversary in 2025. From starting in 1818 with a stagecoach that ran between Cleveland and Painesville to the first rail line that ran from 1834 to 1842 from Newburgh and Cleveland and operated along Euclid Avenue from Public Square to Wade Park. In 1884, the first commercial electric railway ran in Cleveland, growing to 425 miles of streetcar lines. The Light Rail line began in 1913 when brothers O.P. and M.J. Van Sweringen developed the City of Shaker Heights and connected the suburb and their Terminal Tower project, which opened in July 1930. The Red Line started as the Cleveland Transit System in 1955 with service between Cleveland Union Terminal (now Tower City) and Windermere. In 1968 the Red Line was extended into Hopkins International Airport, making Cleveland the first city in the Western Hemisphere to offer direct rapid transit service to a major airport. In December 1974, legislation adopted by the Cuyahoga County Commissioners and Cleveland City Council established the Greater Cleveland Regional Transit Authority, commonly known as "RTA." In September 1975, the Cleveland and Shaker services merged and RTA assumed control of all Cleveland Transit System (CTS) bus routes and both the CTS and Shaker Rapid rail lines. Leonard Ronis was named the first General Manager.

We now operate over 60 rail vehicles over 65 miles of track and approximately 300 buses to provide quality service to Cuyahoga County. Our rail vehicles are over 40 years old and were first used in 1980. Orders have been placed to purchase up to 54 new low/high floor light rail vehicles to replace the heavy rail and light rail vehicles. These new rail cars will start to arrive mid-2026. The last option to purchase up to the remaining 6 rail vehicles is currently in discussions to be exercised in 2026. The first new rail cars are expected to arrive in 2nd Quarter 2026.

The Authority continues to prioritize projects and opportunities that promote our mission of "Connecting the Community," and the four pillars of our Strategic Plan: Customer Experience, Community Impact, Employee Investment, and Financial Health. Some of the highlights of 2025 include:

Community Impact:

- Celebrated our 50th Anniversary with the CAVS in February
- Held 50th Anniversary celebration for the community at Settlers Landing Station in June
- Welcomed new Board Member Marie Gallo, Mayor of Parma Heights, in March
- Testified before the Ohio State Transportation Committee in March that transit is essential for workforce mobility, infrastructure, and economic growth
- Received the 2025 NAMC Northern Ohio Partnership Award from National Association of Minority Contractors of Northern Ohio, for companies that leave a lasting imprint on the construction industry, demonstrate exceptional leadership, and have a pioneering spirit that advances opportunities and success for minority and women contractors
- Welcomed Catherine Galla, an intern through the Cleveland Foundation's Service Fellowship Program
- Welcomed 50 high school students and their chaperones to the Rail Complex for a Career Exploration Day through the National Urban League Conference

- Installed a bus shelter, La Distancia / The Distance curated by internationally recognized artist Edra Soto, a monument honoring Cleveland's Puerto Rican and Latinx communities



It is with great sadness to share that we lost a valued member of our Board of Trustees, Rev. Charles Lucas (2016 – 2025). He was the immediate Past Board President (2021-2024), champion for Paratransit, and advocate for public transit. We celebrate his life as one grounded in resilience, advocacy, and faith. Rev. Lucas leaves behind a legacy as a voice for riders anchored in public transit accessibility for all. We will honor him with a dedication at Shaker Square Rapid Station as a tribute to his service to the paratransit community.

Customer Experience:

- Replaced all the seats on the Heavy Rail trains
- Developed the new Customer Experience and Performance Management Department that will focus on driving innovation and delivering impactful solutions to transform the riders' experience
- Began construction on the East 79th Light Rail Station
- Re-opened W. 117th and Madison Heavy Rail Station in August

Employee Investment:

- Continued the Positive Impact Program, mentoring program for new Operators
- Received a Platinum Healthy Worksite Award from Healthy Business Council of Ohio
- Held the GCRTA 2025 Bus "Roadeo" and 2025 Rail Rodeo: annual events that test the skills of our Operators
- Celebrated Sherman Stewart, a Bus Operator and Acting District Business Analyst at Triskett, who was awarded two scholarships from the American Public Transportation Foundation (APTF): the India L. Birdsong Terry Ambassadorial Scholarship and the Frontline Worker Scholarship

Financial Health:

- Awarded new grants from:
  - Ohio Department of Transportation (ODOT): $2.7 million to purchase new CNG buses
  - Northeast Ohio Areawide Coordinating Agency: $12 million in State Transportation Improvement Program funding for the Railcar Replacement Program
- Received the Government Finance Officers' Association (GFOA) Distinguished Budget Presentation Award, the 37th consecutive year

This year has been a time of challenge, progress, and accomplishment. GCRTA remains committed to its Mission Statement: "Connecting the Community." Through our commitment to serving our customers, we continue to improve the quality of life for all residents of Northeast Ohio.

2026 BUDGET IN BRIEF

The FY 2026 Budget supports the daily operating activities of the Authority. This has been a challenging budget process. Passenger Fares were flat in 2025, compared to 2024 levels, and are expected to remain flat in 2026. Health care and prescription costs in 2025 increased over 30%, compared to 2024 levels and are expected to increase by another 24% in 2026. A transfer of $50.5 million from the Revenue Stabilization fund is expected in 2025. Plans will be to transfer $44 million in 2026 and $23.5 million in 2027. The following pages discuss the assumptions used in developing the FY 2026 Budget.

INFLATION

Inflation has steadily dropped from the peak of 9.1% in July 2022 to a low of 2.3% in April 2025 and increased slightly in September 2025 to 3.0%. The Federal Open Market Committee (FOMC) is projecting core inflation to steadily decline in 2026 to between 2.5% and 2.7%.

INTEREST RATES

The Federal Reserve has continued to monitor needed interest rate reductions. Economists are expecting this same trend to continue in 2026 with interest rates ending the year around 3.5%.

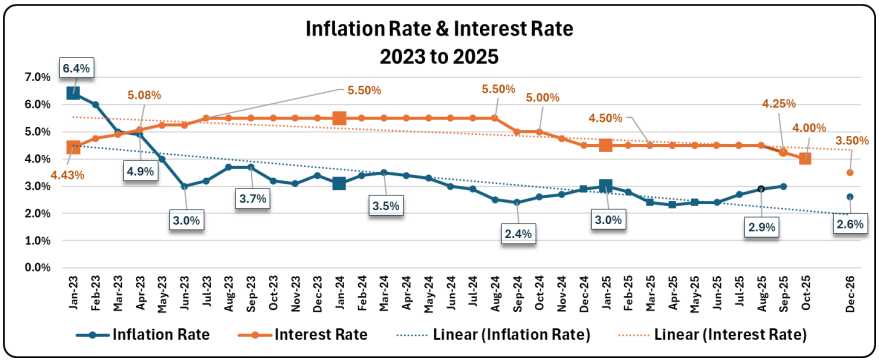
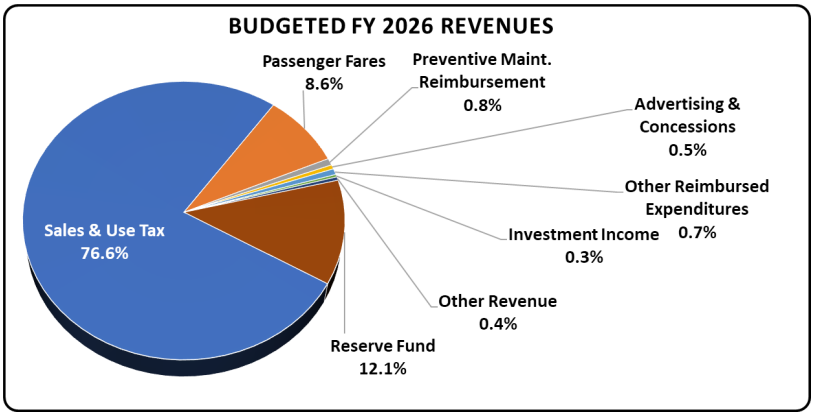


Figure 1

Revenues



Budgeted 2026 Revenues		
Passenger Fares	$	31,500,000
Advertising & Concessions		1,848,585
Sales & Use Tax		278,699,400
Investment Income		1,000,000
Other Revenue		1,500,000
Preventive Maint. Reimbursement		2,837,874
Other Reimbursed Expenditures		2,462,126
Reserve Fund		44,000,000
Total	**$**	**363,847,985**

Figure 2

Total Revenues are budgeted at $363.8 million. Sales Tax receipts are budgeted to increase by 2.2% in 2026, to $278.7 million. In 2025, Passenger Fares were flat compared to 2024 levels. For 2026, Passenger Fares are budgeted at $31.5 million. Transfers from the Reserve Fund are budgeted at $44.0 million for revenue stabilization, to ensure the board required 1-month ending balance at year-end. The total amount of transfers

needed will be determined throughout the year. Ridership through October 2025 is flat compared to ridership through October 2024. Ridership for 2026 is projected at 24.9 million riders, near 2025 levels. For 2027 and 2028, ridership is projected to increase 1% each year as we put the new rail cars into service. See figure 3.

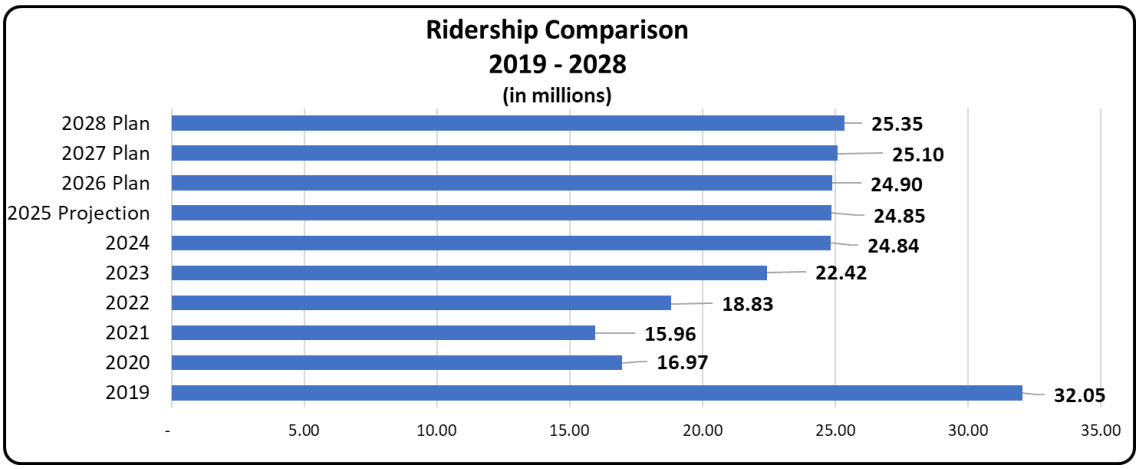
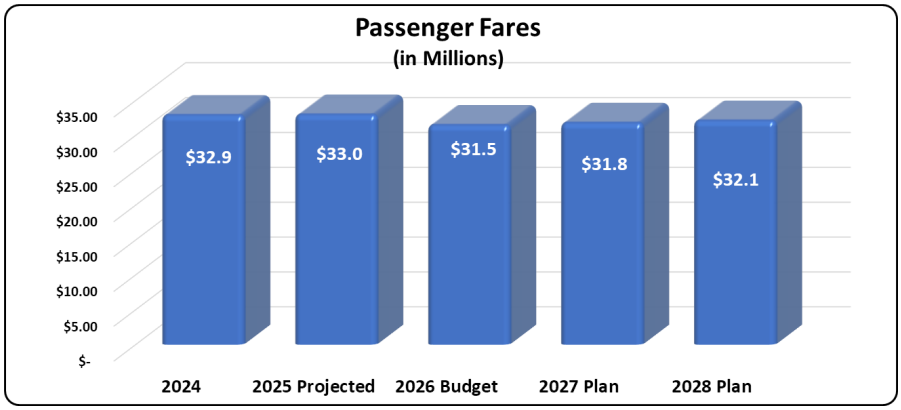


Figure 3



Passenger Fares are budgeted at $31.5 million. In 2025, through October, Passenger Fares were near 2024 levels and are expected to remain consistent in 2026. For 2027 and 2028, Passenger Fares are estimated at $31.8 million and $32.1 million, respectively, a 1% increase each year as the new rail cars are brought into revenue service.

Figure 4

Sales & Use Tax is the largest source of operating revenues for the Authority. The Authority receives revenue from a 1.0% Sales & Use Tax on personal property collected in Cuyahoga County. Sales tax revenue had maintained a steady growth after the pandemic through 2024. Sales tax receipts in 2025 increased by 4.2%, compared to 2024 levels. Sales tax revenue is budgeted at $278.7 million in 2026, a 2.2% increase from the 2025 estimate. For 2027 and 2028, sales tax is projected at $284.8 million and $289.9 million, respectively, reflecting a 2.2% and 1.8% increase, respectively. See Figure 5.

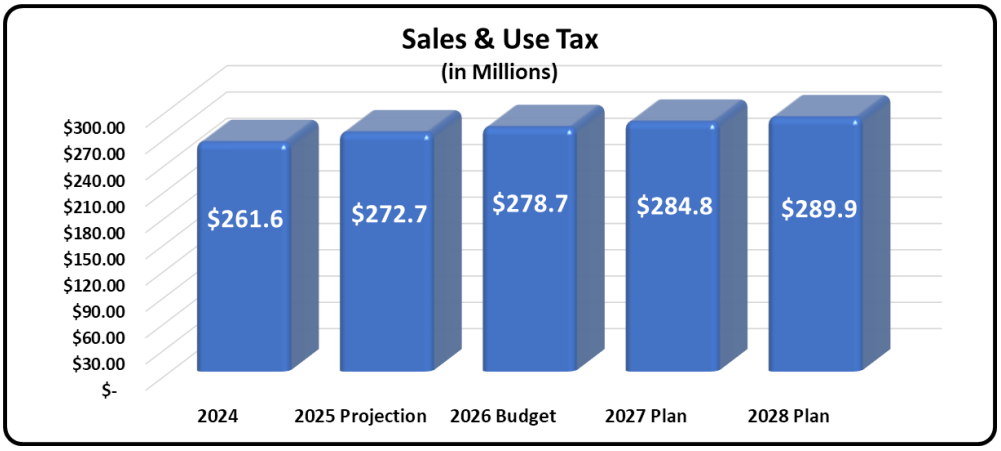


Figure 5

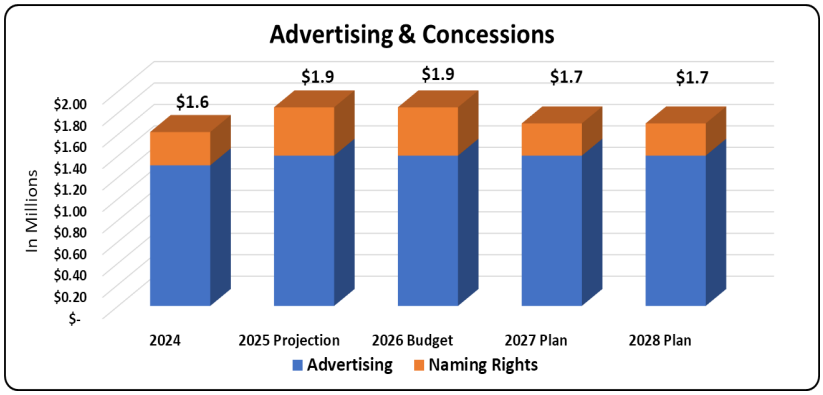


Figure 6

Advertising & Concessions is composed of two sub-categories: advertising and naming rights. GCRTA generates advertising revenue from on-board and other advertisements. The naming rights includes Cleveland Clinic Foundation and University Hospitals for the HealthLine and area shelters; Cuyahoga Community College (Tri-C) for E. 34th Rapid Transit Station; and MetroHealth Systems for the MetroHealth Line. The MetroHealth contract is set to expire in December 2026.

Investment income is budgeted at $1 million in 2026. In 2025, the Authority has earned an average of 4.08% on its cash and investments. Investment Income is budgeted at $900,000 for 2027 and $600,000 for 2028, as interest rates are expected to decline slowly.

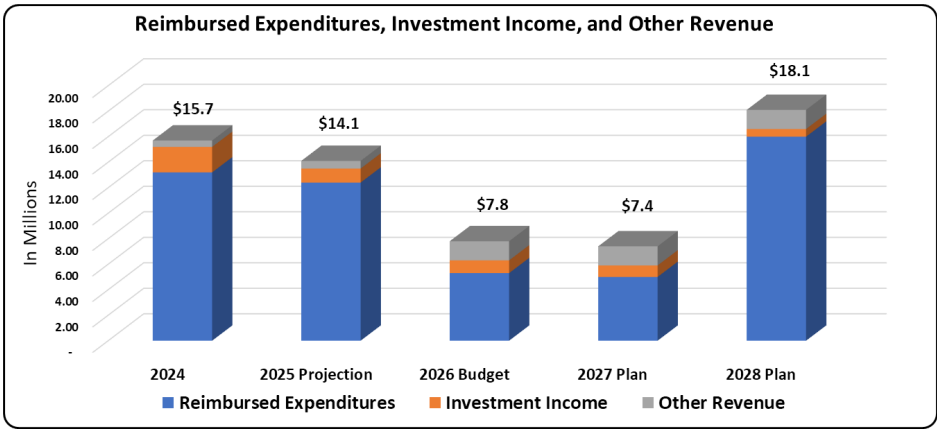


Figure 7

Preventative Maintenance (PM) reimbursements are budgeted at $2.3 million in 2026 with other reimbursements, such as force account labor reimbursements, and other miscellaneous receipts budgeted at $3 million. For 2027, PM reimbursement and other reimbursements are planned at $5 million. For 2028, PM and other reimbursements are planned at $16 million. Other Revenue is budgeted at $1.5 million for 2026

through 2028. Other Revenue includes various miscellaneous receipts from contractors, hospitalization, claim reimbursements, rent, and any salvage sales. See Figure 7.

In 2021 and 2022, the Authority made strategic decisions to set aside a total of $135 million in the Reserve Fund for Revenue Stabilization. This fund was created to support the operations by transferring funds back to the General Fund when needed to maintain a 1-month ending balance. In 2024, a transfer to the General Fund of $30 million was made to ensure the one-month ending balance. For FY 2025, transfer of $50.5 million is projected. A transfer of $44.0 million is planned for 2026, leaving a balance of $35.3 million. If Sales and Use Tax and Passenger Fare revenues are better than budgeted, the transfer to the General Fund may be reduced. For FY 2027, a transfer of $23.5 million is planned, leaving a balance of $15.2 million, representing a 15-day reserve.

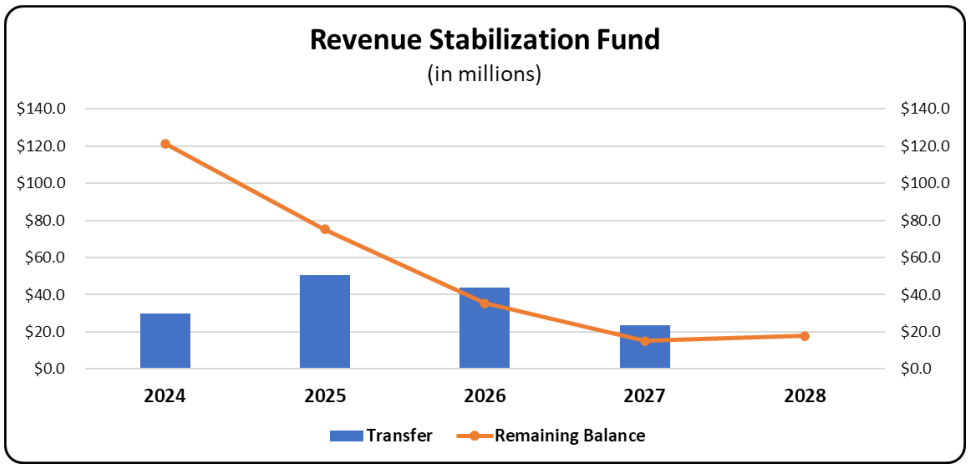
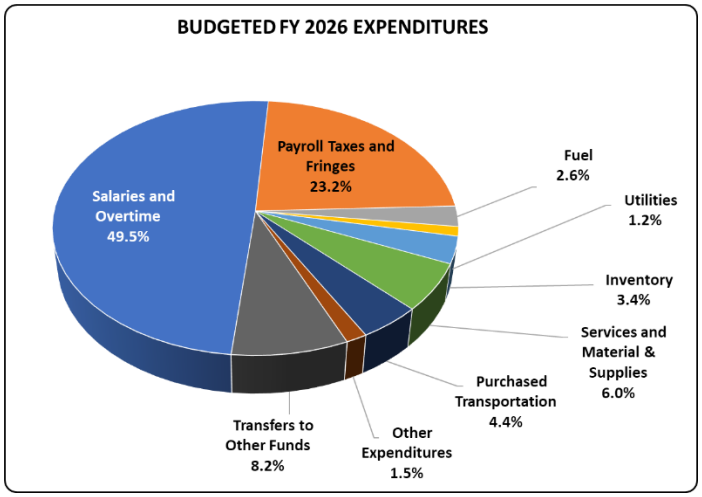


Figure 8

Expenditures



Budgted FY 2026 Expenditures		
Salaries and Overtime	$	184,596,400
Payroll Taxes and Fringes		86,609,300
Fuel (Diesel, CNG, Prop. Pwr., Gas)		9,731,100
Utilities		4,498,800
Inventory		13,000,000
Services and Material & Supplies		22,314,650
Purchased Transportation		16,300,000
Other Expenditures		5,485,600
Transfers to Other Funds		30,669,940
Total	**$**	**373,205,790**

Figure 9

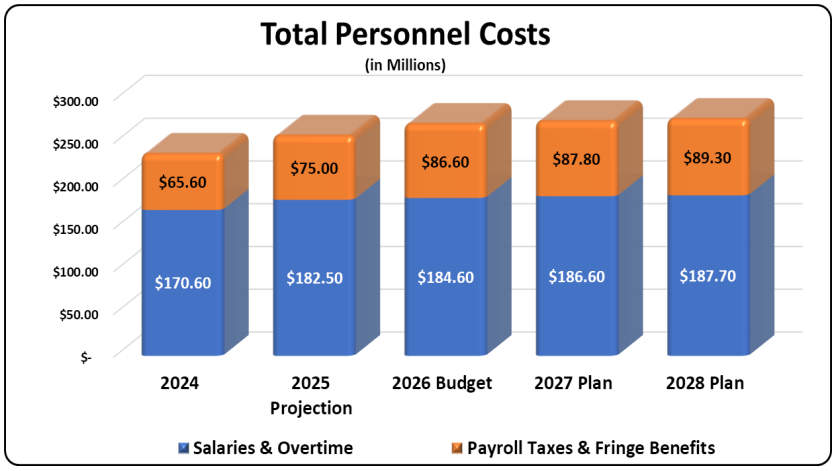


Figure 10

The total expenditures for FY 2026 are budgeted at $373.2 million. This includes $342.5 million for Operating expenditures and $30.7 million for required transfers to other funds. Total expenditures for 2027 and 2028 are estimated at $379.5 million and $388.7 million, respectively.

Total personnel costs, which includes salaries, overtime, payroll taxes, and fringe benefits, represent 72.7% of the General Fund budget. Salaries for 2026 and 2027 include contractual wage increases for union employees.

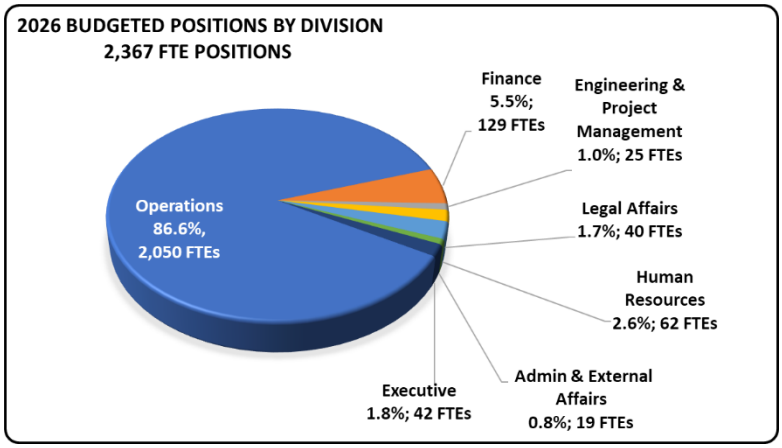


Figure 11

In 2026, there are 2,367 full-time equivalent (FTE) positions budgeted, a decrease of 56 positions from 2025. The majority of the budgeted positions are in the Operations Division (approximately 87%), which houses all of the scheduling, planning, maintenance, and operations of the bus and rail fleets, and maintenance of buildings, stations, and infrastructure. Over 92% of the positions in the Operations Division are in either the ATU or FOP unions. The other Divisions are more administrative in nature, support the operations, and house 13.4% of the Authority's positions.

Fuel and utilities total 2.6% of the total budget. Fuel includes diesel, CNG, propulsion power, and gasoline. Utilities include water/sewer, electricity and natural gas for the facilities, as well as telephone, cell phone, and internet services. Fuel and Utilities are budgeted at $14.2 million in 2026. Energy and fuel contracts have helped to stabilize fuel costs and will continue to help maintain expenses in 2026 and beyond.

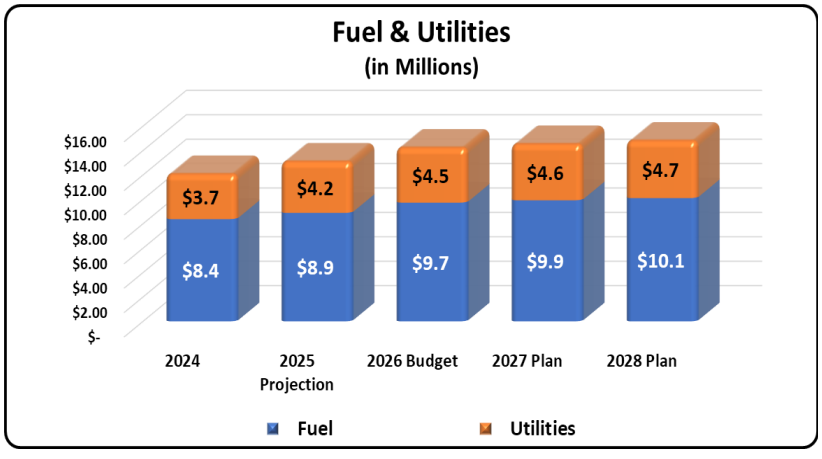


Figure 12

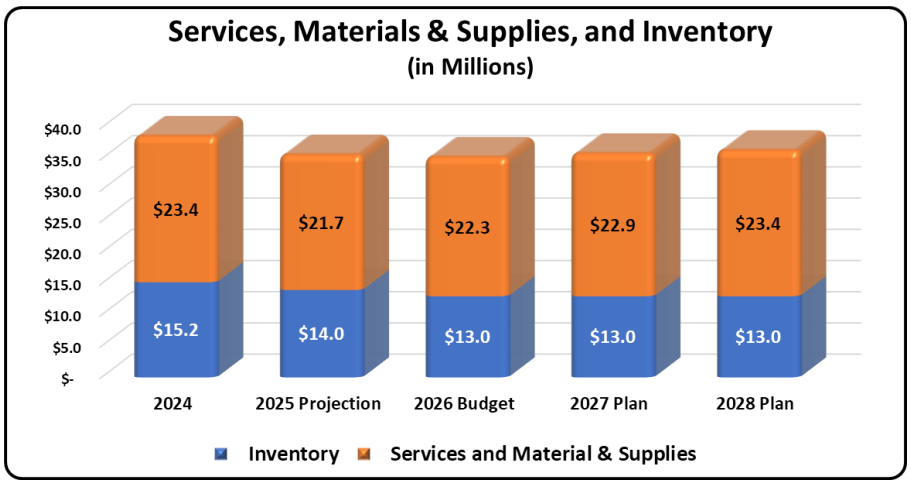


Figure 13

Services, materials, supplies and inventory include all service and maintenance contracts, materials, office supplies, inventory, and supplies for the upkeep of the buildings, stations, and vehicles. These categories represent 9.4% of the operating budget. Inventory is budgeted at $13 million for 2026. The Supply Chain Management section of Fleet Management has helped the Authority maintain parts for the predictive and preventive maintenance repairs, and other repairs of revenue fleets. The predictive maintenance program began in 2015 under which vehicles are serviced based on a proactive maintenance program, ensuring greater reliability of our bus and rail fleets.

Services, Materials & Supplies are budgeted at $22.3 million and include maintenance and other contractual services and purchases. These purchases include smaller items and one-time purchases not covered under the Inventory program. Inventory purchases are budgeted at $13 million. For 2027 and 2028, these categories are planned at $35.9 million and $36.4 million, respectively.

Purchased Transportation represents expenses for the third-party contractors for ADA Paratransit services. The Authority currently has contracts with Provide-A-Ride, Senior Transportation Connection and GC Logistics. These contracts continue the use of tablets for operators, which display rolling 90 minutes of trips, a connected dispatch system, and a united training program.

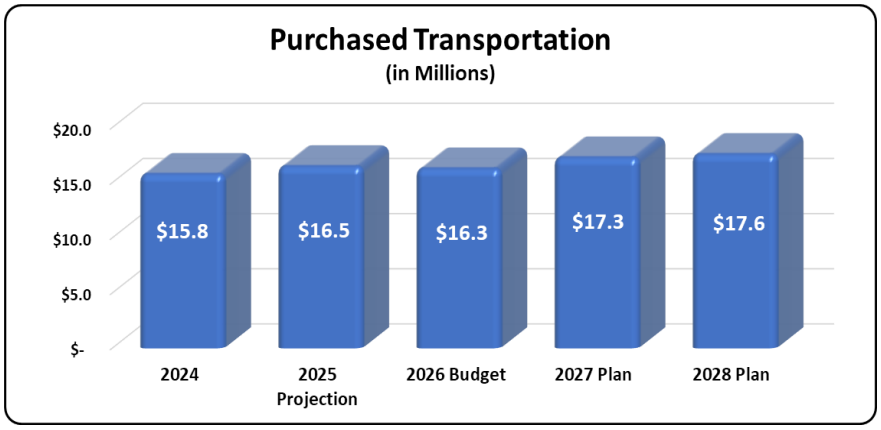


Figure 14

Purchased transportation is budgeted at $16.3 million for 2026 and the Authority will be reviewing proposals for new contracts. Through September 2025, ridership for Paratransit services increased by 9.2%, compared to 2024. Paratransit ridership is expected to increase in 2026. For 2027 and 2028, Paratransit Purchased Transportation is planned at $17.3 million and $17.6 million, respectively.

Other expenditures include workers' compensation costs, insurance premiums, claims payments, travel and training costs, and tuition reimbursement expenses. The Other Expenditures category represents 1.5% of the total operating budget, or $5.5 million.

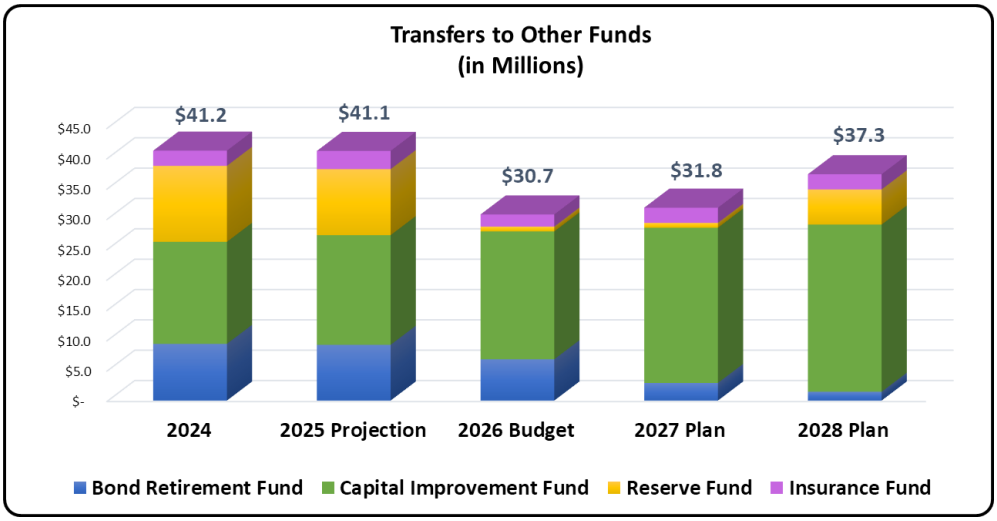


Figure 15

Transfers to Other Funds are set asides for specific needs required by various policies. Total transfers to other funds are budgeted at $30.7 million for FY 2026.

The transfer to the Capital Improvement Fund is to cover the 100% locally funded capital projects in the RTA Capital Fund, and local matches for most grant-funded projects in the RTA Development Fund. The total contribution to capital is budgeted at $27.9 million in 2026 and includes the transfers to the Capital Improvement Fund and the Bond Retirement Fund. In FY 2027 and FY 2028, total contributions to capital are projected at $28.5 million and $29.0 million, respectively. The last bond issuance was in 2019 for $30 million.

A $2.0 million transfer to the Insurance Fund is budgeted for FY 2026. This transfer is to cover expected expenses and to maintain the $5 million required balance. For 2027 and 2028, transfers of $2.5 million are projected for each year.

A transfer of $0.8 million is budgeted for 2026 to the Reserve Fund for 1/12th of the 27th pay for hourly and salary employees. For 2027 and 2028, $0.8 million and $5.8 million are planned, respectively, to be transferred to the Reserve Fund. No transfers are budgeted for the Supplemental Pension Fund since the fund is at its recommended ending balance.

SERVICE LEVELS

2026 Budgeted Service Levels By Mode
Compared to 2025 Budgeted Service Levels by Mode

Service Mode	Service Hours 2025 Budget	Service Hours 2026 Budget	Service Hours Variance	Service Hours Percent Variance	Service Miles 2025 Budget	Service Miles 2026 Budget	Service Miles Variance	Service Miles Percent Variance
Rail								
Heavy Rail (Red)	143,000	143,000	0	0.0%	2,600,000	2,600,000	0	0.0%
Light Rail (Blue/Green)	53,336	53,336	0	0.0%	756,852	756,852	0	0.0%
Rail Total	**196,336**	**196,336**	**0**	**0.0%**	**3,356,852**	**3,356,852**	**0**	**0.0%**
Bus								
Bus Total	**1,255,020**	**1,255,020**	**0**	**0.0%**	**15,066,089**	**15,066,089**	**0**	**0.0%**
Sub-Total Bus & Rail	**1,451,357**	**1,451,357**	**0**	**0.0%**	**18,422,941**	**18,422,941**	**0**	**0.0%**
Paratransit								
In-House	223,042	230,838	7,796	3.5%	3,066,078	3,298,982	232,904	7.6%
Contract	196,474	270,380	73,906	37.6%	3,068,173	3,786,700	718,527	23.4%
Sub-Total Paratransit	**419,516**	**501,218**	**81,702**	**19.5%**	**6,134,251**	**7,085,682**	**951,431**	**15.5%**
Total	**1,870,873**	**1,952,575**		**4.4%**	**24,557,192**	**25,508,623**		**3.9%**

Figure 16

The Authority implemented the NextGen service in June 2021, in response to the System Redesign Pillar Study, which provided customers with greater frequency of service with greater connectivity. Additionally, NextGen provided more cross-town routes allowing customers increased access to all Cuyahoga County has to offer. No service changes were made for fixed route service in FY 2025. A service reduction may be needed in FY 2026 as the Authority continues to monitor its financial health. Paratransit adjusted and adapted to a new business process to increase the number of passengers per hour. For FY 2026, Paratransit is budgeted for a 19.5% increase in service hours and a 15.5% increase in service miles, as new contracts for the purchased transportation contracts will begin.

FINANCIAL POLICY GOALS

An **Operating Ratio** of at least 25% is required by the Board. This efficiency ratio compares operating revenues (passenger fares, advertising, and investment income) to operating expenses. With ridership budgeted to remain at 2025 levels, the Operating Ratio is budgeted at 10.0% for FY 2026. The Authority is not likely to meet this goal.

The **Growth per Year** is the change in the cost per hour of revenue service from one year to the next. This growth rate is to be kept at or below the level of inflation (for 2026, between 2.5% and 2.7%). This efficiency ratio shows the cost of delivering a unit of service compared to the prior year. Operating expenses are increasing for FY 2026 by 4.1% compared to FY 2025 projections. Service levels are increasing by 4.4% due to the increased need for Paratransit services.

An Operating Reserve of at least 1 month (30 days) is required to cover any unforeseen or extraordinary fluctuations. A 1.0-month Operating Reserve is budgeted for FY 2026. The Authority plans to continue its review for needed reductions in the operating expenses to meet the required 1.0-month Operating Reserve for 2027.

Debt Service Coverage is a ratio measuring the Authority's ability to meet annual interest and principal payments on outstanding debts. The Debt Service Ratio is budgeted at 4.8 for FY 2026, exceeding the Board policy. In 2021, the Authority defeased about half of its outstanding debt. The current debt will be fully paid off in 2030.

Current Board policy requires that a minimum of 10% of Sales & Use Tax revenue be applied to the capital needs of the Authority. These funds are used to meet the Authority's annual debt service payments, provide the local match for grant-funded projects, and fund routine capital and asset maintenance projects. For FY 2026, the **Sales Tax Contribution to Capital** is budgeted at 10.0%, with $27.9 million to be transferred to the Capital Improvement Funds. This goal will be met.

The Board has recognized that an emphasis must be made to maintain the Authority's existing capital assets. **The Capital Maintenance to Expansion** is to be maintained between 75% and 90%. At 100% for the FY 2026 budget, the Authority's emphasis continues to be on maintaining and improving its assets rather than an expansion of the system.

Financial Policy Goals

			Goal	FY 2026 Budget
Operating Efficiency	**Operating Ratio**	Ratio that shows the efficiency of management by comparing operating expenses to operting revenues. Operating Revenues divided by Operating Expenses. Operating Revenues include Passenger Fares, Advertising & Concessions, Naming Rights, Investment Income, Other Revenue	**≥ 25%**	10.0%
	Cost per Service Hour	Measure of service efficiency. Total Operating Expenses (less force account labor) divided by Total Service Hours		188.32
	Growth per Year	Cost of delivering a unit of service (Cost per Hour), compared to the prior year; to be kept at or below the rate of inflation	**≤ Rate of Inflation 2.5% - 2.7%**	2.9%
	Operating Reserve (months)	Equal or above one month's operating expenses to cover unforseen or extraordinary fluctuations in revenues or expenses	**≥ 1 month**	1.0
Capital Efficiency	**Debt Service Coverage**	The measure of the Authority's ability to meet annual interest and principal payments on outstanding debt.	**≥ 1.5**	4.8
	Sales Tax Contribution to Capital	Sales tax revenues to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments.	**≥ 10%**	10.0%
	Capital Maintenance to Expansion	The capital program requires a critical balance between maintenance of existing assets and expansion efforts.	**79% - 90%**	100%

Figure 17

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan (CIP) for 2026-2030 was approved by the Board of Trustees on May 20, 2025. The CIP provides for the purchase, maintenance, and improvement of the Authority's capital assets through a programmed allocation of available financial resources. The capital assets of the Authority are varied and include such items as buses, rail cars, rail right-of-way infrastructure, facilities, equipment, non-revenue vehicles, and other capital assets needed to support the on-going operations of the Authority. The life cycle of these capital assets extends over a period of years and effective capital improvement planning provides the framework for scheduling improvements based on the availability of resources, the condition of assets, and the priorities among submitted capital projects. The capital-intensive nature of public transportation makes long-term financial planning, as well as effective implementation and completion of programmed capital projects on a timely basis, indispensable.

In 2021, a strategic decision was made to lower the preventive maintenance reimbursements to address necessary capital projects that remained unfunded or underfunded. This decision continues through FY 2026. The Authority's priorities include replacement of rail vehicles, maintenance, and repair of rail infrastructure – including tracks, signals, bridges, and substations. Financial resources are allocated through a comprehensive capital project review process, which prioritizes funding of requested capital projects. It continues to maintain the focus of the Authority's long-term capital strategic plan, as well as reflecting on existing and future financial and operational constraints facing the Authority.

The FY 2026-2030 capital expenditures are predicated on year-to-date outlays, obligations, and projected commitments, as well as the approved 5-year Capital Improvement Plan. Projected grant revenues include current, as well as expected traditional and non-traditional grant awards and are based on a continuation of current FAST Act funding levels. Over the next 10 years, the Authority's capital program will continue to focus on various State of Good Repair (SOGR) projects throughout the system. These include the on-going bus replacement program, rail car purchases, rehabilitation of light rail track and rail infrastructure of signal and overhead catenary, and various facility improvements and upgrades.

Attachment A

2026 - 2030 CAPITAL IMPROVEMENT PLAN

COMBINED BUDGET

PROJECT CATEGORY	2026	2027	2028	2029	2030	TOTAL 2026-2030
Bus Garages	$3,465,000	$3,950,000	$250,000	$2,550,000	$2,550,000	$12,765,000
Buses	$29,989,502	$24,235,016	$23,826,750	$23,826,750	$23,826,750	$125,704,768
Equipment & Vehicles	$16,340,500	$16,290,000	$16,354,150	$5,320,000	$5,320,000	$59,624,650
Facilities Improvements	$36,830,000	$12,925,000	$7,985,000	$19,350,000	$9,010,000	$86,100,000
Other Projects	$18,800,000	$15,691,576	$3,191,576	$3,191,576	$3,191,576	$44,066,304
Preventive Maint./Oper. Reimb.	$2,837,874	$4,322,249	$7,000,000	$7,000,000	$16,144,000	$37,304,123
Rail Car Program	$41,063,781	$29,100,000	$30,850,000	$22,902,867	$6,302,867	$130,219,515
Rail Projects	$18,100,000	$43,575,000	$19,096,867	$11,369,000	$13,025,000	$105,165,867
Transit Centers	$375,000	$375,000	$375,000	$375,000	$375,000	$1,875,000
TOTALS	$167,801,657	$150,463,841	$108,929,343	$95,885,193	$79,745,193	$602,825,227

Figure 18

General Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Operating Revenues			
Passenger Fares	$ 31,500,000	$ 31,815,000	$ 32,133,150
Advertising & Concessions	1,400,000	1,400,000	1,400,000
Naming Rights	448,585	300,000	300,000
Investment Income	1,000,000	900,000	600,000
Total Operating Revenues	**34,348,585**	**34,415,000**	**34,433,150**
Non-Operating Revenues			
Sales & Use Tax	278,699,400	284,830,787	289,957,741
Reimbursed Expenditures	5,300,000	5,000,000	16,000,000
Other Non-Operating Revenue	1,500,000	1,500,000	1,500,000
Transfer from Reserve Fund - Revenue Stabilization	44,000,000	23,500,000	-
Total Non-Operating Revenues	**329,499,400**	**314,830,787**	**307,457,741**
Total Revenues	**363,847,985**	**349,245,787**	**341,890,891**
Expenditures			
Operating Expenditures			
Salaries & Overtime	184,596,400	186,659,200	187,693,600
Payroll Taxes & Fringes	86,609,300	87,817,800	89,300,000
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,731,100	9,925,000	10,100,000
Utilities	4,498,800	4,600,000	4,700,000
Inventory	13,000,000	13,000,000	13,000,000
Services, Materials & Supplies	22,314,650	22,900,000	23,400,000
Purchased Transportation	16,300,000	17,300,000	17,600,000
Other Expenditures	5,485,600	5,500,000	5,600,000
Total Operating Expenditures	**342,535,850**	**347,702,000**	**351,393,600**
Revenues less Operating Expenses	**21,312,135**	**1,543,787**	**(9,502,709)**
Transfers to Other Funds			
Transfers to/from Insurance Fund	2,000,000	2,500,000	2,500,000
Transfers to/from Reserve Fund	800,000	800,000	5,800,000
Transfers to/from Capital			
Transfers to/from Bond Retirement Fund	6,804,800	2,902,958	1,447,000
Transfers to/from Capital Improvement Fund	21,065,140	25,580,121	27,548,774
Total Transfes to/from Capital	**27,869,940**	**28,483,079**	**28,995,774**
Total Transfers to/from Other Funds	**30,669,940**	**31,783,079**	**37,295,774**
Total Expenditures	**373,205,790**	**379,485,079**	**388,689,374**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(9,357,805)	(30,239,292)	(46,798,483)
Beginning Balance	38,141,268	28,783,463	(1,455,829)
Projected Ending Balance	**$ 28,783,463**	**$ (1,455,829)**	**$ (48,254,313)**
# Months Reserves - Estimated	**1.0**	**(0.1)**	**(1.6)**

Capital Improvement Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Federal / State Revenues			
Federal Capital Grants	$ 110,600,926	$ 106,771,073	$ 73,492,154
State Capital Grants	20,000,000	15,000,000	15,000,000
Total Federal / State Revenues	**130,600,926**	**121,771,073**	**88,492,154**
Other Revenue			
Investment Income	5,500,000	1,100,000	1,100,000
Other Revenue	25,000,000	-	-
Total Other Revenue	**30,500,000**	**1,100,000**	**1,100,000**
Transfers			
Transfer from General Fund	21,065,140	25,580,121	27,548,774
Transfer from Reserve Fund	-	-	5,000,000
Total Transfers	**21,065,140**	**25,580,121**	**32,548,774**
Total Revenue	**182,166,066**	**148,451,193**	**122,140,928**
Expenditures			
Capital Outlay			
Capital Outlay - Development Fund	163,251,157	145,963,841	104,365,193
Asset Maintenance	2,560,000	2,560,000	2,560,000
Routine Capital	1,990,500	1,940,000	2,004,150
Total Expenditures	**167,801,657**	**150,463,841**	**108,929,343**
Excess/(Deficiency) of Total Revenues over Total Expenditures	14,364,409	(2,012,648)	13,211,585
Beginning Balance	318,370,799	332,735,207	330,722,560
Projected Ending Balance	**$ 332,735,207**	**$ 330,722,560**	**$ 343,934,145**

Bond Retirement Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Transfers			
Transfer from the General Fund	$ 6,804,800	$ 2,902,958	$ 1,447,000
Total Transfers	**6,804,800**	**2,902,958**	**1,447,000**
Other Revenues			
Investment Income	120,000	100,000	100,000
Total Other Revenues	**120,000**	**100,000**	**100,000**
Total Revenues	**6,924,800**	**3,002,958**	**1,547,000**
Expenditures			
Debt Service			
Principal	6,935,000	2,795,000	1,340,000
Interest	697,750	351,000	211,250
Total Debt Service	**7,632,750**	**3,146,000**	**1,551,250**
Other Expenditures			
Other Expenditures	1,500	1,500	1,500
Total Other Expenditures	**1,500**	**1,500**	**1,500**
Total Expenditures	**7,634,250**	**3,147,500**	**1,552,750**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(709,450)	(144,542)	(5,750)
Beginning Balance	1,180,817	471,367	326,825
Projected Ending Balance	**$ 471,367**	**$ 326,825**	**$ 321,075**

Insurance Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Transfer from General Fund	$ 2,000,000	$ 2,500,000	$ 2,500,000
Investment Income	250,000	100,000	100,000
Total Revenues	**2,250,000**	**2,600,000**	**2,600,000**
Expenditures			
Claims and Premium Outlay	3,250,000	3,300,000	3,350,000
Total Expenditures	**3,250,000**	**3,300,000**	**3,350,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(1,000,000)	(700,000)	(750,000)
Beginning Balance	7,723,173	6,723,173	6,023,173
Projected Ending Balance	**$ 6,723,173**	**$ 6,023,173**	**$ 5,273,173**

Law Enforcement Trust Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Law Enforcement Revenue	$ 15,000	$ 10,000	$ 10,000
Investment Income	5,000	5,000	
Total Revenues	**20,000**	**15,000**	**10,000**
Expenditures			
Capital & Related Expenditures	25,000	25,000	25,000
Total Expenditures	**25,000**	**25,000**	**25,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(5,000)	(10,000)	(15,000)
Beginning Balance	285,011	280,011	270,011
Projected Ending Balance	**$ 280,011**	**$ 270,011**	**$ 255,011**

Supplemental Pension Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Investment Income	$ 50,000	$ 25,000	$ 23,000
Total Revenues	**50,000**	**25,000**	**23,000**
Expenditures			
Benefit Payments	9,000	9,000	9,000
Total Expenditures	**9,000**	**9,000**	**9,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	41,000	16,000	14,000
Beginning Balance	1,529,080	1,570,080	1,586,080
Projected Ending Balance	**$ 1,570,080**	**$ 1,586,080**	**$ 1,600,080**

Reserve Fund Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Transfers			
Transfer from GF for Rolling Stock Reserve	$ -	$ -	$ 5,000,000
Transfer from GF for 27th Pay	800,000	800,000	800,000
Total Transfers	**800,000**	**800,000**	**5,800,000**
Other Revenue			
Investment Income	4,500,000	4,000,000	3,500,000
Total Other Revenue	**4,500,000**	**4,000,000**	**3,500,000**
Total Revenues	**5,300,000**	**4,800,000**	**9,300,000**
Expenditures			
Transfers			
Transfer to RTA Development Fund for Rolling Stock Reserve	-	-	5,000,000
Transfer to GF for Revenue Stabilization	44,000,000	23,500,000	-
Total Transfers	**44,000,000**	**23,500,000**	**5,000,000**
Total Expenditures	**44,000,000**	**23,500,000**	**5,000,000**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(38,700,000)	(18,700,000)	4,300,000
Beginning Balance	87,862,547	$ 49,162,547	$ 30,462,547
Projected Ending Balance	**$ 49,162,547**	**$ 30,462,547**	**$ 34,762,547**

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Rolling Balances			
Compensated Absences	$ 3,340,726	$ 3,488,143	$ 3,725,977
Fuel	3,169,818	3,309,693	3,535,360
Hospitalization	2,636,884	2,753,242	2,940,968
Rolling Stock Reserve	36,313	37,915	40,501
27th Pay	4,720,644	5,688,586	6,824,660
Revenue Stabilization	35,258,161	15,184,967	17,695,080
Total	**$ 49,162,547**	**$ 30,462,547**	**$ 34,762,547**

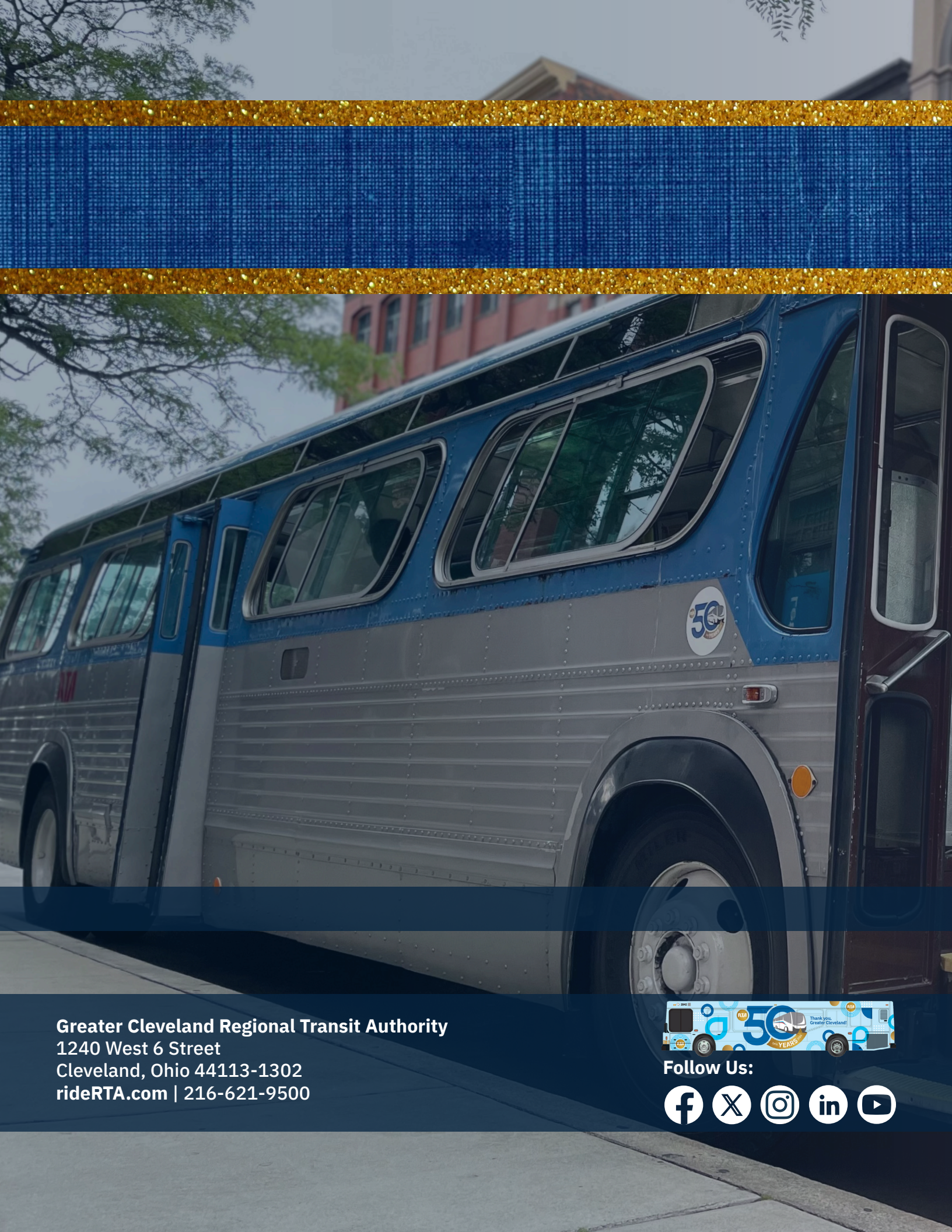
All Funds Balance Analysis

	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan
Revenues			
Operating Revenues			
Passenger Fares	$ 31,500,000	$ 31,815,000	$ 32,133,150
Advertising & Concessions	1,400,000	1,400,000	1,400,000
Naming Rights	448,585	300,000	300,000
Investment Income	11,425,000	6,230,000	5,423,000
Total Operating Revenues	**44,773,585**	**39,745,000**	**39,256,150**
Non-Operating Revenues			
Sales & Use Tax	278,699,400	284,830,787	289,957,741
Reimbursed Expenditures	5,300,000	5,000,000	16,000,000
Federal Revenue	110,600,926	106,771,073	73,492,154
State Revenue	20,000,000	15,000,000	15,000,000
Other Non-Operating Revenue	26,515,000	1,510,000	1,510,000
Total Non-Operating Revenues	**441,115,326**	**413,111,860**	**395,959,895**
Total Revenues	**485,888,911**	**452,856,860**	**435,216,045**
Expenditures			
Operating Expenditures			
Salaries & Overtime	184,596,400	186,659,200	187,693,600
Payroll Taxes & Fringes	86,609,300	87,817,800	89,300,000
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,731,100	9,925,000	10,100,000
Utilities	4,498,800	4,600,000	4,700,000
Inventory	13,000,000	13,000,000	13,000,000
Services, Materials & Supplies	22,314,650	22,900,000	23,400,000
Purchased Transportation	16,300,000	17,300,000	17,600,000
Other Expenditures	5,485,600	5,500,000	5,600,000
Total Operating Expenditures	**342,535,850**	**347,702,000**	**351,393,600**
Non-Operating Expenditures			
Capital Outlay	167,801,657	150,463,841	108,929,343
Debt Service	7,632,750	3,146,000	1,551,250
Other Expenditures	3,285,500	3,335,500	3,385,500
Total Non-Operating Expenditures	**178,719,907**	**156,945,341**	**113,866,093**
Total Expenditures	**521,255,757**	**504,647,341**	**465,259,693**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(35,366,846)	(51,790,481)	(30,043,648)
Beginning Balance	455,092,694	419,725,848	367,935,366
Estimated Available Ending Balance	**$ 419,725,848**	**$ 367,935,366**	**$ 337,891,719**

2026 Budget Funds Summary

	General Fund	RESTRICTED FUNDS: RTA Development Fund	RTA Capital Fund	Bond Retirement Fund	Insurance Fund	Supplemental Pension Fund	Law Enforcement Trust Fund	Reserve Fund	Total of All Funds
		CAPITAL FUNDS							
Revenues									
Operating Revenues									
Passenger Fares	$ 31,500,000								$ 31,500,000
Advertising & Concessions	1,400,000								1,400,000
Naming Rights	448,585								448,585
Investment Income	1,000,000	$ 5,000,000	$ 500,000	$ 120,000	$ 250,000	$ 50,000	$ 5,000	$ 4,500,000	11,425,000
Total Operating Revenues	**34,348,585**	**5,000,000**	**500,000**	**120,000**	**250,000**	**50,000**	**5,000**	**4,500,000**	**44,773,585**
Non-Operating Revenues									
Sales & Use Tax	278,699,400								278,699,400
Reimbursed Expenditures	5,300,000								5,300,000
Federal		110,600,926							110,600,926
State		20,000,000							20,000,000
Bond Proceeds									
Other Non-Operating Revenue	1,500,000	25,000,000					15,000		26,515,000
Total Non-Operating Revenues	**285,499,400**	**155,600,926**					**15,000**		**441,115,326**
Transfers									
Transfer from General Fund			21,065,140	6,804,800	2,000,000			800,000	
Transfer from RTA Capital Fund		16,000,000							
Transfer from Reserve Fund									
For Compensated Absences	-								
For Fuel	-								
For Hospitalization	-								
For Rolling Stock Reserve		-							
For 27th Pay	-								
For Revenue Stabilization	44,000,000								
Total Transfers	**44,000,000**	**16,000,000**	**21,065,140**	**6,804,800**	**2,000,000**	-	-	**800,000**	
Total Revenues	**363,847,985**	**176,600,926**	**21,565,140**	**6,924,800**	**2,250,000**	**50,000**	**20,000**	**5,300,000**	**485,888,911**
Expenditures									
Operating Expenditures									
Salaries & Overtime	184,596,400								184,596,400
Payroll Taxes & Fringes	86,609,300								86,609,300
Fuel (Diesel, CNG, Propulsion Power, Gasoline)	9,731,100								9,731,100
Utilities	4,498,800								4,498,800
Inventory	13,000,000								13,000,000
Services, Materials & Supplies	22,314,650								22,314,650
Purchased Transportation	16,300,000								16,300,000
Other Expenditures	5,485,600								5,485,600
Total Operating Expenditures	**342,535,850**								**342,535,850**
Non-Operating Expenditures									
Capital Outlay		163,251,157	4,550,500						167,801,657
Debt Service (Principal & Interest)				7,632,750					7,632,750
Other Expenditures				1,500	3,250,000	9,000	25,000		3,285,500
Total Non-Operating Expenditures	-	**163,251,157**	**4,550,500**	**7,634,250**	**3,250,000**	**9,000**	**25,000**		**178,719,907**
Sub-Total Expenditures	**342,535,850**	**163,251,157**	**4,550,500**	**7,634,250**	**3,250,000**	**9,000**	**25,000**		**521,255,757**
Revenues less Expenditures	**21,312,135**	**13,349,769**	**17,014,640**	**(709,450)**	**(1,000,000)**	**41,000**	**(5,000)**	**5,300,000**	**(35,366,846)**
Transfers to Other Funds									
Transfer to General Fund									
Transfer to Insurance Fund	2,000,000								
Transfer to Supplemental Pension Fund	-								
Transfer to Bond Retirement Fund	6,804,800								
Transfer to RTA Capital Fund	21,065,140								
Transfer to RTA Development Fund			16,000,000						
Transfer to Reserve Fund									
For Rolling Stock Reserve								-	
For 27th Pay	800,000							-	
For Revenue Stabilization								44,000,000	
Total Transfers to Other Funds	**30,669,940**		**16,000,000**					**44,000,000**	
Total Expenditures	**373,205,790**	**163,251,157**	**20,550,500**	**7,634,250**	**3,250,000**	**9,000**	**25,000**	**44,000,000**	**521,255,757**
Excess/(Deficiency) of Total Revenues over Total Expenditures	(9,357,805)	13,349,769	1,014,640	(709,450)	(1,000,000)	41,000	(5,000)	(38,700,000)	(35,366,846)
Beginning Balance	**38,141,268**	**314,372,592**	**3,998,206**	**1,180,817**	**7,723,173**	**1,529,080**	**285,011**	**87,862,547**	**455,092,694**
Available Ending Balance	**$ 28,783,463**	**$ 327,722,361**	**$ 5,012,846**	**$ 471,367**	**$ 6,723,173**	**$ 1,570,080**	**$ 280,011**	**$ 49,162,547**	**$ 419,725,848**

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