

2023-2027 CAPITAL IMPROVEMENT PLAN

INTRODUCTION

Providing cost-effective, safe, clean, and reliable public transportation services depends on the maintenance and upkeep of the Authority's capital assets. The capital-intensive nature of the Authority's operations makes long term financial planning indispensable. In turn though, the ability to fund these capital needs must continually be weighed against the financial resources required to support the regular operations of the Authority.

The 2023-2027 Capital Improvement Plan (CIP) continues the Authority's ongoing process to align available financial resources with programmed capital projects directed towards achieving a State of Good Repair (SOGR) throughout its vehicle fleets, capital assets, and infrastructure. Effective planning helps facilitate this process by providing a framework to schedule capital improvements based on the condition or SOGR of capital assets, the availability of financial resources, and the evaluation of requested capital projects. The process prioritizes capital infrastructure requests and needs and aligns the ongoing capital program with available Federal, State, Local and other funding resources.

The financial demands needed to maintain SOGR is higher than the funding available in each year. A 5-year plan enables the Authority to prioritize the SOGR needs with the available funding.

ORGANIZATION OF THE CAPITAL IMPROVEMENT PLAN

The first year reflects the Board approved RTA Capital and RTA Development Fund budgets appropriations for the FY 2023 capital projects. The following four years of the CIP highlight planned, but not yet approved, capital projects. Capital projects and their associated budgets included in these out-years are subject to change based on financial circumstances or revisions of project timelines or priorities.

The planning process for the capital program includes the method for establishing budget appropriation authority and aligning the capital program to the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). The Capital Improvement Financial Policies and Criteria help focus the plan on the priority areas that guide decision making during the Capital Improvement process. The Financial Capacity section explains Federal, State and Local funding sources and debt management as it relates to the Authority, as well as the impact of capital investment decisions on the Operating Budget.

The final section is devoted to the details of the 2023 Capital Improvement Budget and the four out-years of the overall 2023-2027 CIP. Smaller, locally-funded projects included in the RTA Capital Fund are listed in Department order, while the larger, grant and/or locally funded capital projects included in the RTA Development Fund projects are organized by capital project categories and reflect specific funding sources that support those projects.

CAPITAL ASSETS

The principal share of expenditures planned within the 2023-27 CIP focuses on attaining a State of Good Repair (SOGR) for the Authority's capital assets. Highlights include replacement of the authorities' rail fleet, bus replacement program, an on-going track rehabilitation plan, revenue fare collection system upgrades, bridge rehabilitation, authority-wide improvement programs for heating, ventilation, and air-conditioning (HVAC), pavement, and roofing, and reimbursement of preventive maintenance (PM). The age of the Authority's primary

Capital Improvement Program

facilities, including rehabilitations are shown below in Figure 44: Age Distribution of Primary Facility. These facilities are briefly discussed on the following pages.

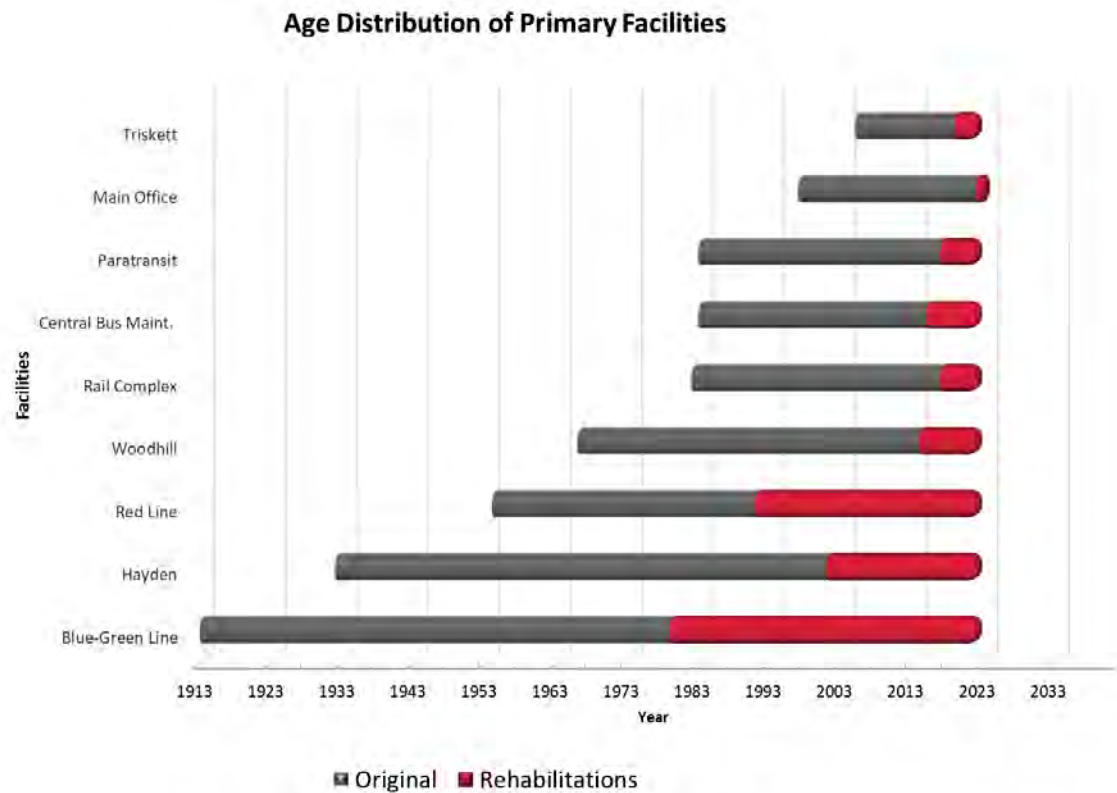


Figure 44: Age Distribution of Primary Facility

FACILITIES

BUS DISTRICT GARAGE FACILITIES

The Authority has two large, active bus district garages:

TRISKETT GARAGE is located at 13405 Lakewood Heights Boulevard. It was originally put into service in 1958 with a new replacement garage opening in 2005 at this location. West side bus service and trolley operations are operated from this garage. Installation of a Compressed Natural Gas (CNG) fueling station was completed in FY 2022 to allow operation of CNG vehicles from this garage.

HAYDEN GARAGE at 1661 Hayden Avenue, was constructed in 1932 and major additions were implemented in 1952 and 1968. The garage was rehabilitated in 1998. Installation of a CNG fueling station was completed in FY 2015 and building improvements were made in FY 2018. In FY 2019, three CNG Dispensers were replaced with new units to resolve safety issues. East side bus service and the Health Line operate from this garage. In 2023, the Hayden Garage will undergo upgrades to the Gas Detection System, Fire Protection System, HVAC system, and roof.

CENTRAL BUS MAINTENANCE FACILITY

The Central Bus Maintenance Facility (CBM), at 2500 Woodhill Road, was put into service in 1983 and houses a remanufacturing division, diagnostic center, bus service & maintenance area, and central inventory stores. Various facilities improvements and lift replacements were completed in 2014 and CNG building improvements were completed in FY 2018. State of good repair (SOGR) projects and safety improvement projects are continuously taking place to improve CBM.

CUSTOMER SERVICE CENTERS

The GCRTA has two Customer Service Centers, one located at the Tower City Rapid Station Rotunda in downtown Cleveland and the other on the first floor of the GCRTA Main Office Building. In FY 2021 the improvements on the new Customer Service Center were completed.

MAIN OFFICE BUILDING

The Main Office Building, a renovated warehouse in the downtown Cleveland Warehouse District, located at 1240 West Sixth Street, opened in September of 1997. This facility houses the administrative functions of the Authority and the Authority's Central Communication Center. Improvements were completed to repair the Main Office Building Parking Garage in 2021. Additional improvements to the foyer, waiting areas, security desk and customer service area were completed in 2022.

PARATRANSIT FACILITY

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all non-revenue vehicle repair and Paratransit functions including scheduling, dispatching, and Paratransit revenue vehicle repair. In FY 2014, a propane fueling station was installed. In FY 2015, the entire building was rehabilitated including related propane building enhancements, various facilities, and equipment upgrades.

PASSENGER SHELTERS

There are approximately 1,000 bus shelters throughout the Greater Cleveland area, providing a place to wait for buses. GCRTA currently offers an "Adopt a Shelter" program, providing members of the community to help the authority maintain these shelters. GCRTA also provides over 4,400 parking spaces at 23 rapid stations and Park-N-Ride service out of the city of Strongsville.

RAIL DISTRICT COMPLEX

The Rail District Complex, located at 6200 Grand Avenue, went into service in late 1982. It houses the Rail Headquarters, the Central Rail Maintenance Facility (CRMF), which handles all mechanical, body, and electrical repairs for the rail fleet, the Central Rail Service Building, the RTA Rail Yards, and is the location of the Authority's Transit Police Headquarters. During FY 2020, CRMF Track 3 construction was completed and transfer tables for the maintenance facility were repaired. In FY 2022, the CRMF Service Building Mezzanine Infill started and is scheduled to be completed in 2023.

TRANSIT CENTERS

Transit Centers provide heated customer waiting areas and roadways to allow several bus routes to meet and transfer passengers. RTA has four Transit Centers located in Fairview Park at Westgate Shopping Center, Maple Heights at Southgate Shopping Center, Parma at the Parmatown Mall, and Stephanie Tubbs Jones Transit Center, near Cleveland State University.

WOODHILL GARAGE FACILITY

The Woodhill Garage opened in 1966 as a bus garage and remained in service until 1998. It is currently being used as a training facility and houses the Authority's Print Shop operations. In 2015, this facility underwent rehabilitation to remodel the facility to enhance areas for the electronic repair shop, operator training classroom, and print shop.

RAIL SYSTEM

The 2023-27 CIP continues to commit a significant amount of resources towards achieving a State of Good Repair (SOGR) in its Light & Heavy Rail infrastructure including the reconstruction, rehabilitation, and upgrades to train stations, power substations and electrical systems, and train controls.

RIGHT-OF-WAY

RTA owns 65 miles of rail lines used for the operation of its rapid transit system including 27 miles for light rail and 38 miles for heavy rail. The Authority is involved in a multi-year program to prioritize an on-going rail rehabilitation program that will establish SOGR throughout the rail system. The right-of-way of the Rail System includes 63 track bridges, 53 passenger stations, 17 propulsion power substations, overhead electrical catenary wires, signals, switches, and associated rail infrastructure all of which are included in a regular maintenance program to maintain a state of good repair.

BLUE, GREEN & WATERFRONT LINES (LIGHT RAIL)

The Blue, Green and Waterfront Lines comprise RTA's Light Rail (LR) system. From the downtown Tower City Station, the Blue and Green lines run on shared track east to Shaker Square, where they separate. From there, the Blue Line follows Van Aken Boulevard to its termination at Warrensville-Center Road, while the Green Line travels along Shaker Boulevard and terminates at Green Road. The Waterfront Line runs from Tower City through the Flats East Bank development area, near First Energy Football Stadium and the Rock and Roll Hall of Fame and terminates at the Muni Parking Lot.

Most of the 27 miles of Light Rail, apart from the 2.2-mile Waterfront Line extension added in 1996, were originally constructed between 1913 and 1920. The Authority's Light Rail System has 35 stations; including three it shares with the Red Line at Tower City, the East 34th/Campus and East 55th Street Stations. The entire Light Rail System, including tracks, infrastructure, and stations were reconstructed between 1980 and 1984.



Figure 45: Jacking Process on the Waterfront Line Bridge

Recent improvements to the Light Rail line have included, the Farnsleigh Station reconstruction in 2019, track rehabilitation phase one from Kinsman to Buckeye Woodhill, and track rehabilitation phase two Trunk Line in 2021. FY 2023 will see continued reconstruction of the Light Rail track including installation of guards and retaining walls, and LR rehabilitation of the Waterfront Line track.

RED LINE (HEAVY RAIL)

The RTA's Heavy Rail (HR), or Red Line, runs on joint tracks for 19 miles from its eastern terminal at the Louis Stokes Station at Windermere, located in East Cleveland, through the Tower City Station in downtown Cleveland to its western terminal at Cleveland Hopkins International Airport. There are 18 stations along the line, eight east of downtown, one at Tower City in downtown Cleveland, and nine west of downtown. Fifteen of the Red Line stations were originally constructed between 1954 & 1958. The remaining three stations, including the Line's western terminal at the Cleveland Hopkins Airport, were put into service in 1967. All stations have been upgraded to ADA standards. Overhead Catenary System (OCS) upgrade and replacement is planned to take place during 2023 for the eastern portion of the Red Line.

BRIDGES/TUNNELS

The Authority is responsible for the maintenance and inspection of 63 track bridges owned within its right-of-way. This includes four station bridges, eight highway bridges, nine service/access bridges, one transit tunnel, five fly-over bridges on the Red Line, and the ¾ mile long viaduct bridge over the Cuyahoga River. The GCRTA also has joint responsibility for inspecting and maintaining the substructures of 100 city and county highway bridges that span the rail tracks. A majority of these bridges were built before 1930 and now require major repairs.

The out-years of the CIP include engineering & design services and reconstruction work on six track bridges: Viaduct bridge, Waterfront Line, Brookpark, Ambler Strike Protection, Central Rail Maintenance Facility access road, and Canal Road. A track bridge inspection program is incorporated into years 2024 and 2026 for on-going bridge condition monitoring.

TOWER CITY STATION

The Tower City Station is the downtown station for both Heavy (Red Line) and Light Rail (Blue, Green, and Waterfront Lines) systems. Tower City is the main connection point for the Authority's rail lines. Originally constructed and opened in 1930 for passenger rail service, modified in 1955 to accommodate the Authority's rail services, it was completely reconstructed in the late eighties as part of an overall re-development of the entire Tower City complex. In FY 2021, Tower City tracks 10 and 13 were complete along with ceiling repairs above the station platforms. East Portal reconstruction is programmed to take place in FY 2023.

REVENUE VEHICLE FLEETS

CONVENTIONAL BUSES

There were 314 vehicles in the GCRTA bus fleet at the end of 2022, identified as follows:

- 9 diesel commuter buses
- 16 sixty-foot articulated CNG bus rapid transit (BRT) vehicles
- 23 sixty-foot articulated diesel buses
- 12 thirty-five-foot diesel trolley buses.
- 70 forty-foot diesel transit buses
- 184 forty-foot CNG buses

As of the 3rd quarter for FY 2022, 32 CNG buses (12 sixty-foot and 20 forty-foot) were placed into service and 41 vehicles are eligible for replacement based on the Useful Life Benchmark (ULB). The FTA defines ULB of a bus to be the lesser of 12 years or 500,000 miles. The average age of the large bus fleet is 6.5 years. Age distribution of the Authority's large bus fleet is shown in Figure 46: Age Distribution of Bus Fleet .

The Authority's goal is to replace approximately 1/14th (20 to 25 buses) of its large bus fleet every year and to accommodate any increases in peak vehicle requirements. This hasn't been possible until recent budget years due to the lingering impact of the recession, supply chain issues, and other higher priority capital needs of the Authority. The 2023-27 CIP continues the planned Bus Improvement Program (BIP).

The Bus Improvement Program (BIP) reduces operating maintenance costs, improves the reliability of the fleet, distributes maintenance efforts more evenly, reduces the Authority's vulnerability to large groups of bus defects, and helps to prevent one-time, large purchase bus orders.

Age Distribution of Large Bus Fleet

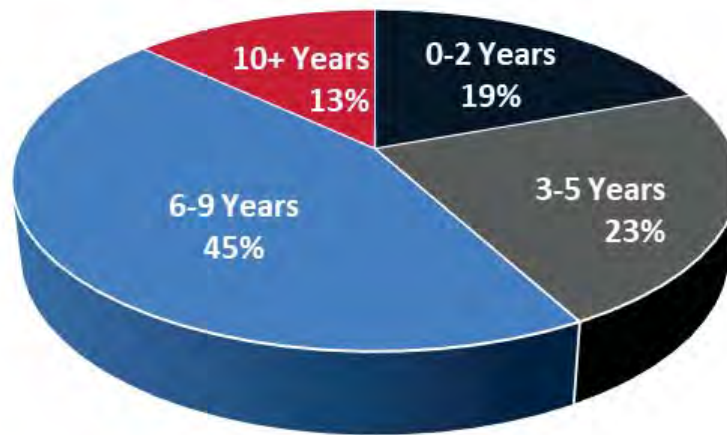


Figure 46: Age Distribution of Bus Fleet

Programmed orders in future years depend upon the availability of non-formula funding and competitive grants. All current and future ordered GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and are equipped with bicycle racks (with the exception of BRT vehicles that allow for in-vehicle storage).

PARATRANSIT BUSES

The Authority's Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. Including propane fueled vehicles there are 78 ADA compliant, wheelchair-equipped buses in active service in the Paratransit fleet with an average age of 6.0 years at the end of FY 2022. Future replacement plans have a total of 20 vehicles being replaced in 2023 that will reduce the average life of the Paratransit fleet to 4.5 years old.

RAIL VEHICLES

RTA owns a combined sixty-eight (68) heavy and light rail vehicles for its rail operations. The age of the Authority's rail fleet ranges between 38 and 42 years old. The Authority's Light Rail (LR) and Heavy Rail (HR) fleets were purchased in 1981 and 1985,. Mid-life overhaul projects extended the useful life of the Authority's rail vehicle fleets approximately 10 years beyond their normal expected operating life of 30 years. The Authority is in the process of replacing both rail fleets.

GCRTA has been in the process of securing a rail car contractor through a competitive bid process. It is anticipated that in 2023, a rail car contract will be in place and begin moving forward.

CAPITAL IMPROVEMENT PLANNING CYCLE

The Capital Improvement Planning Cycle is longer than the operating budget process due to the preparation, scope, and cost involved with the projects. Grant-funded projects must be identified well in advance of planned execution so that applications can be filed and approved. Furthermore, construction projects must be preceded by preliminary engineering and design work to determine the scope and specifications of the project.

The Calendar of Events (page 40) depicts the Capital Improvement and Transportation Improvement Program (TIP) planning cycles for the 2023-2027 CIP. The process began in August 2021 when the Office of Management and Budget (OMB) reviewed the budgeting policies and parameters for the Capital Budget and concluded in May 2022 with the Board Adoption of the recommended 2023-27 CIP followed by submission to Northeast Ohio Area-wide Coordinating Agency (NOACA) for inclusion in the TIP/ State Transportation Improvement Program (STIP).

At the start of the CIP development process, an initial review is done by OMB and various departments to assess the status of projects included in the current year's plan. This review includes review and adjustments with programmed project timelines, availability of grant funds, and an inter-departmental review of data and resources required for the upcoming CIP. Meetings are held with the Divisions and Departments that include a review of the information required for capital project requests, clarification of Department and Division requests and an overview of anticipated funding for the upcoming capital budget year.

In February 2022, OMB staff and the Capital Program Working Group (CPWG), consisting of department directors and managers, reviewed all submitted requests for consistency with the needs of the Authority's funding availability, the Authority's Long-Range Plan, the current TIP, and the annual strategic planning process. Projects were then prioritized in accordance with RTA's capital priority areas: state of good repair, health & safety, mandates, environmental impact, and ridership transit-oriented development. The prioritized projects were then forwarded to the Capital Program Oversight Committee (CPOC) which includes the Executive Management Team. The CPOC was formed to develop and monitor the Capital Program and to authorize the five-year Capital Program with projected grant, local and non-traditional revenue sources. The CPOC reviewed and finalized the recommended Capital Budgets for the CIP. The recommended CIP for 2023-27 was presented to the Board of Trustees' Operational Planning & Infrastructure Committee in May 2022 for discussion, review, and approval.

In December 2022, the Board approved an amendment to the capital budget to increase budget appropriation for construction of the Tower City East Portals.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into the TIP and STIP. The TIP documents transportation related capital projects within the region for which Federal funding is requested. Projects must appear in the TIP/STIP to receive funding consideration. NOACA is responsible for bi-annually preparing the four-year plan for this area with GCRTA responsible for preparing the transit component of the plan for Cuyahoga County.

The GCRTA Long-Range Plan and its related five-year Strategic Plan guides the CIP and TIP. These plans articulate the future services and areas expected. The Authority's preparation of projects for inclusion in the TIP begins in August when departments request revisions, additions, or deletions to the current year's CIP. The

Budget Calendar of Events reflects the TIP/STIP process and how it corresponds to the Capital Improvement planning cycle.

Revisions to existing projects and/or amendments to add new projects are submitted on a quarterly basis for review and inclusion in the revised TIP/STIP. The budget process culminates when the Board approves the budget and establishes appropriation authority for the upcoming Fiscal Year. With respect to the Capital Budget, appropriation authority varies depending on which of the two Capital Improvement Funds, supports the project (RTA Capital or the RTA Development Fund).

CAPITAL BUDGET APPROPRIATIONS

The RTA Capital Fund includes capital projects funded from the Sales & Use Tax revenue. In general, these capital projects are less than \$150,000, have a useful life of less than 5 years, are routine in nature, and usually directly tie to daily operations. This Fund is subdivided into Routine Capital projects, for the acquisition of non-revenue vehicles and equipment, and Asset Maintenance projects, that include minor rehabilitation projects at Authority facilities.

The RTA Development Fund primarily includes capital projects with a value greater than \$150,000, a useful life greater than five years, and includes all the large, multi-year rehabilitation, reconstruction, and expansion projects of the Authority. Projects in this Fund are normally supported through various combinations of Federal and State of Ohio grants, local matches for these grants, or 100% local funds.

Budget authority for both RTA Capital and RTA Development Fund projects are established when the Board of Trustees approves the annual Capital and other Fund Budgets of the Authority. The Board also approves grant applications and the acceptance of awards, which commits the Authority to providing matching funds when grant funds are drawn. Once approved, the Authority may draw against the grant until the project is completed or the time limit on the grant has expired. Grant awards can only fund projects specified in the application unless the grantor agency approves an amendment.

CAPITAL IMPROVEMENT FINANCIAL POLICIES

The Board of Trustees has established a set of financial policies to ensure that adequate funds are regularly invested in maintaining the Authority's capital assets. These policies, which are highlighted in the Budget Guide section, are used as goals for planning and control.

- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- Projects that are locally funded, smaller, and more routine in nature, generally less than \$150,000, and have a useful life not exceeding five years will primarily be budgeted in the RTA Capital Fund.
- The RTA Development Fund will consist of projects that are larger, greater than \$150,000, and have a useful life greater than five years.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.
- Items that have a useful life in excess of one year and an acquisition cost in excess of five thousand dollars (\$5,000) are considered to be capital expenditures.
- An amount equivalent to at least 10 % of Sales & Use Tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 75% and a maximum of 90%.

CAPITAL IMPROVEMENT CRITERIA

Capital project requests for consideration in the 2023-27 CIP far exceed available resources. As a result, established guidelines are used to prioritize project requests for funding. The following criteria provide a basis for preliminary capital investment decisions:

THE VALUE AND USEFUL LIFE OF THE CAPITAL ASSET

To be included in the Capital Improvement Plan, the asset must have a value of \$5,000 or more and have a useful life exceeding one year. If financed by debt, the useful life should exceed the term of the bond.

THE AGE AND CONDITION OF THE CAPITAL ASSET

Assets that are older and in poor condition generally rank higher on the rehabilitation or replacement list. Specific vehicle rehabilitation or replacement programs have been established for buses, rail cars, and non-revenue vehicles.

THE RELATIVE COST TO THE AUTHORITY FOR THE BENEFIT OBTAINED

Benefits may be measured in terms of avoided cost replacement, or the ability of the improvement to recover the capital investment within a given period.

VALUE ENGINEERING CONSIDERATIONS WITH REGARD TO THE SCHEDULING/ORDER OF PROJECTS

The relationship between projects is an important consideration in the scheduling of construction projects. For example, major rehabilitation to a bridge on a rail line might coincide with a track rehabilitation to achieve economies of scale and avoid a duplication of effort.

PRIORITY AREAS

In addition to the above criteria, all capital projects must relate to one of the following priority areas to be considered for approval. Capital projects that address multiple priority areas have a greater likelihood of approval.

During the 2023-27 planning cycle, priority areas of the Authority were defined as:

- **State of Good Repair (25%)** – Maintaining the Authority's current 'core business' through investments in projects which are necessary in order to operate the existing infrastructure or add an additional dimension/mode to existing systems.
- **Health and Safety (20%)** – Ensuring the physical well-being of the Authority's customers, employees, and the general public.
- **Mandates (20%)** – Ensuring compliance with Federal and State mandates such as the Clean Air Act and Americans with Disabilities Act.
- **Ridership Transit Oriented Development (15%)** – Invest in equipment, opportunities for private investment, increased revenues, and encourage partnerships with other organizations. Stimulate the development of current property for the benefit of customer satisfaction to maintain current ridership and attract new customers.

- **Operating Budget Impact (15%)** – Investing in projects that will result in a direct positive impact on reducing operating expenses or improving operational efficiencies of the Authority.
- **Environmental Impact (5%)** – Investing in equipment, adapting facilities, or enhancing service infrastructure to support overall environmental benefits such as improved air quality.

Figure 47: Capital Projects by Priority Area reflects the distribution of approved 2023 CIP projects by capital priority area. The largest portion of the 2023 appropriations, \$129.31 million or 92.38%, are for projects included in the State of Good Repair (SOGR) category. This is followed by the Technologies/Efficiencies category with \$7.89 million, or 5.64%.

PRIORITY CATEGORIES - Combined	2023	2024	2025	2026	2027	TOTALS
						2023-2027
RIDERSHIP	\$ 0.45	\$ 0.45	\$ 0.45	\$ 0.45	\$ 0.45	\$ 2.25
HEALTH & SAFETY	\$ 0.23	\$ 0.29	\$ 0.29	\$ 0.32	\$ 0.35	\$ 1.48
STATE OF GOOD REPAIR	\$ 129.31	\$ 138.31	\$ 107.85	\$ 104.43	\$ 80.63	\$ 560.54
TECHNOLOGIES/EFFICIENCIES	\$ 7.89	\$ 3.72	\$ 13.82	\$ 14.65	\$ 12.07	\$ 52.15
OTHER	\$ 2.10	\$ 4.10	\$ 22.60	\$ 25.60	\$ 2.10	\$ 56.50
SUB-TOTAL: COMBINED CAPITAL	\$ 139.98	\$ 146.87	\$ 145.01	\$ 145.45	\$ 95.61	\$ 672.91

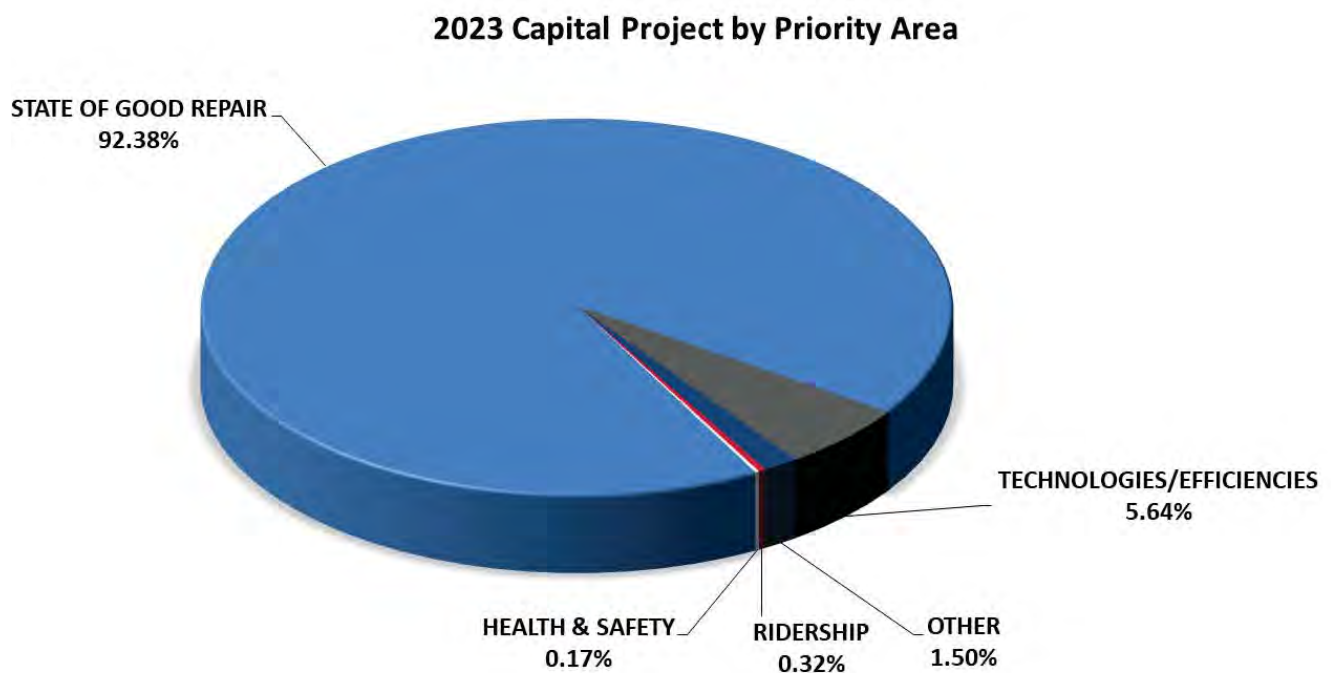


Figure 47: Capital Projects by Priority Area

FINANCIAL CAPACITY

The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local matching funds, and the ability to issue bonds. The Authority utilizes debt financing sparingly and only goes out for debt when it is required. The principal outstanding debt for the Authority totaled \$43.85 million in Sales Tax Revenue bonds at the end of 2022, which will require principal and interest payments of \$9.47 million in 2023. This is a decrease from year-end 2020 where the principal outstanding debt was \$47.5 million.

In addition to determining the method of financing for a project, capital investment decisions by the Authority take into account a project's impact on operating costs. The operating budget must be capable of supporting any additional costs or be positioned to take advantage of any efficiencies from a capital project.

FEDERAL SOURCES

As reflected in Figure 49: Capital Improvement Revenue by Source, Federal grants provide an estimated \$64.06 million, or 45.84% of the Authority's total 2023 capital improvement revenue stream. Most major Federal grant programs require a local match, normally 20%, though some grant applications require a higher or lower match.

On July 26, 2016, FTA required transit agencies to establish a Transit Asset Management System (TAMS) plan to monitor and manage its assets, improve safety, and increase reliability and performance. Transit agencies must achieve a state of good repair (SOGR) by creating a business model using transit asset condition ratings to guide capital planning decisions and optimize funding resources.

FY 2023 Capital Improvement Revenue By Source

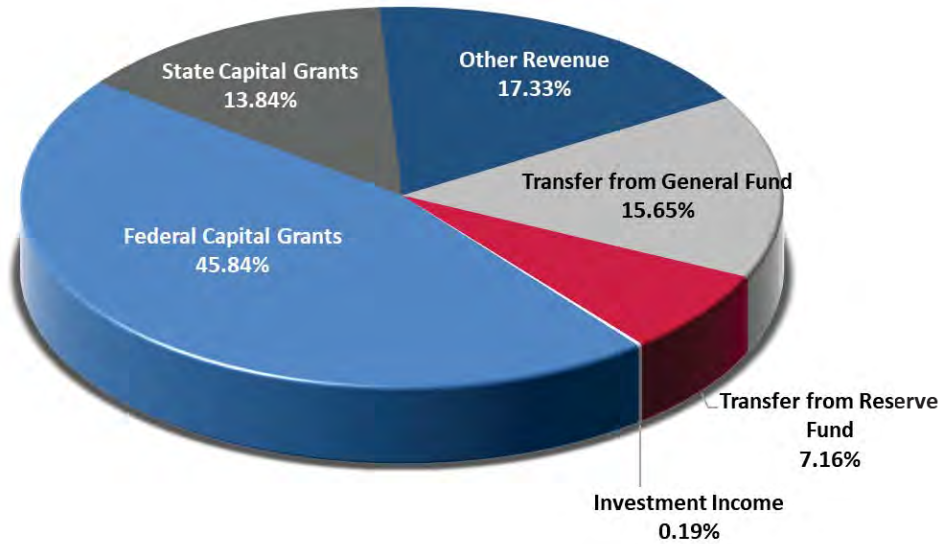


Figure 48

	2021	2022	2023	2024	2025
	Actual	Projection	Budget	Plan	Plan
Transfer from General Fund	\$43.40	\$44.73	\$21.87	\$17.07	\$17.77
Transfer from Reserve Fund	\$49.00	\$10.00	\$10.00	\$10.00	\$10.00
Investment Income	\$0.12	\$0.27	\$0.27	\$0.27	\$0.77
Federal Capital Grants	\$154.84	\$214.74	\$64.06	\$65.65	\$65.65
State Capital Grants	\$0.00	\$9.34	\$19.34	\$19.34	\$19.34
Debt Service Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue	\$6.59	\$0.00	\$24.22	\$35.89	\$34.50
Total Revenue	\$253.94	\$279.07	\$139.76	\$148.22	\$148.02

Figure 49: Capital Improvement Revenue by Source

URBANIZED AREA FORMULA - SECTION 5307

Urbanized Area grants were originally provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources are allocated to urban areas according to a formula and matched on an 80% Federal and 20% local basis. This program has continued, though several changes were made leading to a small reduction in the annual award of funds. In FY 2022, the Authority received \$30.8 million for capital projects (80% or \$24.64 million in federal funding and 20% or \$6.16 million RTA local match). In FY 2023, RTA is anticipating \$36.11 million for capital project.

STATE OF GOOD REPAIR – SECTION 5337

The Section 5337 SOGR grant program favors agencies serving urban areas. In FY 2022, the Authority received \$21.32 million for capital projects (80% or \$17.05 million in federal funding and 20% or \$4.26 million RTA local match). In FY 2023, RTA is anticipating \$23.45 million appropriated. The authority's level of funding remains below the actual need to maintain a SOGR.

BUS & BUS FACILITIES – SECTION 5339

Section 5339 grant funding is a smaller formula award that provides additional capital funding for the replacement, rehabilitation, purchase of buses and related equipment, and the construction of bus-related facilities. In FY 2023, GCRTA expects to receive funding for this award in the amount of \$2.45 million.

NON-TRADITIONAL FEDERAL SOURCES

Non-traditional Federal awards, including competitive and earmark grants, are beyond the scope of the previously discussed programs, but are impacted by the FTA legislation.

The Authority remains successful in competing for, and being awarded, non-traditional/competitive awards. These provide the necessary resources for a number of important capital projects. The Authority will continue to seek and submit applications for needed SOGR capital projects as non-traditional/competitive grant awards become available.

The Authority was awarded non-traditional funding for several projects under the proposed 2023-2027 CIP. FTA's Building Utilizing Investments to Leverage Development (BUILD) awarded \$15 million to the Authority for the rail car replacement program. \$4.2 million has also been awarded through ODOT's Transportation Review Advisory Council (TRAC) funding program for light rail rehabilitation. The capital funding from non-traditional Federal source grants is used to support years' worth of unfunded programmed capital projects identified in the CIP.

STATE SOURCES

Administered through the Ohio Department of Transportation (ODOT), the State contributes up to one-half of the local match portion of Federal grant programs. The authority has been awarded various competitive grants under through ODOT and Ohio EPA including Ohio Transit Preservation Partnership Program (OTP₂), Urban Transit Program (UTP), and Diesel Emission Reduction Grant (DERG) grant awards. Recently it has focused on contributions that are project-specific rather than for local match, and it utilizes available Federal rather than State awards.

In FY 2022, GCRTA received \$3.5 million through ODOT's UTP which will be used to purchase CNG powered buses. The Authority also received \$8 million through ODOT's Ohio Transit Partnership Program (OTP₂) which will be used to fund the railcar replacement program. The Authority also received \$3.3 million through Ohio EPA's DERG program to replace diesel buses with new CNG powered buses. In future years, the Authority will continue to submit applications to the State in support of the multi-year bus improvement and track reconstruction programs.

LOCAL SOURCES

The Capital Improvement Budget requires local resources to support the match for most grant-funded projects, as well as support 100% locally funded projects in both the RTA Capital and RTA Development Funds. In FY 2022, the combined local contribution for the Authority's capital program of \$21.9 million are sourced from two transfers included within the General Fund.

DEBT MANAGEMENT

Although major capital improvements are mostly funded by Federal and State capital grants, the Authority is required to pay a percentage of most grant-funded projects from its own local sources. Debt sales are used for this purpose as well as to pay for major 100% locally funded projects. In FY 2019 Revenue Bonds (RB) were issued for \$30.0 million in new debt. In August 2021, the Authority used \$57.7 million of its sales tax revenue to retire a portion of its outstanding debt. FY2023 is estimated to begin with a principal outstanding debt of \$43.85 million.

DEBT LIMITATIONS

As a regional transit authority, Ohio law permits the Authority to issue both un-voted and voted General Obligation (GO) bonds. In the past, only un-voted general obligation bonds were issued. As the name implies, un-voted debt is issued without the vote of the electorate, within the limitations provided under State law. General Obligation bonds are secured by a pledge of the 'full faith and credit' of the Authority, which is backed by the power to levy and collect ad valorem property taxes. Current debt obligations do not require the use of ad valorem property taxes to pay debt service but are supported by the Authority's sales tax revenue.

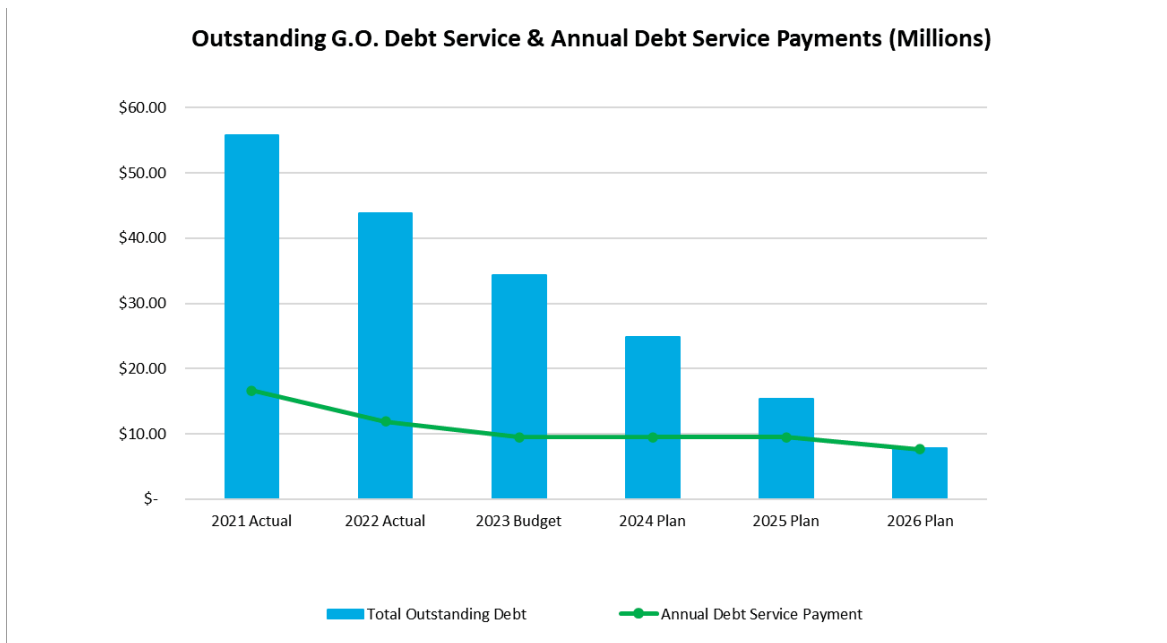


Figure 50: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

Debt Service	2021 Actual	2022 Actual	2023 Budget	2024 Plan	2025 Plan	2026 Plan
Annual Debt Service Payment	\$ 16.63	\$ 11.87	\$ 9.47	\$ 9.48	\$ 9.47	\$ 7.63
Total Outstanding Debt	\$ 55.73	\$ 43.85	\$ 34.38	\$ 24.90	\$ 15.43	\$ 7.80

Figure 51

THERE ARE THREE LIMITATIONS RELATED TO THE AUTHORITY’S ABILITY TO ISSUE GENERAL OBLIGATION DEBT:

1. Section 306.40 of the Ohio Revised Code **limits the principal amount of bonds** that are supported by property taxes to 5% of the assessed valuation within the Authority’s territory. The assessed valuation of property within Cuyahoga County applicable to the GCRTA at the end of 2022 of \$34.8 billion limits the amount of available debt to \$1.74 billion. This limitation is not currently very restrictive to the Authority in view of the large dollar limit and its applicability only to debt supported by property taxes.
2. The second limitation, also contained in Section 306.40 of the Ohio Revised Code, **restricts annual principal and interest payments on the Authority’s unvoted general obligation bonds** to one-tenth of one percent (0.1%) of the assessed valuation. Based on the assessed valuation of \$34.8 billion, annual debt servicing capacity would be close to \$34.8 million. This provision applies to all debt issued by the Authority and is the most restrictive of the limitations, though it exceeds current debt payment levels.
3. The third constraint derives from both the Ohio Constitution and the Ohio Revised Code. Article XII, Section 11, of the Constitution **requires that any political subdivision incurring debt must provide for the levying of taxes** sufficient to pay principal and interest on that debt. Section 2 of the same Article and Section 5705.02 of the Ohio Revised Code limits to ten mills (one mill equals \$1 of tax for each \$1,000 of assessed valuation) for the amount of taxes that may be levied without a vote of the citizens.

This 'indirect' limit on un-voted debt prohibits the county and all political subdivisions from jointly levying property taxes above ten mills without a vote of the people. Thus, the ability of the Authority to issue un-voted general obligation debt is 'shared' with overlapping political subdivisions. As these entities issue debt subject to the 10-mill limitation, the amount of room available for other subdivisions' debt is reduced. Political subdivisions include Cuyahoga County, various municipal corporations, school districts, and townships within the taxing district.

At 8.1522 mills, total outstanding debt issued by various public entities within the County exceeds the un-voted ten-mill limit, restricting the Authority's ability to issue any General Obligation Bonds. The Authority's ability to issue more general obligation debt remains limited under the third constraint, in that the total outstanding debt issued as of year-end 2022 by various public entities within the County exceeds the un-voted ten-mill limit.

OPERATING IMPACTS

A benefit of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. Financial requirements and programmed activities within the Authority's capital program will impact the 2023 Operating Budget in a number of ways:

- The Trustees' commitment to balancing Sales & Use Tax revenues between the Capital Improvement Fund and supporting operation needs. The estimated transfers to Capital Fund during FY 2023 are \$21.9 million.
- In tandem with increased capital requirements to achieve a SOGR, the challenges with securing needed grant award funds from Federal, State and other intergovernmental agencies places continual pressure on the General Fund to contribute increasingly significant amounts of financial resources to the Capital Improvement Fund.
- Estimated debt service and interest payments of \$9.47 million will require a General Fund transfer to the Bond Retirement Fund to offset the debt in FY 2023, further limiting the amount available for operating expenditures.
- Some Operating Budget expenditures, primarily personnel costs, are incurred in support of ongoing capital construction projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund.
- Formula grant funds are eligible to reimburse preventive maintenance (PM) activities with the Operating Budget.
- The capital program helps to maintain the Authority's capital assets in a state of good repair that facilitates improved delivery of transportation services and helps to reduce maintenance costs incurred in the operating budget.
- Daily activities within the FY 2023 General Fund or Operating Budget are supported by \$4.05 million of budget appropriation for various capital projects included within the RTA Capital Fund. These generally include smaller (less than \$150,000) equipment & non-revenue vehicle purchases and facilities maintenance activities and are exclusively supported by local funds from Sales & Use Tax revenue.

CAPITAL PROJECT CATEGORIES

The combined 2023-2027 Capital Improvement Plan (CIP) totals \$672.91 million of capital budget appropriations over the five-year plan in eight capital project categories:

1. Bus Garages
2. Buses
3. Equipment & Vehicles
4. Facilities Improvements
5. Other Projects
6. Preventive Maintenance/Operating Reimbursements (PM/OR)
7. Rail Projects
8. Transit Centers

For the approved 2023 CIP, four categories comprise 86.65%, of the combined \$139.98 million capital budget appropriations. Rail Project represent 39.67% followed by Buses at 26.48%. Facilities Improvements represent 20.50%. A detailed breakdown is contained within Figure 44: Age Distribution of Primary Facility and Figure 52, below.

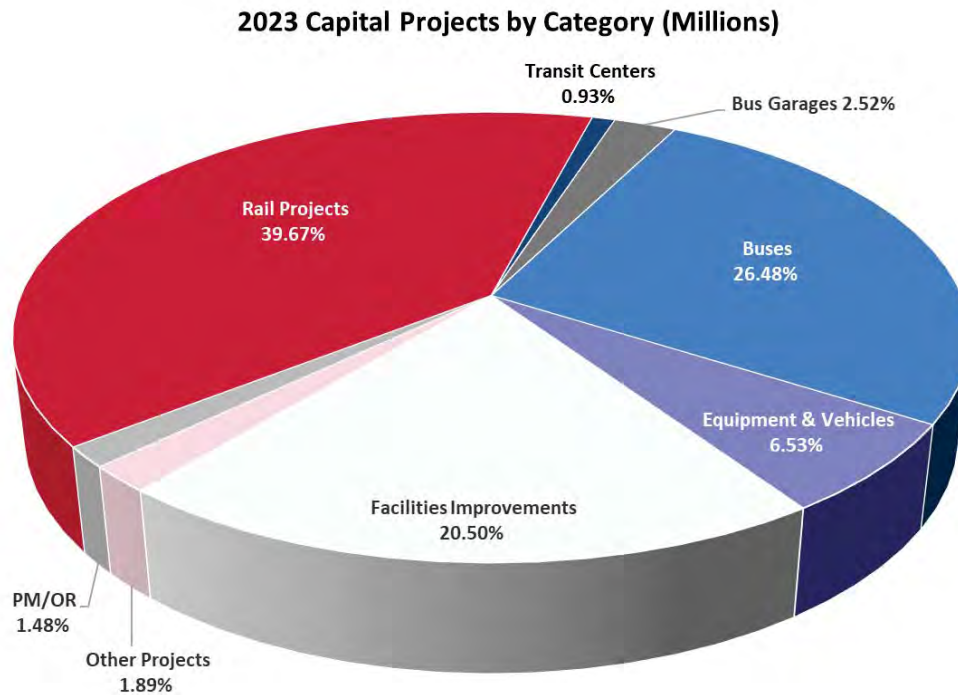


Figure 52

CATEGORY	2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2023-2027
Bus Garages	\$3.53	\$3.90	\$0.00	\$2.15	\$0.50	\$10.08
Buses	\$37.07	\$23.07	\$23.07	\$23.07	\$23.07	\$129.33
Equipment & Vehicles	\$9.14	\$5.21	\$15.11	\$15.97	\$13.50	\$58.94
Facilities Improvements	\$28.69	\$24.36	\$13.64	\$15.73	\$12.41	\$94.81
Other Projects	\$2.64	\$4.64	\$23.14	\$26.14	\$2.64	\$59.22
PM/OR	\$2.08	\$1.80	\$1.12	\$8.45	\$12.11	\$25.56
Rail Projects	\$55.53	\$83.59	\$68.63	\$53.64	\$31.08	\$292.48
Transit Centers	\$1.30	\$0.30	\$0.30	\$0.30	\$0.30	\$2.50
TOTALS	\$139.98	\$146.87	\$145.01	\$145.45	\$95.61	\$672.91

Figure 53: Capital Projects by Category

RTA CAPITAL FUND

The RTA Capital Fund supports smaller capital projects and includes routine expenditures. Projects within this fund are generally less than \$150,000 and have a useful life not exceeding five years. The RTA Capital Fund is 100% locally funded, almost exclusively through transfers of Sales & Use Tax revenue from the Operating Budget. Items included in the RTA Capital Fund are divided in two categories:

- Routine Capital, which includes the acquisition of non-revenue vehicles and small equipment.
- Asset Maintenance, which covers small rehabilitation projects to maintain the Authority's existing assets.

Figure 55: Trend RTA Capital Balance shows the annual fund balance for the RTA Capital Fund. Other than a small amount of investment income, the main source of revenue is the Sales & Use Tax revenue transfer from the General Fund to the RTA Capital Fund. Anticipated revenue in FY 2023 will include \$21.9 million of programmed transfers from the General Fund and investment income is budgeted at \$65,000.

Budgeted FY 2023 expenditures within the RTA Capital Fund of include \$2.4 million for Asset Maintenance, \$1.6 million for Routine Capital, and a \$19.5 million transfer into the RTA Development Fund for use on providing the local match on grant awards and 100% locally funded projects.

RTA Capital Fund Balance Analysis

	2021	2022	2023	2024	2025
	Actual	Projection	Budget	Plan	Plan
Beginning Balance	3,510,860	8,921,215	7,319,689	5,703,823	3,334,899
Revenue					
Transfer from General Fund	43,398,859	44,725,757	21,866,868	17,074,997	17,766,354
Investment Income	3,900	65,000	65,000	65,000	65,000
Other Revenue	1,382,397	0	0	0	0
Total Revenue	44,785,156	44,790,757	21,931,868	17,139,997	17,831,354
Total Resources	48,296,016	53,711,972	29,251,557	22,843,820	21,166,253
Expenditures					
Asset Maintenance	845,099	1,581,000	2,410,000	2,310,000	2,410,000
Routine Capital	651,528	1,582,818	1,637,734	1,698,921	1,607,524
Other Expenditures	0	0	0	0	0
Transfer to RTA Development Fund	37,878,174	43,228,465	19,500,000	15,500,000	16,500,000
Reimbursement to FTA	0	0	0	0	0
Total Expenditures	39,374,801	46,392,283	23,547,734	19,508,921	20,517,524
Ending Balance	8,921,215	7,319,689	5,703,823	3,334,899	648,729

Figure 54

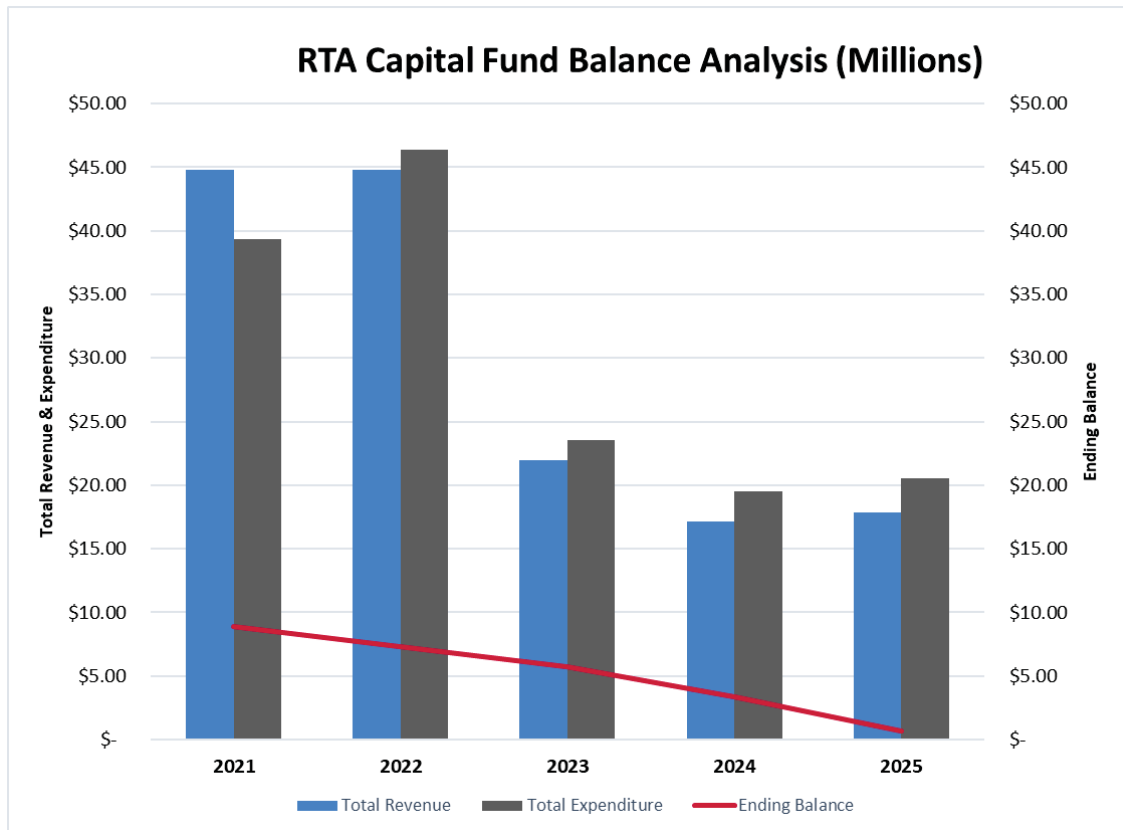


Figure 55: Trend RTA Capital Balance

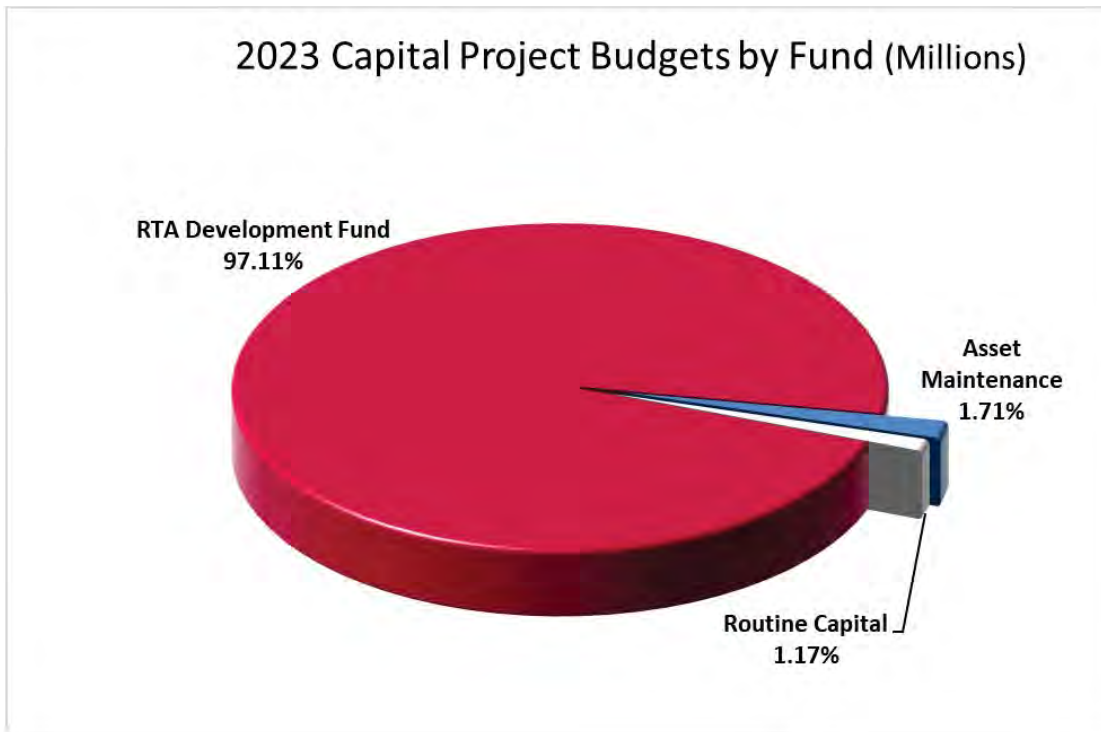


Figure 56: Capital Budget by Fund Distribution

ASSET MAINTENANCE PROJECTS

Asset Maintenance consists of locally funded projects that maintain, repair, or rehabilitate facilities of the Authority. These include projects of smaller scope, duration, and expense than those included in the RTA Development Fund. These projects are normally completed within less than a year, costs generally not exceeding \$150,000, and a useful life of less than five years.

The FY 2023 budget appropriation for Asset Maintenance projects is \$2.4 million, representing 1.71% of the overall FY 2023 CIP budget as represented in Figure 56: Capital Budget by Fund Distribution. Most of the projects are within two organizational areas of the Authority: Engineering & Project Development and Asset & Configuration Management. Engineering & Project Development is responsible for coordinating larger construction-related asset maintenance projects throughout the entire Authority. Asset and Configuration Management focuses on operation, passenger, and administrative facility projects. The remaining budgeted projects within Asset Maintenance are for location specific facilities projects focused on energy efficiency throughout the Authority or in the Asset Maintenance Contingency project for unanticipated facilities improvements needed throughout the year.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2023 - 2027 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ASSET MAINTENANCE (FACILITIES) PROJECTS							
Department / Project Name	Project Number	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2023-27 Total
33 Asset & Configuration Mgt.							
Administration Facilities Maint. Pool	P32335199	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Elevator/Escalator Maintenance Pool	P32335209	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Operating Facilities Maintenance Pool	P32335XX9	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Passenger Facilities Maintenance Pool	P32335XX9	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Bus Districts Lift Rebuilds/Rehab's	P47395199	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
		\$510,000	\$510,000	\$510,000	\$510,000	\$510,000	\$2,550,000
57 Programming & Planning							
Transit Waiting Environment	P28575099	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Thrive 105 Transit Enhancements	P28575XX9	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
80 Engineering & Project Dev.							
Facilities - ADA Projects	P32805X49	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Passenger Facilities Maint. Pool	P32805399	\$330,000	\$330,000	\$330,000	\$330,000	\$330,000	\$1,650,000
Operating Facilities Maint. Pool	P32805499	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$2,350,000
Paratransit Parking Lot Expansion	P32805189	\$0	\$0	\$0	\$0	\$0	\$0
		\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$4,750,000
67 OFFICE OF MGT. & BUDGET							\$0
Energy Retrofits	P32675139	\$100,000	\$0	\$100,000	\$0	\$100,000	\$300,000
Asset Maintenance Contingency	P49995059	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
		\$800,000	\$700,000	\$800,000	\$700,000	\$800,000	\$3,800,000
TOTAL ASSET MAINTENANCE		\$2,410,000	\$2,310,000	\$2,410,000	\$2,310,000	\$2,410,000	\$11,850,000

Figure 57

ROUTINE CAPITAL PROJECTS

This category includes the purchase of vehicles and equipment, where the cost is between \$5,000 and \$150,000 and has a useful life between one and five years. The Routine Capital projects are to be fully committed, if not expensed, within the calendar year.

As indicated in Figure 58, the budget appropriation for Routine Capital projects accounts for \$1.64 million, or 1.17%, of the 2023 CIP Budget. The greatest portion of the FY23 budget appropriation for Routine Capital projects is within the Operations Division, which has \$452,734 for equipment pool projects throughout various Operating Departments, followed by \$350,000 programmed for the non-revenue vehicle replacement program. The remaining \$835,000 is for technology related equipment replacement, office equipment and furniture, and contingency.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
	Project	2023	2024	2025	2026	2027	2023-27
Department / Project Name	Number	Plan	Plan	Plan	Plan	Plan	Total
31 Paratransit							
Paratransit District Equipment Pool	P47310209	\$40,784	\$0	\$0	\$0	\$0	\$40,784
		\$40,784	\$0	\$0	\$0	\$0	\$40,784
32 Rail District							
Rail District Equipment Pool	P47320249	\$30,000	\$97,468	\$186,362	\$0	\$123,890	\$437,720
		\$30,000	\$97,468	\$186,362	\$0	\$123,890	\$437,720
34 Transit Police							
Security Improvements Pool	P44340109	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$1,025,000
TP Protective Gear & Equipment	P49340209	\$26,484	\$30,723	\$11,162	\$46,353	\$79,840	\$194,562
Taser Replacement Program	New	\$0	\$50,000	\$70,000	\$70,000	\$70,000	\$280,000
		\$231,484	\$285,723	\$286,162	\$321,353	\$354,840	\$1,479,562
39 Fleet Management							
Non-Revenue Vehicle Imp. Program	P46390209	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
Fleet Management Equipment Pool	P47390449	\$77,700	\$109,540	\$0	\$0	\$160,000	\$347,240
		\$427,700	\$459,540	\$350,000	\$350,000	\$510,000	\$2,097,240
46 Hayden District							
Hayden District Equipment Pool	P47460169	\$52,766	\$41,190	\$0	\$0	\$0	\$93,956
		\$52,766	\$41,190	\$0	\$0	\$0	\$93,956
49 Triskett District							
Triskett District Equipment Pool	P47490159	\$20,000	\$50,000	\$20,000	\$100,000	\$0	\$190,000
		\$20,000	\$50,000	\$20,000	\$100,000	\$0	\$190,000
55 Project Support							
ESMS Implementation Support	New	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000
		\$0	\$0	\$0	\$50,000	\$50,000	\$100,000
61 Information Technology							
IT Systems Development Pool	P42611209	\$130,000	\$130,000	\$130,000	\$150,000	\$150,000	\$690,000
PC Replacement Program	P42611309	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Laser Printer Replacement Program	P42610299	\$35,000	\$35,000	\$35,000	\$45,000	\$45,000	\$195,000
Oracle EBS Point Release Upgrade	New	\$70,000	\$0	\$0	\$0	\$0	\$70,000
		\$285,000	\$215,000	\$215,000	\$245,000	\$245,000	\$1,205,000
62 SUPPORT SERVICES							
Office Equipment/Furniture Pool	P43620299	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
67 OFFICE OF MGT. & BUDGET							
Routine Capital Contingency	P49990159	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
TOTAL ROUTINE CAPITAL		\$1,637,734	\$1,698,921	\$1,607,524	\$1,616,353	\$1,833,730	\$8,394,262
RTA CAPITAL FUND TOTAL		\$4,047,734	\$4,008,921	\$4,017,524	\$3,926,353	\$4,243,730	\$20,244,262

Figure 58

RTA DEVELOPMENT FUND

The Authority's Capital Improvement Funds are used to account for the acquisition, construction, replacement, repair, and renovation of major capital facilities and equipment. The RTA Development Fund is the larger capital fund that includes rehabilitation & expansion projects that are greater than \$150,000 and have a useful life of more than five years. This Fund is primarily, but not exclusively, supported through Federal grant awards providing usually 80% of the project funds with a 20% local match.

Federal Capital grants received by the Authority usually require local match funds, normally 20%, to be set aside and available for Capital Improvement projects. During the budget process, local match requirements, as well as potential locally funded projects, are reviewed. Resources to fund these are provided through Sales & Use Tax contributions transferred from the RTA Capital Fund, available proceeds from debt sales, and investment income. Investment income has varied over the years from a high of \$920,228 in FY 2020 to an estimated \$200,000 in 2022 and 2023 due to fluctuations in fund balances.

In 2022, \$43.2 million was transferred from the RTA Capital Fund to the RTA Development Fund to provide the local match and cover other locally funded expenditures within the RTA Development Fund. The transfer is anticipated to decrease to \$19.5 million for FY 2023.

RTA Development Fund Balance Analysis					
	2021	2022	2023	2024	2025
	Actual	Projection	Budget	Plan	Plan
Beginning Balance	28,926,433	139,604,021	169,006,764	170,400,336	170,112,487
Revenue					
Debt Service Proceeds	0	0	0	0	0
Transfer from RTA Capital Fund	37,878,174	43,228,465	19,500,000	15,500,000	16,500,000
Transfer from the Reserve Fund	49,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Investment Income	115,033	200,000	200,000	200,000	700,000
Federal Capital Grants	87,419,866	133,449,281	64,062,635	65,652,635	65,652,635
CARES/CRRSAA Act Assistance	67,416,467	0	0	0	
ARP Assistance	54,815,088	81,293,422	0		
State Capital Grants	0	9,336,598	19,336,598	19,336,598	19,336,598
Other Revenue	5,204,841	0	24,225,000	35,891,286	34,500,000
Total Revenue	301,849,469	277,507,766	137,324,233	146,580,519	146,689,233
Total Resources	330,775,902	417,111,787	306,330,996	316,980,855	316,801,720
Expenditures					
Capital Outlay	68,940,326	166,811,601	135,930,660	146,868,368	145,010,685
CARES Act /CRRSAA	67,416,467	0	0	0	0
ARP	54,815,088	81,293,422	0		
Other Expenditures	0	0	0	0	0
Total Expenditures	191,171,881	248,105,023	135,930,660	146,868,368	145,010,685

Figure 59

Figure 59 presents the fund balance analysis for the RTA Development Fund. The balance typically fluctuates depending upon new debt service issuances, receipt of a competitive non-formula grant award, and scheduled construction activities for the year. The authority does not plan any new bond issuance in the foreseeable future. FY 2023 is expected to begin with a fund balance of \$169 million and end at \$170.4. The budget is setup where revenue will outpace expenses leading to an increase in ending balance.

Federal funding resources flow into the Authority through the FTA Grant funds. When grant-funded capital improvements are made, funds are paid to the Authority from the Federal Government via wire transfer. Payments to vendors are then paid from the Authority, and the assets acquired are accounted for in the capital funds. A similar process is in place to draw down State grant funds.

As reflected in the fund balance statement, Figure 59, various funding sources including Federal capital grants, State Capital grants, and 100% local funds will help support expected expenditures of \$135.9 million in 2023. Of note, the expenditures within the Fund Balance Analysis are presented on a cash basis and represent estimates of the actual cash flow.

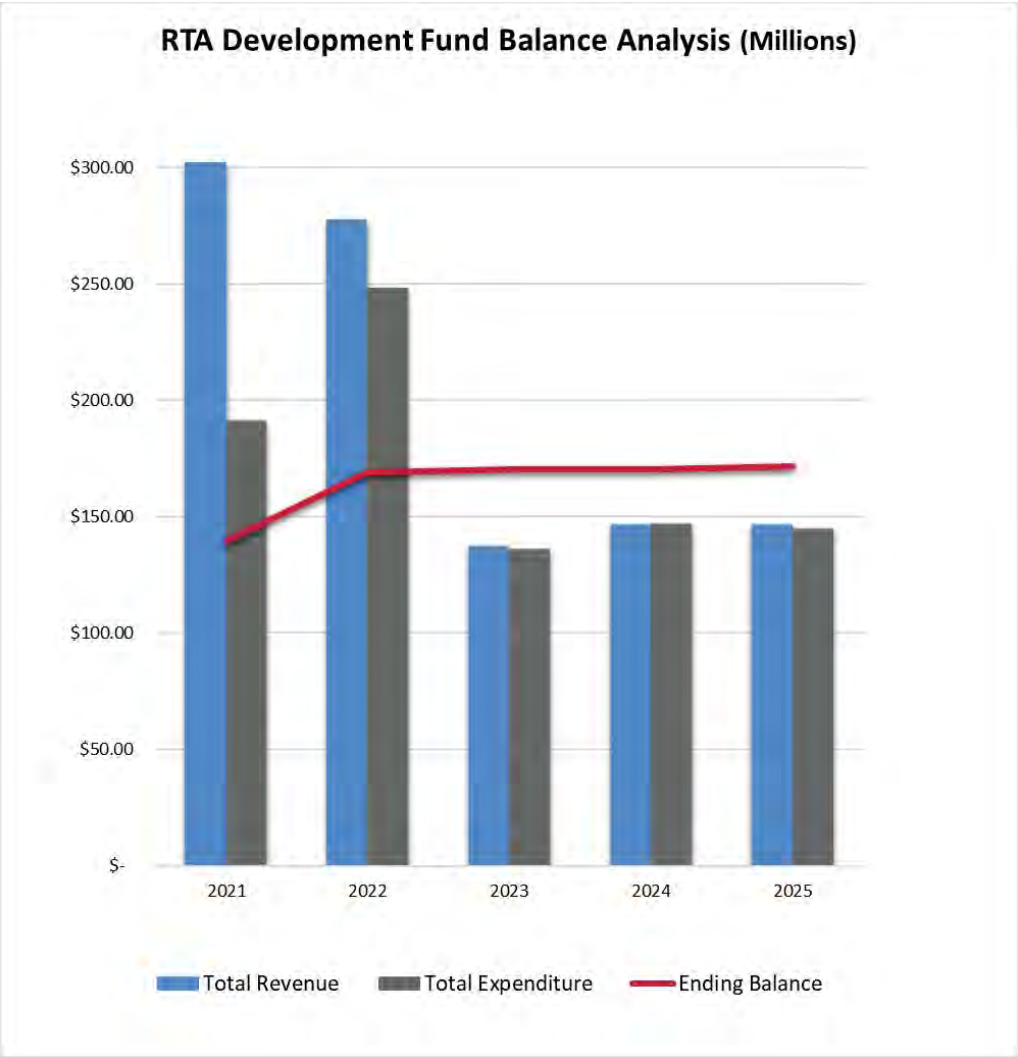


Figure 6o: RTA Development Fund Analysis Trend

RTA DEVELOPMENT FUND PROJECTS

The total budget appropriation of \$135.9 million for RTA Development Fund projects accounts for 97.11% of the Authority's CIP budget as allocated for 2023, as seen in Figure 59. The inclusion of capital projects within this fund is based upon the establishment of



Figure 61: Warrensville Substation

budget appropriation authority and includes projects that may have already received grant-funding, projects in the preliminary application stage, those included in the TIP, larger projects supported by 100% local funds, or projects without an identified funding source.

The following are highlights of some of the larger programmed RTA Development Fund Improvement Projects programmed for FY 2023. Please refer to pages at the end of this section for a complete list of projects included within the five-year RTA Development Fund CIP.

BUS GARAGES - \$3.5 MILLION

FY 2023 will see improvements to the Hayden District's gas detection, replacement of the bus wash, and replacement of an inground 60-foot bus lift.

BUS/PARATRANSIT IMPROVEMENT PROGRAMS - \$37.1 MILLION

The 2023 CIP focuses vehicle reliability improvements through a multi-year bus spare parts program, which meets objectives for bus replacements and the SOGR. The programmed capital budget includes funds to purchase 20 forty-foot CNG's and 20 paratransit vehicles in FY 2023.

FACILITIES IMPROVEMENTS - \$26.3 MILLION

The Facilities Improvements budget consists of appropriations of \$2.25 million for the continuation of HVAC System Improvement Pool, \$1.63 million for the continuation of the Roofing Improvement Program, and \$1.10 million for the start of the Pavement Improvement Program. Several rehabilitations of track bridge projects are budgeted totaling \$19.3 million. An additional \$1.5 million has been set aside for State of Good Repairs across the authority.

EQUIPMENT & VEHICLES - \$7.5 MILLION

FY 2023 has \$4.35 million programmed for related technology improvements through the Information Technology Program (\$3 million), IT System Upgrades (\$350,000), and Enterprise Resource Planning (\$1 million). Transit Police will continue their Radio Replacement and body worn camera program through 2025 at a cost of

\$156,620 per year. The remaining \$3 million is for the Revenue Fare Collection project aimed at updating RTA's fare collection infrastructure and technology.

OTHER PROJECTS - \$2.6 MILLION

This project category includes projects with varying scopes of work that do not fall into the other major categories. These projects include \$2.0 million budget contingency, \$100,000 for planning studies, and \$543,750 for preventative maintenance through Northeast Ohio Areawide Coordinating Agency (NOACA).

PREVENTIVE MAINTENANCE / OPERATING BUDGET REIMBURSEMENTS - \$2.1 MILLION

This category includes the preventative maintenance reimbursements to the General Fund. It includes formula and non-formula grant funded reimbursements for various eligible activities within the General Fund with a 2023 budget appropriation of \$2.08 million. This amount has been reduced from years past due to a decreased need to supplement the operating budget. This funding can be used for capital projects across the authority.

RAIL PROJECTS - \$55.5 MILLION

In FY 2023, the Rail Projects category includes a wide diversity of capital projects and is one of the largest of the CIP. Major programmed areas within this category include \$15.5 million for track rehabilitation for the Light Rail Program, \$1.60 million for the Warrensville Van-Aken comfort station, \$4.0 million for OCS Replacement and Upgrade, \$3.80 million for rail equipment, and \$1.00 million for Rail Infrastructure. \$20.0 million is programmed for Heavy Rail Vehicle Replacement and \$6.00 million for the start of Rail Car Replacement Infrastructure Modifications.

Another \$950,000 has been programmed for smaller track projects and Rail Fleet Upgrades such as On-Call Rail Engineering Services and Rail Capital Spare Part Program.



Figure 62: Light Rail Ongoing Track Rehab

TRANSIT CENTERS / BUS LOOPS – \$1.3 MILLION

The 2023 capital budget includes \$300,000 for various grant funded passenger enhancements throughout the Authority. Many of the enhancement funds are allocated for bus shelters, landscaping, and ADA access improvements.

TRANSIT 2025 LONG RANGE PLAN

The purpose of the Long-Range Plan of the Authority is to support its Mission and Policy goals by providing guidance for developing a balanced, multi-modal transit system that meets the mobility needs of Cuyahoga County residents and all visitors safely, efficiently, and cost-effectively.

The current Long-Range Plan, “GCRTA Strategic Plan 2020, Framework for the Future” was adopted by the Board of Trustees in 2020. The goals of the Plan are to guide GCRTA in choosing projects that are consistent with its goals resulting in increased ridership, revenues, and the SOGR while being grounded in the economic and financial reality of public transportation funding in Northeast Ohio. It covers the period from 2020-2030.

The Long-Range Plan has created prioritized actions for short-, medium-, and long-term investment. The Planning and Programming Department works on an ongoing basis to advance and track the identified strategies for achieving the plan goals:

- Improve Passenger Safety & Comfort.
- Engage with emerging technology, data, and new mobility.
- Improve where and when buses travel.
- Improve how streets function.
- Address funding challenges.
- Improve how customers pay.
- Partner to support vibrant communities and access to job centers.

While the plan’s strategies are implemented across multiple departments in the GCRTA organization, the Programming and Planning Department has been engaged in key initiatives to advance plan strategies rooted in capital planning and community collaboration.

The Programming and Planning Department has initiated several projects that improve Passenger Safety and Comfort. The Community Investment Program continues to provide communities with resources to improve bus stops and shelters. The program is in the process of being rebranded and coordinated with a newly branded Adopt a Shelter program in 2023. The Light Rail Station Replacement project that upgrades the stations along the Blue and Green Lines has completed design and is being prepared for construction in 2023. The OPT2 grant funded “Baby on Board” program, in partnership with the Cuyahoga Board of Health, provided free passes to women and families, and installed new shelters in targeted zip codes, to ultimately improve the wellbeing of mother and baby to reduce infant mortality.

GCRTA is engaging with emerging technology, data, and new mobility. In 2022, GCRTA completed its first Climate Change Plan, which will guide implementation of sustainable green technologies. GCRTA is pursuing an electric bus pilot and has been chosen for NOACA and Ohio EPA grants for electric car charging at stations. GCRTA has been awarded a contract for its 2023 origin-destination on board survey, which will provide detailed data to inform service and identify needs.

To improve how streets function, GCRTA works closely with local municipalities to review street improvement plans, with a focus on priority corridors, and plan for infrastructure that supports Bus Rapid Transit (BRT). GCRTA has completed initial planning for the MetroHealth Line BRT through the 25Connects Transit Oriented Development (TOD) study and was awarded a Royal Town Planning Institute (RTPI) international planning excellence award for the project. In 2022, GCRTA received an FTA grant for a similar TOD study for the future Broadway BRT corridor. GCRTA also closely engaged with the City of Cleveland to implement elements of BRT on the E 105th/93rd priority corridor, and to support infrastructure improvements through Public Square on the Superior Avenue priority corridor.

The Department assists with grant writing by supplying data, maps, statistical analysis, and program descriptions for competitive grants. Grant compliance efforts in Title VI and gaining environmental clearances for projects also assists in solidifying grant funding.

Partnering to support vibrant communities and access to job centers was articulated through several projects spearheaded by Programming and Planning, The Microtransit Pilot program has been initiated. The program provides first/last mile service to connect transit riders with jobs in partnership with the City of Solon. GCRTA also worked with the City of Solon to install additional bus shelters enhancing transit in the business district. In 2022, GCRTA was awarded an FTA Areas of Persistent Poverty grant to collaborate with partners to analyze transportation needs in underserved communities.

Collaboration with the City of Cleveland and Cuyahoga County on a TOD Planning and Zoning Analysis raised the awareness of the benefits of TOD projects in the GCRTA Service area creating new opportunities for TOD. The Contract award by NOACA for the Reimagining of Euclid is another partnering opportunity for GCRTA with the City of East Cleveland to enhance Euclid Avenue.

The “GCRTA Strategic Plan 2020, Framework for the Future” plan is now entering its mid-term objectives. Those objectives are being tracked throughout the Authority and tied to the metrics associated with TRACTION.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS
							2023-2027
<u>BUS GARAGES</u>							
<u>BUS GARAGES</u>							
Hayden Gas Detection System FY 2023 Local Funds	P22460X20	500,000	0	0	0	0	500,000
Hayden District Bus Wash Replacement FFY 2022 Federal Formula Grants	P224501X0	1,275,000	0	0	0	0	1,275,000
Triskett District Bus Wash Replacement FFY 2023 Federal Formula Grants	P224501X0	0	1,700,000	0	0	0	1,700,000
Hayden 60' Lift Replacement FFY 2022 Federal Formula Grant	P22460X30	1,750,000	0	0	0	0	1,750,000
Hayden 40' Lift Replacement FFY 2023 Federal Formula Grant	P22460X30	0	750,000	0	0	0	750,000
Hayden Pivot Gates FFY 2023 Federal Formula Grant	P22460X30	0	500,000	0	0	0	500,000
Paratransit 9 Bus Lifts FFY 2023 Federal Formula Grant	P22460X30	0	950,000	0	800,000	500,000	2,250,000
FFY 2025 Federal Formula Grant				800,000			
FFY 2026 Federal Formula Grant				500,000			
CRMF Replacement Exterior Wash FFY 2025 Federal Formula Grants	P224501X0	0	0	0	1,350,000	0	1,350,000
TOTAL - BUS GARAGES		3,525,000	3,900,000	0	2,150,000	500,000	10,075,000

Figure 63

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS	
							2023-2027	
<u>BUS REPLACEMENTS</u>								
<u>BUS IMPROVEMENT PROGRAM</u>								
2021-2023 Bus Replacement Program	60,000,000							
SFY 2023 ODOT CMAQ Grant	8,387,500	P11390X10	36,000,000	0	0	0	0	
SFY 2023 ODOT UTP Award	3,670,747						36,000,000	
FFY 2022 Federal Formula Grants	7,954,253							
FY 2023 (TBD)	15,987,500							
<u>BUS IMPROVEMENT PROGRAM</u>								
2024-2026 Bus Replacement Program	63,000,000							
SFY 2024 ODOT CMAQ Grant	10,375,000	P11390X30	0	22,000,000	0	0	0	
SFY 2024 ODOT UTP Award	3,670,747						22,000,000	
FFY 2023 Federal Formula Grants	7,954,253							
FY 2024 (TBD)	0							
SFY 2025 ODOT CMAQ Grant	10,375,000							
SFY 2025 ODOT UTP Award	3,670,747		0	0	22,000,000	0	0	
FFY 2024 Federal Formula Grants	7,954,253						22,000,000	
FY 2025 (TBD)	0							
SFY 2026 ODOT CMAQ Grant	12,200,000							
SFY 2026 ODOT UTP Award	3,670,747		0	0	0	22,000,000	0	
FFY 2025 Federal Formula Grants	6,129,253						22,000,000	
FY 2026 (TBD)	0							
2027-2029 Bus Replacement Program								
SFY 2027 ODOT CMAQ Grant	12,200,000							
SFY 2027 ODOT UTP Award	3,670,747		0	0	0	0	22,000,000	
FFY 2026 Federal Formula Grants	6,129,253						22,000,000	
FY 2027 (TBD)	0							
Sub-Total: Bus Improvement Program			36,000,000	22,000,000	22,000,000	22,000,000	22,000,000	124,000,000
<u>PARATRANSIT REPLACEMENT PROGRAM</u>								
Paratransit Buses-NOACA 5310		P12390170	800,000	800,000	800,000	800,000	800,000	
FY 2023 NOACA 5310	800,000						4,000,000	
FY 2024 NOACA 5310	800,000							
FY 2025 NOACA 5310	800,000							
FY 2026 NOACA 5310	800,000							
FY 2027 NOACA 5310	800,000							
Sub-Total: Paratransit Improvement Program			800,000	800,000	800,000	800,000	800,000	4,000,000
<u>BUS SPARE PARTS PROGRAM</u>								
BRT Capital Spare Parts Program		P16390150	266,750	266,750	266,750	266,750	266,750	
FFY 2022 Federal Formula Grant	266,750						1,333,750	
FFY 2023 Federal Formula Grant	266,750							
FFY 2024 Federal Formula Grant	266,750							
FFY 2025 Federal Formula Grant	266,750							
FFY 2026 Federal Formula Grant	266,750							
Sub-Total: Bus Spare Parts Program			266,750	266,750	266,750	266,750	266,750	1,333,750
TOTAL - BUSES			37,066,750	23,066,750	23,066,750	23,066,750	23,066,750	129,333,750

Figure 64

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2023 - 2027 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
FACILITIES IMPROVEMENTS							
BRIDGE REHABILITATION							
Track Bridge Rehab. - Viaduct Bridge Rehab: Phase 2 & 3	P20800460	0	0	3,750,000	6,895,000	0	10,645,000
FFY 2024 Federal Formula Grant		3,750,000					
FFY 2025 Federal Formula Grant		6,895,000					
Track Bridge Inspection Program	P20800270	0	475,000	0	475,000	0	950,000
FY 2024 Local Funds		475,000					
FY 2026 Local Funds		475,000					
Track Bridge Rehab. - Water Front Line Bridge	P20800X00	6,000,000	0	0	0	0	6,000,000
FFY 2022 Federal Formula Grant		6,000,000					
Rehab of Track Bridge -Brookpark	P20800X20	3,980,000	0	0	0	0	3,980,000
FFY 2022 Federal Formula Grant		3,980,000					
Rehab of Track Bridge Ambler Strike Protection	P20800X30	300,000	3,770,000	0	0	0	4,070,000
FFY 2022 Federal Formula Grant		300,000					
FFY 2023 Federal Formula Grant		3,770,000					
Rehab of Track Bridge Canal Road	P20800X60	0	0	0	570,000	5,195,728	5,765,728
FFY 2025 Federal Formula Grant					570,000		
FFY 2026 Federal Formula Grant					5,195,728		
Rehab of Track Bridge Access Rd over NS at CRMF	P20800X60	1,925,000	7,978,786	0	0	0	9,903,786
FFY 2022 Federal Formula Grant		\$ 1,925,000.00					
FY 2024 (TBD)		\$ 7,978,786.00					
Tower City East Portal	P24800570	7,100,000	0	0	0	0	7,100,000
FFY 2022 Federal Formula Grant		\$ 400,000.00					
FFY 2023 TBD		\$ 6,700,000.00					
Sub-Total: Bridge Rehabilitation		19,305,000	12,223,786	3,750,000	7,940,000	5,195,728	48,414,514

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2023 - 2027 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
FACILITIES IMPROVEMENTS - Continued							
FACILITIES IMPROVEMENTS							
Brookpark Facility Relocation	*New*	500,000	3,350,000				3,850,000
FFY 2022 Federal Formula Grant		500,000					
FFY 2023 Federal Formula Grant		3,350,000					
HVAC System Improvement Program	P32800X10	2,250,000	2,250,000	2,250,000	1,250,000	1,175,000	9,175,000
FFY 2022 Federal Formula Grant		2,250,000					
FFY 2023 Federal Formula Grant		2,250,000					
FFY 2024 Federal Formula Grant		2,250,000					
FFY 2025 Federal Formula Grant		1,250,000					
FFY 2026 Federal Formula Grant		1,175,000					
Pavement Improvement Program	P32800X20	1,100,000	1,100,000	2,100,000	1,100,000	1,050,000	6,450,000
FFY 2022 Federal Formula Grant		1,100,000					
FFY 2023 Federal Formula Grant		1,100,000					
FFY 2024 Federal Formula Grant		2,100,000					
FFY 2025 Federal Formula Grant		1,100,000					
FFY 2026 Federal Formula Grant		1,050,000					
Roofing Improvement Program	P32800X20	1,625,000	1,625,000	1,625,000	1,625,000	1,075,000	7,575,000
FFY 2022 Federal Formula Grant		1,625,000					
FFY 2023 Federal Formula Grant		1,625,000					
FFY 2024 Federal Formula Grant		1,625,000					
FFY 2025 Federal Formula Grant		1,625,000					
FFY 2026 Federal Formula Grant		1,075,000					
SYSTEM-WIDE FACILITIES							
State of Good Repair Projects	P32800290	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
FFY 2022 Federal Formula Grant		1,500,000					
FFY 2023 Federal Formula Grant		1,500,000					
FFY 2024 Federal Formula Grant		1,500,000					
FFY 2025 Federal Formula Grant		1,500,000					
FFY 2026 Federal Formula Grant		1,500,000					
Sub-Total: System-Wide Facilities		6,975,000	9,825,000	7,475,000	5,475,000	4,800,000	34,550,000
TOTAL - FACILITIES IMPROVEMENTS		26,280,000	22,048,786	11,225,000	13,415,000	9,995,728	82,964,514

Figure 65

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
		EQUIPMENT & VEHICLES					
MANAGEMENT INFORMATION SYSTEM							
Information Technology Program	P42610X20	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
FFY 2022 Federal Formula		2,000,000					
SFY 2023 OTP2		1,000,000					
FFY 2023 Federal Formula		2,000,000					
SFY 2024 OTP2		1,000,000					
FFY 2024 Federal Formula		2,000,000					
SFY 2025 OTP2		1,000,000					
FFY 2025 Federal Formula		2,000,000					
SFY 2026 OTP2		1,000,000					
FFY 2026 Federal Formula		2,000,000					
SFY 2027 OTP2		1,000,000					
ITS System Upgrades							
FFY 2022 Federal Formula Grant		350,000					
FFY 2023 Federal Formula Grant		350,000					
FFY 2024 Federal Formula Grant		350,000					
FFY 2025 Federal Formula Grant		350,000					
FFY 2026 Federal Formula Grant		350,000					
IT Upgrade/ERP							
FFY 2022 Federal Formula Grant		1,000,000					
FY 2023 Local Funds		0					
FFY 2024 Federal Formula Grant		5,000,000					
FY 2025 TBD		5,000,000					
FFY 2025 Federal Formula Grant		4,614,779					
FY 2026 TBD		5,385,221					
FFY 2026 Federal Formula Grant		2,000,000					
Transit Police Radio / Body Camera Replacement							
FFY 2023 Local Funds	P44340010	156,620					
FY 2024 Local Funds		156,620					
FY 2025 Local Funds		156,620					
Revenue Fare Collection							
FFY 2022 Federal Formula Grant	P44340X10	3,000,000					
FFY 2025 Federal Formula Grant		1,000,000					
FFY 2026 Federal Formula Grant		6,321,163					
Sub-Total: Management Information System		7,506,620	3,506,620	13,506,620	14,350,000	11,671,163	50,541,023
TOTAL - EQUIPMENT & VEHICLES		7,506,620	3,506,620	13,506,620	14,350,000	11,671,163	50,541,023

Figure 66

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
CATEGORY / PROJECT NAME								
<u>OTHER PROJECTS</u>								
<u>OTHER</u>								
Planning Studies (Transportation for Livable Communities)		P49570360	100,000	100,000	100,000	100,000	100,000	500,000
	FY 2023 Local Funds		100,000					
	FY 2024 Local Funds		100,000					
	FY 2025 Local Funds		100,000					
	FY 2026 Local Funds		100,000					
	FY 2027 Local Funds		100,000					
RTA Development Fund Contingency	TBD	P49990XX0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
	2023 - 27 (TBD)							
Metrohealth Line BRT		P49570.XXX	0	2,000,000	20,500,000	23,500,000	0	46,000,000
FFY 2023 Federal Formula Grant	2,000,000							
FFY 2024 Federal Formula Grant	3,000,000							
FY 2025 (TBD)	17,500,000							
FFY 2025 Federal Formula Grant	3,000,000							
FY 2026 (TBD)	20,500,000							
NOACA Unserve Areas - 5307 CUA		P51670XX0	543,750	543,750	543,750	543,750	543,750	2,718,750
FFY 2022 Federal Formula Grant	543,750							
FFY 2023 Federal Formula Grant	543,750							
FFY 2024 Federal Formula Grant	543,750							
FFY 2025 Federal Formula Grant	543,750							
FFY 2026 Federal Formula Grant	543,750							
TOTAL - OTHER PROJECTS			2,643,750	4,643,750	23,143,750	26,143,750	2,643,750	59,218,750

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
CATEGORY / PROJECT NAME								
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</u>								
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</u>								
Preventive Maintenance Reimb. Exp.		P51670X00	2,076,041	1,801,041	1,120,282	8,452,021	12,109,100	25,558,485
FFY 2022 Federal Formula Grant	2,076,041							
FFY 2023 Federal Formula Grant	1,801,041							
FFY 2024 Federal Formula Grant	1,120,282							
FFY 2025 Federal Formula Grant	8,452,021							
FFY 2026 Federal Formula Grant	12,109,100							
TOTAL - PREVENTIVE MAINT./OPERATING REIMB.			2,076,041	1,801,041	1,120,282	8,452,021	12,109,100	25,558,485

Figure 67

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

RAIL PROJECTS								
ELECTRICAL SYSTEM								
OCS Replacement and Upgrade Plan		P21320180	4,000,000	4,000,000	2,000,000	0	0	10,000,000
FFY 2022 Federal Formula Grant	4,000,000							
FFY 2023 Federal Formula Grant	4,000,000							
FFY 2024 Federal Formula Grant	2,000,000							
Substation Improvement Program		P2180X00	0	0	3,937,500	0	0	3,937,500
FFY 2024 Federal Formula Grant	3,937,500							
Rail Complex Underground Cabling			0	1,100,000	0	0	0	1,100,000
FFY 2023 Federal Formula Grant	1,100,000							
Sub-Total: Electrical System			4,000,000	5,100,000	5,937,500	0	0	15,037,500
TRAIN CONTROL / SIGNALS								
Signal System Upgrade Program		P26800X00	1,282,500	1,592,500	3,362,500	4,000,000	2,000,000	12,237,500
FFY 2022 Federal Formula Grant	1,282,500							
FFY 2023 Federal Formula Grant	1,592,500							
FFY 2024 Federal Formula Grant	3,362,500							
FFY 2025 Federal Formula Grant	4,000,000							
FFY 2026 Federal Formula Grant	2,000,000							
Light Rail Fiber Optics			0	1,000,000	5,000,000	0	0	6,000,000
FFY 2023 Federal Formula Grant	1,000,000							
FFY 2024 Federal Formula Grant	5,000,000							
FFY 2027 TBD	0							
Sub-Total: Train Control / Signals			1,282,500	2,592,500	8,362,500	4,000,000	2,000,000	18,237,500
TRACK REHABILITATION								
Rail Infrastructure Program		P23320X00	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
FFY 2022 Federal Formula Grant	1,000,000							
FFY 2023 Federal Formula Grant	1,000,000							
FFY 2024 Federal Formula Grant	1,000,000							
FFY 2025 Federal Formula Grant	1,000,000							
FFY 2026 Federal Formula Grant	1,000,000							
On-Call Rail Engineering Services		P23800240	200,000	200,000	200,000	200,000	200,000	1,000,000
FFY 2022 Federal Formula Grant	200,000							
FFY 2023 Federal Formula Grant	200,000							
FFY 2024 Federal Formula Grant	200,000							
FFY 2025 Federal Formula Grant	200,000							
FFY 2026 Federal Formula Grant	200,000							

Figure 68

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS 2023-2027
CATEGORY / PROJECT NAME								
<u>RAIL PROJECTS - Continued</u>								
<u>TRACK REHABILITATION</u>								
Light Rail Rehabilitation Program		P24800400	15,500,000	15,500,000	15,500,000	15,500,000		62,000,000
FFY 2022 Federal Formula Grant	6,000,000							
SFY 2023 ODOT TRAC	9,500,000							
FFY 2023 Federal Formula Grant	6,000,000							
SFY 2024 ODOT TRAC	9,500,000							
FFY 2024 Federal Formula Grant	6,000,000							
SFY 2025 ODOT TRAC	9,500,000							
FFY 2025 Federal Formula Grant	6,000,000							
SFY 2026 ODOT TRAC	9,500,000							
Red Line East Track Rehabilitation		P24800X40	0	10,000,000	0	4,000,000	10,450,000	24,450,000
FFY 2023 Federal Formula Grant	2,000,000							
FY 2024 TBD	8,000,000							
FFY 2025 Federal Formula Grant	4,000,000							
FFY 2026 Federal Formula Grant	9,750,000							
FY 2025 TBD	700,000							
Light Rail Blue Line Guard Walls & Retaining Walls		P24800X60	200,000	1,800,000	0	0	0	2,000,000
FFY 2022 Federal Formula Grant	200,000							
FFY 2023 Federal Formula Grant	1,800,000							
Track 3 Repairs & CRMF Interior Wash			700,000	0	1,000,000	5,925,050.00		7,625,050
FY 2023 (TBD)	700,000							
FFY 2025 Federal Formula Grant	1,000,000							
FFY 2026 Federal Formula Grant	5,925,050							
Sub-Total: Track Rehabilitation			17,600,000	28,500,000	16,700,000	21,700,000	17,575,050	102,075,050
<u>RAIL STATION REHABILITATION</u>								
W. 25th Street Station Rehab		New	0	0	3,630,759	6,244,241	0	9,875,000
FFY 2024 Federal Formula Grant	3,630,759							
FFY 2025 Federal Formula Grant	6,244,241							
E. 79th Street Light Rail Station		P24800X60	500,000	8,000,000	0	0	0	8,500,000
FFY 2022 Federal Formula Grant	500,000							
FFY 2023 Federal Formula Grant	4,000,000							
FY 2024 TBD	4,000,000							
Warrensville Van Aken Comfort/ Platform Station		P24800600	1,600,000	0	0	0	0	1,600,000
FFY 2022 Federal Formula Grant	1,600,000							
Sub-Total: Rail Station Rehabilitation			2,100,000	8,000,000	3,630,759	6,244,241	0	19,975,000
<u>RAIL VEHICLE FLEET</u>								
Rail Capital Spare Parts Program		P16390X00	750,000	500,000	500,000	500,000	500,000	2,750,000
FFY 2022 Federal Formula Grant	750,000							
FFY 2023 Federal Formula Grant	500,000							
FFY 2024 Federal Formula Grant	500,000							
FFY 2025 Federal Formula Grant	500,000							
FFY 2026 Federal Formula Grant	500,000							
Rail Line Car/ Rail Work Equipment		P46390XXX	3,800,000	0	3,500,000	1,200,000	1,000,000	9,500,000
FFY 2022 Federal Formula Grant	3,800,000							
FFY 2024 Federal Formula Grant	3,500,000							
FFY 2025 Federal Formula Grant	1,200,000							
FFY 2026 Federal Formula Grant	1,000,000							

Figure 69

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2023	2024	2025	2026	2027	TOTALS
							2023-2027
<u>RAIL PROJECTS - Continued</u>							
<u>RAIL CAR REPLACEMENT PROGRAM</u>							
2021-2024 HRV Rail Replacement Program	P14390200	20,000,000	9,900,000	0	0	0	29,900,000
FFY 2022 Federal Formula Grant		4,462,500					
SFY 2023 OTP2		10,000,000					
FY 2023 (TBD)		5,537,500					
FFY 2023 Federal Formula Grant		6,987,500					
FY 2024 (TBD)		2,912,500					
2024-2029 LRV Rail Replacement Program	P14390XXX	0	21,000,000	30,000,000	20,000,000	10,000,000	81,000,000
FFY 2023 Federal Formula Grant		0					
SFY 2024 OTP2		10,000,000					
FY 2024 (TBD)		11,000,000					
FFY 2024 Federal Formula Grant		10,000,000					
SFY 2025 OTP2		10,000,000					
FY 2025 (TBD)		10,000,000					
FFY 2025 Federal Formula Grant		5,000,000					
SFY 2026 OTP2		10,000,000					
FY 2026 (TBD)		5,000,000					
FFY 2026 Federal Formula Grant		10,000,000					
2022-2026 RCRP -Rail Infrastructure Modification Upgrades	P24800XXX	6,000,000	8,000,000	0	0	0	14,000,000
FFY 2022 Federal Formula Grant		6,000,000					
FFY 2023 Federal Formula Grant		8,000,000					
Sub-Total: Rail Vehicle Fleet		30,550,000	39,400,000	34,000,000	21,700,000	11,500,000	137,150,000
TOTAL - RAIL PROJECTS		55,532,500	83,592,500	68,630,759	53,644,241	31,075,050	292,475,050

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2023 - 2027 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
<u>TRANSIT CENTERS</u>							
Enhanced ADA Access (Enhancement Item)	P49800X00	300,000	300,000	300,000	300,000	300,000	1,500,000
FFY 2022 Federal Formula Grant		300,000					
FFY 2023 Federal Formula Grant		300,000					
FFY 2024 Federal Formula Grant		300,000					
FFY 2025 Federal Formula Grant		300,000					
FFY 2026 Federal Formula Grant		300,000					
Staphanie Tubs Jones Canopy	New	1,000,000	0	0	0	0	1,000,000
FFY 2022 Federal Formula Grant		1,000,000					
TOTAL - TRANSIT CENTERS		1,300,000	300,000	300,000	300,000	300,000	2,500,000

TOTAL RTA DEVELOPMENT FUND 139,930,660 142,859,447 140,993,161 141,521,762 91,361,541 652,666,571

TOTAL RTA CAPITAL FUND 4,047,734 4,008,921 4,017,524 3,926,353 4,243,730 20,244,262

TOTAL CAPITAL IMPROVEMENT PLAN 139,978,394 146,868,368 145,010,685 145,448,115 95,605,271 672,910,834

Figure 70