

## Minutes

### RTA Capital Budget Public Hearing

10:22 a.m., May 2, 2023

**Committee Members:** Moss (Vice), Joyce

**Other Board Members:** Koomar, Lucas, McCall, Weiss

**Not present:** Biasiotta, Pellot, Welch

**Staff:** Birdsong Terry, Burney, Capek, Catalusci, Caver, Dangelo, Davidson, Dimmick, Fields, Fleig, Freilich, Garofoli, Gautam, Jenkins, Jones, Kirkland, Lath, Laule, Marquit Renwald, Miller, Miranda, Reynolds, Schipper, Steiner, Sutula, Talley, Walker-Minor, Woodford, Young

**Public:** Durbin, Loh

#### FY 2024 Capital Budget

Carolyn Young, Manager of Budget, read the statement.

This is the official public hearing on the proposed Capital Improvement Budget for the Fiscal Year 2024 for the Greater Cleveland Regional Transit Authority. As required by the Ohio Revised Code, the information concerning the FY 2024 Capital Improvement Budget is available for public inspection in the Office of Management and Budget of this Authority. Public notice of this hearing was given by publication of a legal advertisement in the *Call & Post*<sup>1</sup> and Cleveland Plain Dealer on April 14, 2023 and Cleveland *Plain Dealer* on April 26, 2023, as well as by posting of notice in the first floor lobby of the Authority's Main Office Building, at the Customer Service Center in the Tower City Rotunda, RTA Facebook page, Twitter page, and on the Internet website. The Capital Improvement Plan documents were available for review upon request at least 2 weeks in advance. Notification was given on these sites on how to virtually attend (live-streaming) the Committee Meeting, Public Hearing, and Board Meeting and how to submit a comment for the public hearing.

The FY 2024 Capital Improvement Plan was presented to the Operational Planning and Infrastructure Committee of the RTA Board of Trustees on Tuesday, May 2, 2023 and will request that the FY 2024 Capital Improvement Plan be recommended to the full Board for approval on May 16, 2023.

The Capital Improvement budget process was started in September 2022, where requests were submitted for review. The projects were then reviewed by the Authority's Capital Program Working Group and Capital Program Oversight Committee. The FY 2024 – 2028 Capital Improvement Plan was completed in April 2023 to comply with NOACA's revised Project Planning Review Schedule. This ensures that funding will be aligned with the programmed budget. If any adjustments are needed, they will be made and considered by the Board at the appropriate time.

The FY 2024 – 2028 Capital Improvement Plan totals \$686 million, of which \$146 million is budgeted for FY 2024. The three largest categories for the FY 2024 Budget are: the Rail Car Replacement Program at \$42.5 million, Rail Projects at \$38.9 million, and Facility Improvements at \$24.5 million. The Authority's focus continues to be on Rail vehicles and Rail Infrastructure projects.

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<sup>1</sup> GCRTA was informed on May 2, 2023, after the public hearing was held that the notice was placed in the Call and Post on April 19, 2023, instead of April 14, 2023.

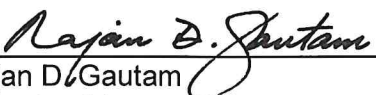
The 2024 – 2028 Capital Improvement Plan includes projects that are not fully funded where funding sources are yet to be determined. Unfunded projects total approximately \$418 million, which includes the Rail Car Replacement Program, where the local match has been reserved, but total Federal Funding has not been identified.


Sales tax is a major funding source for our capital projects for 100% locally funded projects, as well as the local match for Federal and State awards. The Authority's financial goal is to set aside a minimum of 10% of the annual sales tax receipts for the Capital Improvement Program.

Public Comment

1. Brian Gibbons – He asked if future appropriations are already set and available. Ms. Moss said the appropriations are projections.
2. Loh – The details of the presentation were easy for the public to understand. The committee questions help to connect the dots. She asked if funding would be available for the emergency projects and if operational funding was available for the projects.
3. Shawn Juris (email comment) - The report indicates an overall drop in ridership compared to pre-pandemic levels. Losing one-third of the riders should warrant a much more detailed study of occupancy per line. Instead the budget boasts more articulating buses. Has the RTA done the due diligence to investigate utilization at the granular level by bus line? Anecdotally, I cannot think of a time that I saw more than three riders on a bus. Utilization of this low demands service cuts.

The public hearing was adjourned at 10:29 a.m.

  
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Rajan D. Gautam  
Secretary/Treasurer

  
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Theresa A. Burrage  
Executive Secretary