



Greater Cleveland
Regional Transit Authority
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LEGISLATIVE UPDATE 2024



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GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

LEGISLATIVE UPDATE 2024

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I. LEGISLATIVE PRIORITIES - 2024/2025

Thank you to our Congressional and Ohio delegations for supporting GCRTA's pursuit of competitive grants to support our Capital Improvement Program. With your help we were able to secure over \$162.5 million in grants from FTA, USDOT, ODOT OEPA and others. **Highlighted by the awards of a \$130.0 million from FTA's new Rail Vehicle Replacement (RVR) grant program and \$12.4 million from ODOT's Ohio Transit Preservation Program (OTP2) for our Railcar Replacement Program.**

The following represents GCRTA's Federal and State legislative priorities for Federal and State Fiscal Years (FFY and SFY) 2024 and 2025.

- GCRTA requests continued support in seeking and obtaining multi-year funding commitments from FTA, ODOT and others for the replacement of our Railcar Fleet. GCRTA has already identified \$355.3 million of the \$393.0 million total program cost. We are seeking the remaining \$37.7 million over the next two to three years (See Page 4.)
- GCRTA requests additional support in obtaining additional federal and state funding for our highest priority State of Good Repair programs:
 - \$30.7 million for our Light Rail Track Reconstruction Program
 - \$16.0 million for Eight Blue Line ADA Station Reconstruction
 - \$20.0 million for the 25 Connects/MetroHealth BRT
 - \$14.8 million for our 2027-2029 Bus Replacement Program
 - \$12.0 million for our Electric Bus Pilot Program
 - \$11.0 million for our Rail Infrastructure Systems Program
- GCRTA requests that the State of Ohio's transit funding remain at least \$70.0 million per year for the SFY 2024/2025 biennium. We are thankful for the creation of the \$30.0 million Ohio Workforce Mobility Partnership Program.
- GCRTA requests that the State of Ohio act on and update ODOT's "Ohio Statewide Transit Needs Study" by identifying dedicated funding in the State's 2024-25 biennial ODOT and General Revenue Fund budgets to close the funding gap identified in the study.
- GCRTA requests support in pursuing grant opportunities in the areas of Workforce Development, Fare Collection Technology to promote Fare Equity, and the promotion of Transit Oriented Development
- GCRTA has prepared a summary of our **\$236.0 million backlog of unfunded projects** and \$158.2 million of key projects in our 2024-2028 Capital Improvement Program that are either partially funded or have been delayed due to lack of funding. They are included in the current SFY 2024-2027 STIP update and can be awarded quickly as Competitive Grants are awarded. (Exhibit C)

II. 2023 HIGHLIGHTS

Infrastructure Upgrades

- Completed construction of the Waterfront Line Bridge Rehabilitation
- Completed construction of the Waterfront Line Track and Platform Rehabilitation
- Completed construction of the East 75th Light Rail Interlocking
- Completed construction contract for the Cuyahoga Viaduct Bulkhead Repair
- Completed construction of the Red Line Fiber Optic Line Replacement
- Completed the Red Line Rail Grinding Program
- Continued construction of the Warrensville/Van Aken Substation
- Began construction of the Overhead Catenary System Structural Rehabilitation on the Red Line East
- Began construction on the Hayden Garage Roof Replacement
- Began construction of the Track Bridges and Platform over West 117th
- Began design of the East 79th Street Light Rail Station ADA Reconstruction

Safety and Security

- Implemented the 2023 Public Transportation Agency Safety Plan (PTASP) through the Executive Safety Committee, Labor Management Safety Committee & District Safety Committees.
- Confirmed with root cause analysis the source of heavy rail vehicle smoke events supporting a \$2.2 million motor overhaul project.
- Continued enhancement of a safety culture within the Authority.
- Worked to ensure compliance with all Federal, State, and local regulations and served as a liaison between the Authority and regulatory agencies.
- Performed an update of all Spill Prevention Control and Countermeasure Plans as an environmental priority as well as a regulatory requirement.
- Updated all District Emergency Plans and conducted fire and life safety drills.
- Updated the Safety Management System Framework.
- Completed a plan to develop more trainers for the STOP program to positively impact the occupational injury rate.
- Lead a team of operations personnel in the development of a standard operating procedure to perform on-street evaluations of new operators after graduating from training to reduce collision potential.
- Conducted a full risk assessment of a newly purchased property in support of the railcar replacement program.

Strong Financial Management

- Obtained over \$162.5 million in competitive grants from FTA, USDOT, ODOT, Ohio EPA, NOACA.
- Received National Excellence in Government Finance Award from the Government Finance Officer Association.
- Managed 2023 expenditures and resources to increase transfers to Rolling Stock Reserve Fund and federal formula funding for railcar replacement.

Customer Service

- Placed 20 new 40-foot CNG Buses into service on the MetroHealth sponsored line and another 20 new 40-foot CNG Buses into other services.
- Began implementation of two geographic specific MicroTransit Demonstration Programs: City of Solon and the Aerozone Business District.
- Expanded internal customer service with monthly seminars on topics specific to Diversity, Equity, Inclusion & Belonging (DEI+B).
- Built a portal, Engage RTA, to receive, track and monitor engagement requests.
- Restructured the Community Advisory Committee; eleven members sworn in in December 2023.
- Created a Civilian Oversight Committee, 4th quarter 2023 as a proactive strategy to heighten transparency and community trust.
- Restructured our policy and process for planned and unplanned rail shutdowns.
- Participated with the City of Cleveland on Safe Routes to School Programs.

Other Achievements

- Hosted FTA Administrator Nuria Fernandez, Senator Sherrod Brown, and Congresswoman Shontel Brown for the announcement of the \$130.0 million Rail Vehicle Replacement grant award.
- Hosted FTA, Amalgamated Transit Union (ATU) and the International Transportation Learning Center (ITLC) during National Apprenticeship Week to highlight the Positive Impact Program.
- Hosted FTA in a discussion on rule change for the National Environmental Policy Act (NEPA).
- Participated in a Women's Transportation Seminar (WTS) session on DEI+B with Conference of Minority Transportation Officials (COMTO) National board Chair Tanya Adams and WTS President, Sara Stickler.
- Sponsor and supporter of Cleveland Reads Program.
- Selected and swore in members of both the Civilian Oversight Committee and Community Advisory Committee.
- GCRTA and employees received the following recognition:
 - India L. Birdsong Terry, CEO and General Manager, APTA Committees:
 - Vice Chair, American Public Transportation Foundation (APTF)
 - YWCA Women of Achievement 2024
 - Blacks in Management Award
 - George Fields, selected as Vice Chair-Labor & Employee Relations Subcommittee of the APTA Workforce Development Committee
 - Dr. Natoya Walker Minor selected as 2nd Vice Chair, APTA Racial Equity Committee
 - William H. Nix, Sr., retired as President of the ATU after 34.5 years.
 - Cindy Greenwald, Women in Rail Award 2023
 - Ismael Flores, LGBTQ+ Ally Award 2023
 - Jose Feliciano, Jr., Notable Latino Leaders 2023

III. STATUS OF KEY PROJECTS

Railcar Replacement Program

The GCRTA Railcar Replacement Program is a **\$393.0 million program** that consists of the replacement of 40 Tokyu heavy rail vehicles (HRV's) and 34 Breda light rail vehicles (LRV's) with **60 LRV's capable of servicing all high and low platforms on our system**. The program includes all associated infrastructure upgrades to the rail maintenance facility, equipment and stations to accommodate the new rail vehicles, and all design, inspection, testing and force account costs. The current HRV fleet is 38 years old and the LRV fleet is 41 years old with both fleets exceeding their design lives. This program is currently listed in the current SFY2024-2027 TIP with PID No.'s 112109 and 118483 and included in NOACA's Long Range Plan.

GCRTA contracted with LTK Engineering Services (now Hatch) for a Rail Car Evaluation which concluded that the current HRV's have approximately five years of remaining useful life and the LRV's have approximately ten years of remaining useful life. They recommend that GCRTA begin procuring HRV's by 2020 for delivery no later than 2023 followed by procuring LRV's by 2025 for delivery no later than 2028.

At this time \$355.3 million of funding has been either awarded or committed to the Rail Car Replacement Program as follows: GCRTA has already placed \$61.7 million in a Rolling Stock Reserve Fund and plans on adding another \$17.3 million over the next two years for use as local match towards grants. GCRTA has also committed \$75.0 million of federal formula grants over the next eight years. NOACA has provided \$9.6 million of funding with another \$14.4 million committed, USDOT has awarded GCRTA a \$15 million BUILD grant. The IIJA included \$5 million in Community Project Funding from Senator Brown in FY2022 and another \$5 million from Representation Brown in FY2023. **The IIJA included a new Rail Vehicle Replacement program and GCRTA was awarded a \$130.0 million grant in 2023.** The State of Ohio has awarded \$4.5 million of GRF funding and \$29.3 million of OTP2 funding over four years.

We are requesting multi-year funding commitments for the remaining \$37.7 million as follows:

- Federal formula funding of \$11.5 million from the IIJA reauthorization.
- State funding of \$26.2 million over the next two to three years beginning in SFY2025.

We re-issued the Railcar Manufacturer RFP with new proposals received on March 9, 2022 and awarded a \$163.9 million contract on April 18, 2023 for the purchase of 24 railcars. On November 22, 2023, we exercised a \$31.0 million option for the purchase of six additional railcars.

The initial railcar is to be delivered in Summer 2026 for acceptance testing with the 24th railcar to be ready for revenue service in Summer 2027.

Station Rehabilitation Program

A vital part of GCRTA's capital program was the rehabilitation of its rapid transit stations allowing them to meet the Americans with Disabilities Act (ADA) requirements, maintain the structural integrity of its facilities, and engage the communities in a dialogue regarding the design and future development surrounding each facility. This initiative provided neighborhoods with an opportunity to link the transit station with the community through the implementation of transit-oriented design and development principles. **On March 10, 2021, we opened the East 79th Street Red Line Station which completed the ADA Key Station program.**

With the completion of the Key Station Program we are directing our future station efforts on the 17 non-Key Stations that are not ADA compliant. The IIJA contains a new competitive grant program to fund these stations called the All Station Accessibility Program (ASAP). **The East 79th Street Light Rail Station recently was awarded an \$8.0 million grant from the ASAP program.** On July 25, 2023, we awarded a design contract to be completed in 2024. Construction is scheduled for 2025 and 2026.

In 2024 we will be applying for a \$16.0 million ASAP grant to fund the reconstruction of eight Blue Line stations. In 2024 we will be adding new passenger waiting shelters at these stations.

In order to maintain our stations in a State of Good Repair, we are also addressing repair and rehabilitation of our older ADA compliant stations. The first of these is our Warrensville/Van Aken Blue Line Station which will begin \$5.0 million of construction in Summer 2024. This will be followed by adding a second entrance to the West 25th Street Red Line Station on the south side of Abbey Road in conjunction with our Columbus Road Transit Oriented Development project. We will be seeking grant funding for a pedestrian plaza over the Red Line at the planned second entrance.

Rail Infrastructure Program

GCRTA has been investing significant resources into our rail track infrastructure.

From 2013 to 2023 we have invested over \$50.0 million in a series of projects to reconstruct the Red Line West from the Airport Tunnel to Tower City Station. These projects were funded through our federal formula funds and four ODOT OTP2 grants totaling \$19.0 million.

In 2021 we bid and constructed the Red Line Track Curve on the Eastbound track from East 55th to Kinsman. This \$1.2 million project reconstructed this section of the Red Line East track which was last rehabilitated in 1993. The design was completed in 2021. The contract was awarded on April 15, 2021, and construction started on May 10, 2021. The project was substantially completed on September 26, 2021. It was funded by an ODOT OTP2 grant.

On January 23, 2024, we awarded a \$15.7 million contract to rehabilitate the East Portals and the tracks entering Tower City Station from the east. The construction will be staged in 2024 and 2025 to minimize impact to operations.

In 2020 we bid and began constructing the Fiber Optic Communication System Improvements. This \$5.8 million project replaced the former fiber optic system primarily along the Red Line with a state of the art 10 GIG 48 pair fiber system. The contract was awarded on January 21, 2020, and construction started on March 5, 2020. The fiber has been installed and acceptance testing was completed in 2023.

In 2020 we bid and constructed the Light Rail Trunk Line Reconstruction from West 75th to the Buckeye-Woodhill Station. This \$7.0 million project reconstructed this section of the Light Rail Track which was last rehabilitated in 1980. The design was completed in 2019. The contract was awarded on March 24, 2020, and construction started on April 14, 2020. The project was substantially completed on August 8, 2020. It was funded by a combination of Federal grants and reallocated funds due to the State's increased GRF funding of the OTP2 program.

In 2021 we bid and constructed the Light Rail Trunk Line Reconstruction from the Buckeye-Woodhill Station to the Shaker Square Station. This \$8.0 million project reconstructed this section of the Light Rail Track which was last rehabilitated in 1980. The design was completed in 2020. The contract was awarded on February 16, 2021, and construction started on March 8, 2021. The project was substantially completed on October 3, 2021. It was funded by a combination of ODOT OTP2 and Federal grants.

In 2022 we bid and constructed the Waterfront Line Bridge Rehabilitation to strengthen the bridge and rehabilitate the retaining walls. This \$8.5 million project was awarded on September 20, 2022, and substantially completed on August 25, 2023.

In 2023 we bid and constructed the Waterfront Line Track and Platform Rehabilitation while the line was shut down for bridge rehabilitation. This \$1.0 million project was awarded on April 18, 2023, and substantially completed on August 25, 2023.

We have identified significant sections of track on our light rail system with poor drainage, deteriorated ties, fouled ballast and rail in need of replacement and reconstruction. We will be seeking additional funding sources to address these needs as identified below:

- Light Rail Track Reconstruction – This \$70.0 million program will reconstruct the Light Rail Track, which was rehabilitated in 1980. It contains eight projects – four track replacement projects on the Blue and Green Lines and four special track (switches, cross-overs and interlocking) projects. In 2021 we secured \$4.3 million from ODOT TRAC for the terminus of the Blue Line and are pursuing an additional \$26.7 million of TRAC funding. In 2022 we bid and awarded a \$3.5 million construction contract for the East 75 Street Interlocking which was funded from federal grants. Notice to Proceed was issued on August 21, 2022, and the project was completed in September 2023. The terminus of the Blue Line project will be bid in Spring 2024 with construction to be completed in late 2025.

In addition to track work, we have identified significant rail system network replacements and upgrades needed to maintain the integrity and safety of our rail system. The following projects originally totaled \$50.0 million and we are seeking \$11.0 million for these programs as identified below:

- Catenary Improvement Program – In 2017 we completed a detailed inspection of the entire Overhead Catenary System (OCS) to determine its current condition. As a result we have identified \$14.0 million in improvements necessary to bring the OCS to a State of Good Repair. This is a multi-year program and is now fully funded in the 2024-2028 CIP. The majority of the cost will be the repair/replacement of over 2000 structures that support the OCS. The design for this project began in late 2018 with the first phase design completed in 2020. The first \$2.1 million contract along the Red Line west was awarded on May 20, 2021. Construction began on June 22, 2021, and was completed on September 14, 2022. The design of the second phase was completed in late 2022, with a \$3.8 construction contract awarded on May 11, 2023, with completion in early 2025.
- Trunk Line Wayside Signaling System – This \$6.0 million project is the installation and construction of a new signal system between East 75th Street and Shaker Square. An earlier design was completed in 2014, and on December 17, 2019, we awarded a contract to re-evaluate the design concept to include newer technology. On January 31, 2023, we awarded two contracts totaling \$4.82 million for this project with construction to be completed in mid-2025.
- Signal System Upgrade Program – in 2018 we completed a detailed inspection of the entire Signal System to determine its current condition. As a result we have identified \$28.0 million in improvements to bring the Signal System to a State of Good Repair. This will be a multi-year program that will be developed as funding is identified and obtained. We currently have \$17.0 million programmed in the 2024-2028 CIP.

Fixed Route and Paratransit Bus Replacement

GCRTA has a current fleet of approximately 320 buses for fixed route services and another 80 paratransit vehicles for our on demand services. These fleets have useful lives of twelve and seven years respectively, and our Bus and Paratransit Improvement Programs were established to replace vehicles in a timely manner. Our vehicle replacement history is as follows:

In 2013, we also awarded a \$28.9 million contract for 60 Compressed Natural Gas (CNG) vehicles that began operating in August 2015, and in 2014 we exercised a \$14 million option for 30 additional CNG vehicles that began operating in December 2015. In 2015 we exercised a \$7.7 million option for sixteen additional CNG vehicles that began operating in early 2017. In January 2017 the budget was amended to include a \$12.7 million option for 29 diesel vehicles that began operating in December 2017, and are primarily in use on the MetroHealth Line. In November 2017 we exercised a \$16.2 million option for 33 additional CNG vehicles which began operating in November and December 2018. In April 2019 we exercised a \$13.3 million option for 25 additional CNG vehicles six delivered in 2020 and another 19 were delivered in 2021. That contract has expired and a new CNG vehicle contract was awarded on March 23, 2021.

In 2015, we awarded a \$4.2 million contract and \$2.1 million option for a total of twelve 35-foot replica trolley vehicles that were delivered in June 2016 prior to the Republican National Convention. Funding was obtained from the Ohio Department of Natural Resources and NOACA.

In 2018, we awarded a \$5.1 million contract for the delivery of nine 45-foot commuter coaches with an option to purchase an additional eleven at a later date. These vehicles were delivered in November 2019 and placed into service in February 2020 replacing buses that were placed into service in 2001. Funding for the initial nine was from three ODOT UTP program grants.

In 2020, we awarded a \$7.1 million contract for the delivery of seven 60-foot five door CNG vehicles with an option to purchase another 21 at a later date to begin the replacement of our HealthLine vehicle fleet. On March 23, 2021, the Board exercised a \$8.7 million option to purchase another nine vehicles. All 16 vehicles were placed into service in January 2022. An option for the remaining eight vehicles will be exercised in 2024.

On March 23, 2021 the Board awarded a \$11.0 million contract to purchase twenty 40-foot CNG vehicles with an option to purchase another 80 at a later date. These vehicles were placed into service in July 2022. On November 16, 2021, the Board exercised an option to purchase another 20 vehicles at a cost of \$11.2 million. These vehicles were placed into service in March 2023. On November 10, 2022, the Board exercised an option to purchase another 20 vehicles at a cost of \$13.0 million. These vehicles were placed into service in December 2023. An option for another 20 vehicles will be exercised in 2024.

Our long term approach to the BIP is to replace approximately 75 buses every three years or 25 per year. This would require identifying \$20.0 -- 22.0 million in annual funding for the BIP. Our financial plan is to utilize a combination of NOACA CMAQ, ODOT UTP, OEPA DERG and VW, FTA Urban Formula, FTA Bus and Bus Facility grant funding along with GCRTA local matching and rolling stock replacement funds.

The 2024 - 2026 BIP is for 75 buses to be contracted in 2023 and 2024 for delivery in 2025 and 2026 at a cost of \$66.0 million which is fully funded. The project is included in the SFY 2024-2027 TIP update.

The 2027 - 2029 BIP is for 75 buses to be contracted in 2026 and 2027 for delivery in 2028 and 2029 at a cost of \$66.0 million. We have been awarded \$25.0 million of NOACA CMAQ funding allocated over 2027, 2028 and 2029. We are anticipating funding from the ODOT UTP program and will be seeking the remaining \$14.8 million to fund the program. The project is included in the SFY 2024-2027 TIP update and is included in the NOACA Long Range Plan.

In addition to the Bus Improvement Programs above our Strategic Plan has prioritized a Pilot Program to add 10 electric powered buses to our fleet. We continue to seek competitive grants through the IJJA to fund this \$12 million Pilot Program.

The current Paratransit Improvement Program (PIP) has a total of 80 vehicles. In addition, GCRTA has subcontracts for 30 additional vehicles through private operators. The fleet consists of three vans placed into service in 2013. In 2012, we secured competitive grant funding of \$0.8 million of the \$1.9 million to replace the twenty older vehicles. In 2013, we awarded two contracts for 20 propane powered vehicles that were placed into service in 2014. In 2015, we awarded a \$1.2 million contract for twenty Mobile Access Paratransit Vehicles that were placed into service in 2016. In 2017, we awarded two contracts totaling \$2.8 million for the purchase of 37 vehicles that were placed into service in March 2018.

In late 2018, 2019, 2020 and January 2022 and December 2022, we were awarded NOACA Section 5310 funding for replacement paratransit vehicles. In 2020, we awarded a \$0.8 million contract for ten vehicles that were delivered in 2021. On May 25, 2021 we awarded a \$0.9 million contract for ten vehicles to be delivered in 2022 which was cancelled due to vendor and supply chain issues.

On September 20, 2022, we awarded a \$2.5 million contract for twenty vehicles to be delivered and in revenue service in March 2024. Our goal is to continue to secure approximately \$1.0 million of NOACA Section 5310 funding for five to six replacement vehicles each year and to secure additional funding sources in order to purchase ten vehicles every year as funding is secured. The cost of paratransit vehicles has increased significantly since the pandemic.

Priority Corridor Studies

GCRTA's 2010-2020 Strategic Plan identified 10 Priority Transit Corridors along our most popular routes within our core service areas to focus our efforts to improve transit service. Since then, we have implemented the Cleveland State BRT Line along Clifton Boulevard resulting in the redevelopment of the Northeast Quadrant of Clifton and West 117th. We studied the terminus of the Blue Line resulting in the construction of the Van Aken District Transit Oriented Development (TOD). We studied the Red Line /HealthLine Extension alternatives Analysis resulting in revisions to our bus service in the Northeast Corner of Cuyahoga County.

On October 27, 2020, the Board adopted our new ten-year Strategic Plan Update for 2021-2030. Which has identified 16 priority corridors to focus our planning, TOD and frequent service efforts as part of our Next Gen system re-design implemented in June 2021. As part of the strategic plan, we will also be working with municipalities to improve the traffic flow and geometry at problematic intersections throughout our bus network.

The first three corridor projects are described below:

25 Connects/MetroHealth BRT - Following a study completed in 2015, RTA launched a follow-up study on the W.25th Street Corridor. In 2017 we launched our MetroHealth Line Service along the West 25th Street corridor in anticipation of creating a BRT service within the corridor. In late 2018 we were awarded a \$336,000 FTA TOD grant to focus on improving the land use and zoning along the corridor to encourage TOD. On February 18, 2020, we awarded a consultant contract funded by the FTA TOD grant. GCRTA and its consultant worked with key stakeholders, neighborhood groups, and the City of Cleveland to develop updated land use plans and recommendations to facilitate TOD in conjunction with a new BRT facility that would potentially be federally fundable by FTA programs such as Small Starts and eligible for ODOT TRAC funding. The TOD plan was concluded in October 2021 and adopted by the City of Cleveland Planning Commission. The \$50 million program is partially funded and GCRTA is pursuing \$20 million of FTA Small Starts and \$12 million of ODOT TRAC funding. In 2022 we were granted Project Development status within the FTA Small Starts program. In 2023 we were awarded \$12 million of ODOT TRAC funding for the construction phase. On January 23, 2024, we awarded a \$2.35 million contract for the NEPA and design phases. Construction is anticipated in 2026 and 2027.

Thrive 105 - The City of Cleveland completed and recently adopted its "Thrive E. 105 Plan." A TIGER funded plan that analyzed the entirety of East 93rd, Woodhill and East 105th corridor. The plan comprehensively looked at development potential, housing, health, and transportation along this vital corridor. The plan provided a comprehensive transportation solution that incorporates bike lanes, wider sidewalks and intersection improvements, and a BRT project similar to the Cleveland State Line. The City of Cleveland is leading this effort and is supported by GCRTA. The City is currently in the NEPA process and preliminary engineering phase of this effort. In 2019 the City was awarded \$3 million of ODOT TRAC funding for the design phase of the project

Broadway Corridor – In 2022 GCRTA was awarded a \$432,000 FTA TOD grant to focus on improving the land use and zoning along the corridor to encourage TOD. GCRTA will award a contract for this study in 2024.

GCRTA is also closely coordinating with the City of Cleveland on projects they are leading along two of our priority corridors. The first is the Superior Midway a proposed center running two-way separated bike facility between Public Square and East 55th. The second is the Lorain Cyclo-track a proposed two-way along the sidewalk from West 20th to West 65th. In both cases we are working to enhance our bus operations and station facilities in conjunction with the proposed bike facilities.

EXHIBIT A

CAPITAL PROJECTS PLANNED OR UNDERWAY GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Engineering & Project Management Fiscal Year 2024 Projects

The following is a list of design and construction projects planned for 2024 based upon the current availability of Capital Grant Funds. Additional projects may be added if additional funding becomes available. The key stakeholders and neighborhood groups that GCRTA will be coordinating with on specific projects are identified in parenthesis. These are listed in order of priority.

I. RAIL STATION PROJECTS

- Design
 - East 79th Street Light Rail Station (City of Cleveland)
 - Red Line Platform Modifications for new Railcars (Cities of Cleveland and East Cleveland)
 - Light Rail Platform Modifications for new Railcars (Cities of Cleveland and Shaker Heights)
- Construction
 - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)
 - Light Rail Shelter Program (City of Shaker Heights)

II. FACILITY IMPROVEMENTS

- Design
 - Central Rail Track 3 (City of Cleveland)
 - Central Rail Access Road Bridge (City of Cleveland)
 - Light Rail Retaining Walls – Phase III (City of Shaker Heights)
- Construction
 - Red Line Track Bridge and Platform over West 117th Street (Cities of Cleveland and Lakewood)
 - Wayside Signal Design – East 79th to Shaker Square (City of Cleveland)
 - Tower City East Portal Reconstruction (City of Cleveland)
 - Light Rail Tracks at Warrensville/Van Aken Station (City of Shaker Heights)
 - Consolidated Train Dispatch System Replacement (Various Cities)

- East 120th Street Substation (City of Cleveland)
- Brookpark Shop Relocation Modifications (City of Brook Park)
- Central Rail Access Road Paving (City of Cleveland)
- Main Office Building HVAC Replacement (City of Cleveland)
- Main Office Building Roof Replacement (City of Cleveland)
- East 55th Substation Transformer Replacement (City of Cleveland)

EXHIBIT B

**HISTORY OF FEDERAL FUNDING BY FEDERAL FISCAL YEAR
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY**

As of January 2024

FFY YEAR	OPERATING ASSISTANCE	CAPITAL ASSISTANCE			PLANNING, RESEARCH, DEMONSTRATION, JOB ACCESS, NEW FREEDOM	TOTAL- ALL PROGRAMS
		SEC. 5309/5337/ 5339	SEC. 5307*	TITLE 23		
1981-90	119,125,565	173,502,029	91,378,433	35,355,392		419,361,419
1991-00	53,355,361	130,645,746	167,164,673	14,687,314	3,307,550	369,151,644
2001		19,294,791	23,156,736		550,000	43,001,527
2002		20,912,212	28,728,466		868,000	50,508,678
2003		21,225,562	26,802,886		495,335	48,523,783
2004		25,855,507	32,227,295		743,445	58,826,247
2005		41,164,844	32,266,993		743,386	74,175,223
2006		40,327,550	65,206,369			105,533,919
2007		15,164,422	35,847,813			51,012,235
2008		10,946,707	27,739,934		2,882,196	41,568,837
2009		36,003,704	60,972,662		74,921	97,051,287
2010		14,016,250	28,458,812		2,257,000	44,732,062
2011		14,240,174	33,811,352		21,915,546	69,967,072
2012		16,974,617	29,825,046		4,000,000	50,799,663
2013		10,846,136	44,036,999		1,725,760	56,608,895
2014		13,330,530	30,679,436			43,979,966
2015		13,689,044	34,422,246			48,111,290
2016		13,544,822	31,012,355			44,557,177
2017		23,829,744	24,252,770			48,073,514
2018		29,145,860	26,600,128			55,745,988
2019		32,514,326	24,611,102			57,125,428
2020	111,977,170	63,217,607	20,838,896			196,033,673
2021	203,524,977	30,633,869	17,467,760			251,626,606
2022		50,065,009	23,680,000			73,745,009
2023		30,767,987	25,684,447			56,452,434
	487,983,073	861,082,062	986,873,609	50,033,706	39,563,139	2,456,303,576

EXHIBIT C

COMPETITIVE GRANT PROGRAMS PROJECT PRIORITIES – SEEKING 158.2 MILLION

5307 Urban Formula and 5337 State of Good Repair Programs

GCRTA's current backlog of unfunded capital projects has decreased to \$236.0 million due to winning over \$162.5 million of competitive grants in 2023. The backlog is in the following categories:

- \$37.7 million Rail Car Replacement Program
- \$20.9 million Rail Facilities and Infrastructure
- \$30.7 million Track Reconstruction/Rehabilitation
- \$46.7 million Bus Improvements and MetroHealth Line
- \$24.0 million Technical Support – Hardware/Software
- \$35.0 million Bus & Rail Maintenance Facilities and Yards
- \$41.0 million Bridges, Stations, Equipment, Other

The following projects will be prepared and ready for procurement when additional funds from competitive grant programs such as Bus and Bus Facilities, Rail State of Good Repair, FTA Small Starts, USDOT RAISE, ODOT TRAC, ODOT Office of Transit, OEPA, NOACA or other sources become available:

Rail Car Replacement Program – RTA's rail fleet of 74 rail cars now average over 39 years old and is the oldest average age fleet in the nation. We are proposing to reduce the number of new cars needed from the current fleet of 74 to 60 LRV's each capable to serving both high and low platforms throughout our rail network. In May 2023 we were awarded a \$130.0 million FTA Rail Vehicle Replacement Program grant. **Even with a smaller fleet, and new rail cars costing over \$5.0 million, this is a \$393.0 million program with \$37.7million unfunded.**

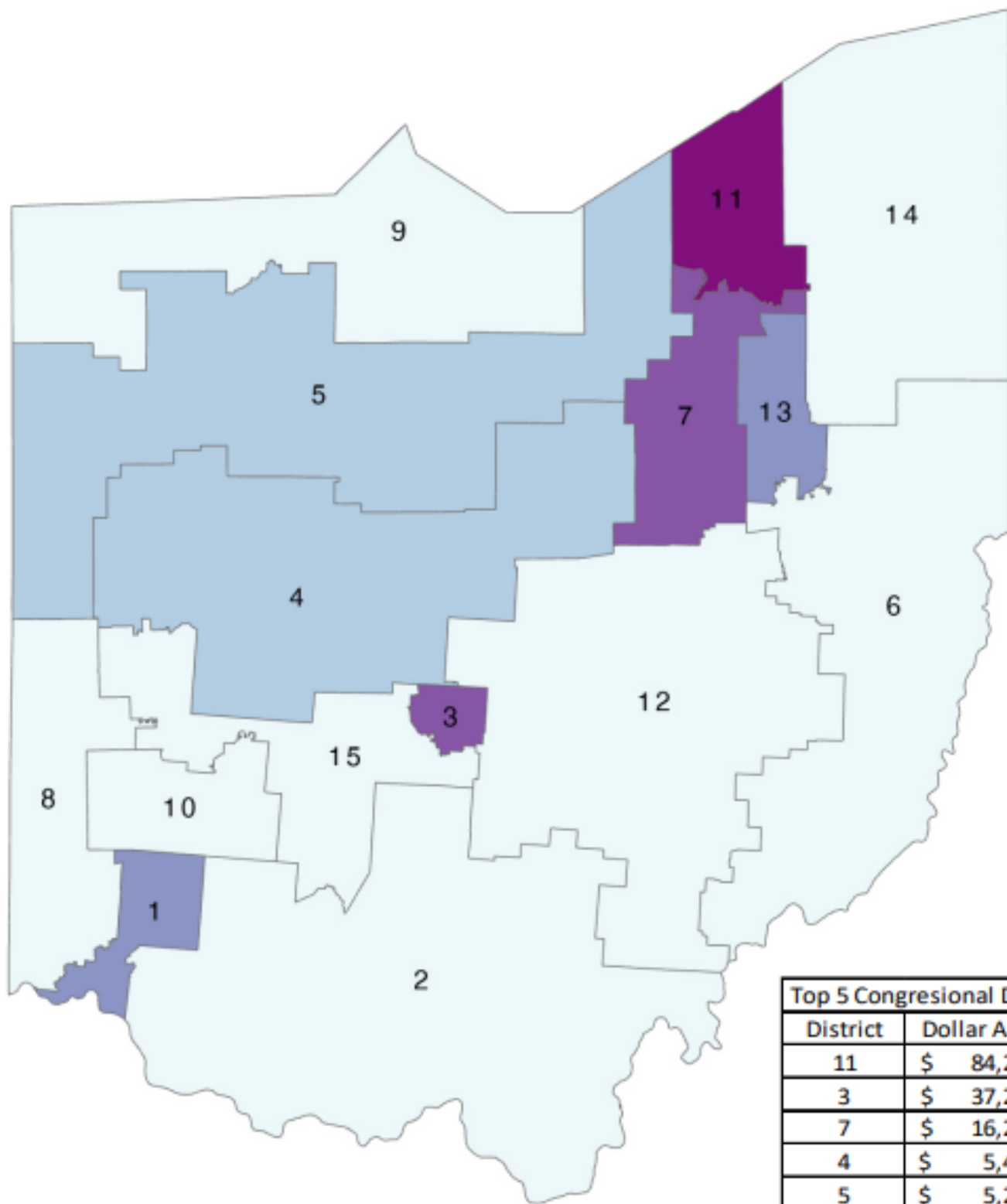
Light Rail Track Reconstruction Program - This \$70.0 million program funds the acquisition of equipment and materials required to upgrade the light rail line track. It will be used to contract for four-six larger track, tie replacement, and special Track projects. It will assist RTA in providing safer, faster rail service along the Blue and Green rail lines. GCRTA has identified \$21.0 million of federal formula funds, \$4.3 million of ODOT TRAC funding and \$14.0 million local funds. We applied for additional TRAC funding in 2022 and 2023, and for Congressionally Directed Spending/Community Project Funding in 2023. **There is currently a budget shortfall of \$30.7 million for this project.**

25 Connects/MetroHealth Line BRT – Funds are needed to implement this \$50.0 million project which would significantly enhance the ridership, operations, and speed of the current Number 51 family of routes along the West 25th Street Corridor from Detroit Avenue to Broadview Road. The environmental and design phases of the project have started. We received FTA Small Starts Project Development status in 2022 and were awarded \$12.0 million of ODOT TRAC funding in 2023. **Currently \$20.0 million of this program is unfunded.**

2027 - 2029 Bus Improvement Programs – \$66.0 million in funding is needed to replace 105 buses every three years. We have secured \$25.0 million from NOACA’s allocation of statewide CMAQ funding to be received in 2027, 2028 and 2029. We continue to pursue multiple OEPA DERG and VW grants, annual ODOT UTP awards and federal formula and local funding. **We are seeking \$12.0 million for a pilot program to add 10 electric vehicles to our bus fleet along with another \$14.8 million that is unfunded.**

Rail Infrastructure Systems Program – \$28.0 million of rail signal system improvements have been identified to bring the signal system up to a current state of good repair. The first of these projects will begin construction in 2023. We have secured \$17.0 million of federal formula and local fund. **\$11.0 million of this program is unfunded.**

Light Rail Station ADA Reconstruction Program – GCRTA has 17 light rail stations that are not ADA compliant. In 2023 we were awarded an \$8.0 million All Station Accessibility Program (ASAP) grant for the East 79th Street Light Rail Station the most costly of the stations. We will be seeking \$16.0 million in ASAP funds in 2024 to fund the reconstruction of eight Blue Line Stations. **\$32.0 million of this program is unfunded.**



2019 Expenditures by Congressional District

Dollar Amount

Up to \$1,500,000

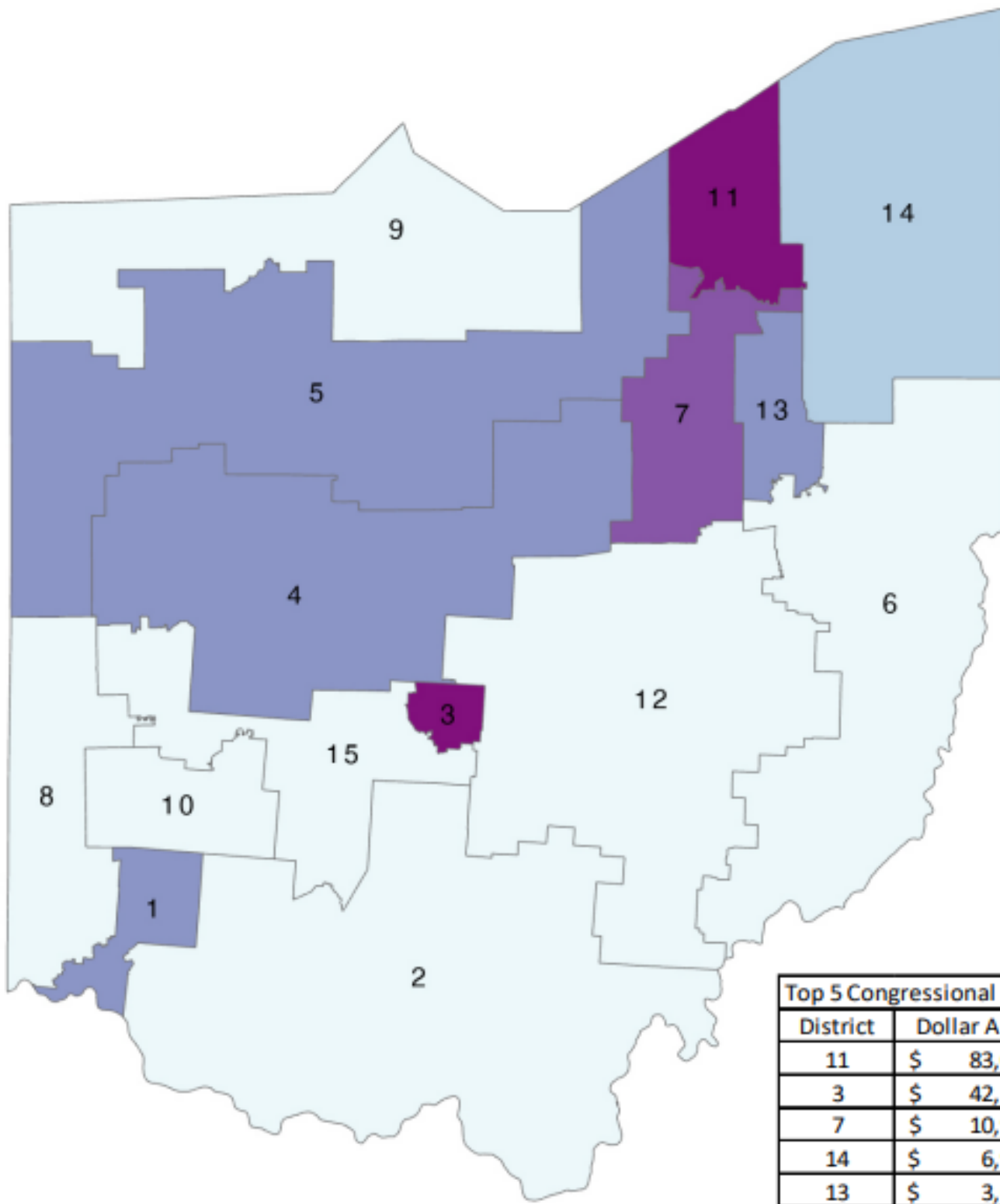
\$1,500,001 - \$5,000,000

\$5,000,001 - \$10,000,000

\$10,000,001 - \$40,000,000

Greater than \$40,000,000





2020 Expenditures by Congressional District

Dollar Amount

Up to \$1,500,000

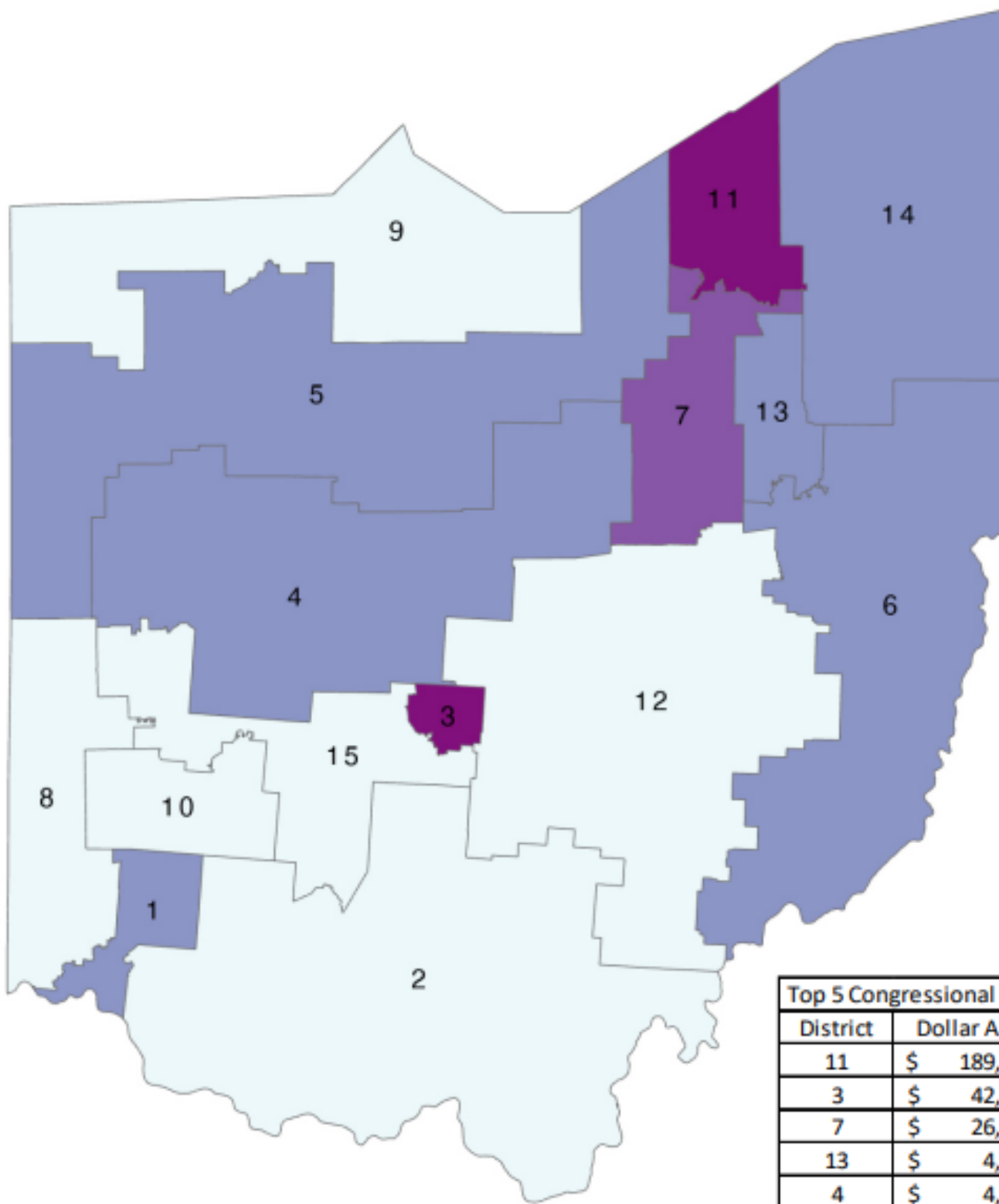
\$1,500,001 - \$5,000,000

\$5,000,001 - \$10,000,000

\$10,000,001 - \$40,000,000

Greater than \$40,000,000





Top 5 Congressional Districts	
District	Dollar Amount
11	\$ 189,617,142
3	\$ 42,950,164
7	\$ 26,108,857
13	\$ 4,782,323
4	\$ 4,608,189

2021 Expenditures by Congressional District

Dollar Amount

Up to \$1,500,000

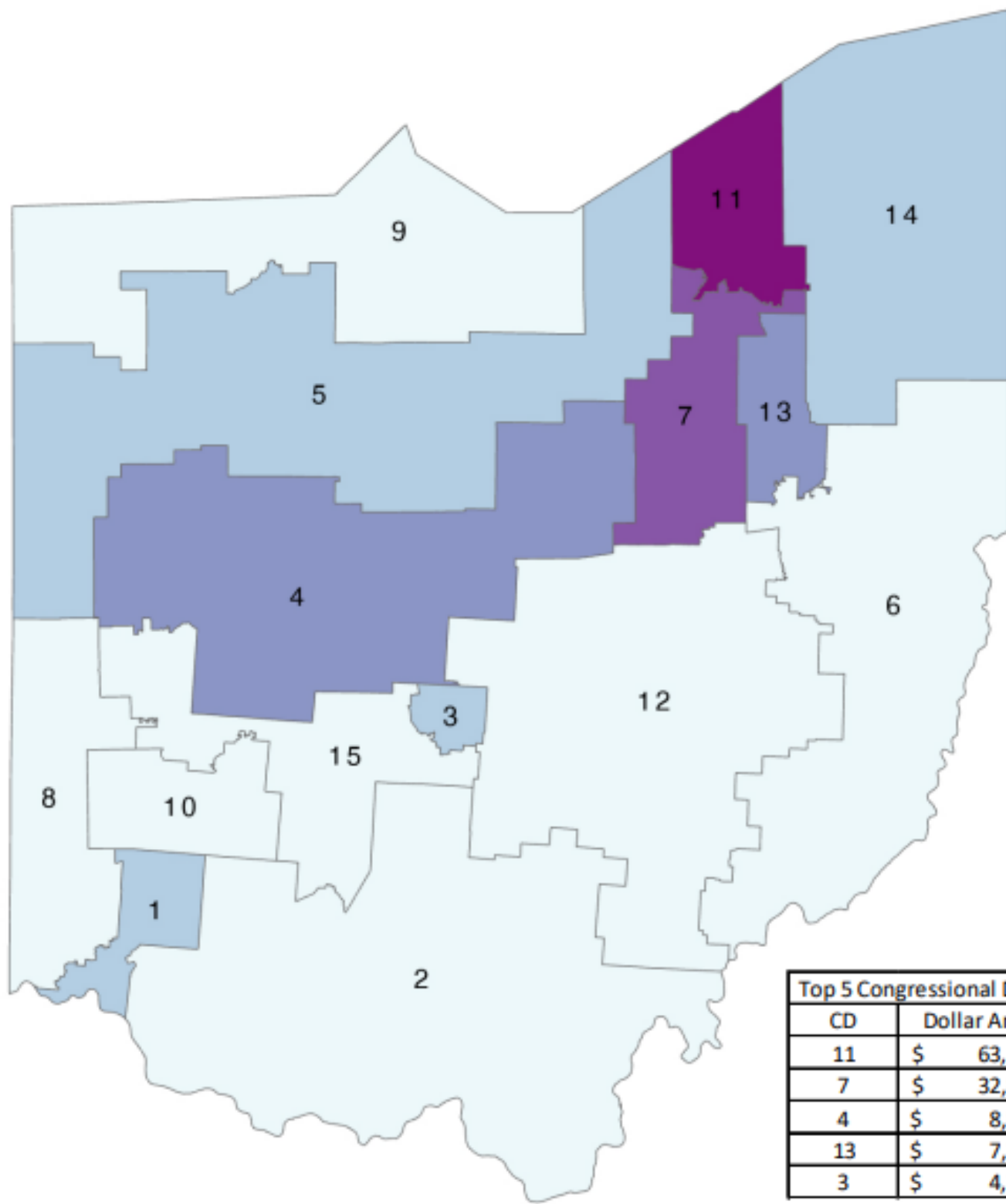
\$1,500,001 - \$5,000,000

\$5,000,001 - \$10,000,000

\$10,000,001 - \$40,000,000

Greater than \$40,000,000





Top 5 Congressional Districts	
CD	Dollar Amount
11	\$ 63,190,836
7	\$ 32,802,689
4	\$ 8,850,785
13	\$ 7,335,244
3	\$ 4,214,872

2022 Expenditures by Congressional District

Dollar Amount

Up to \$1,500,000

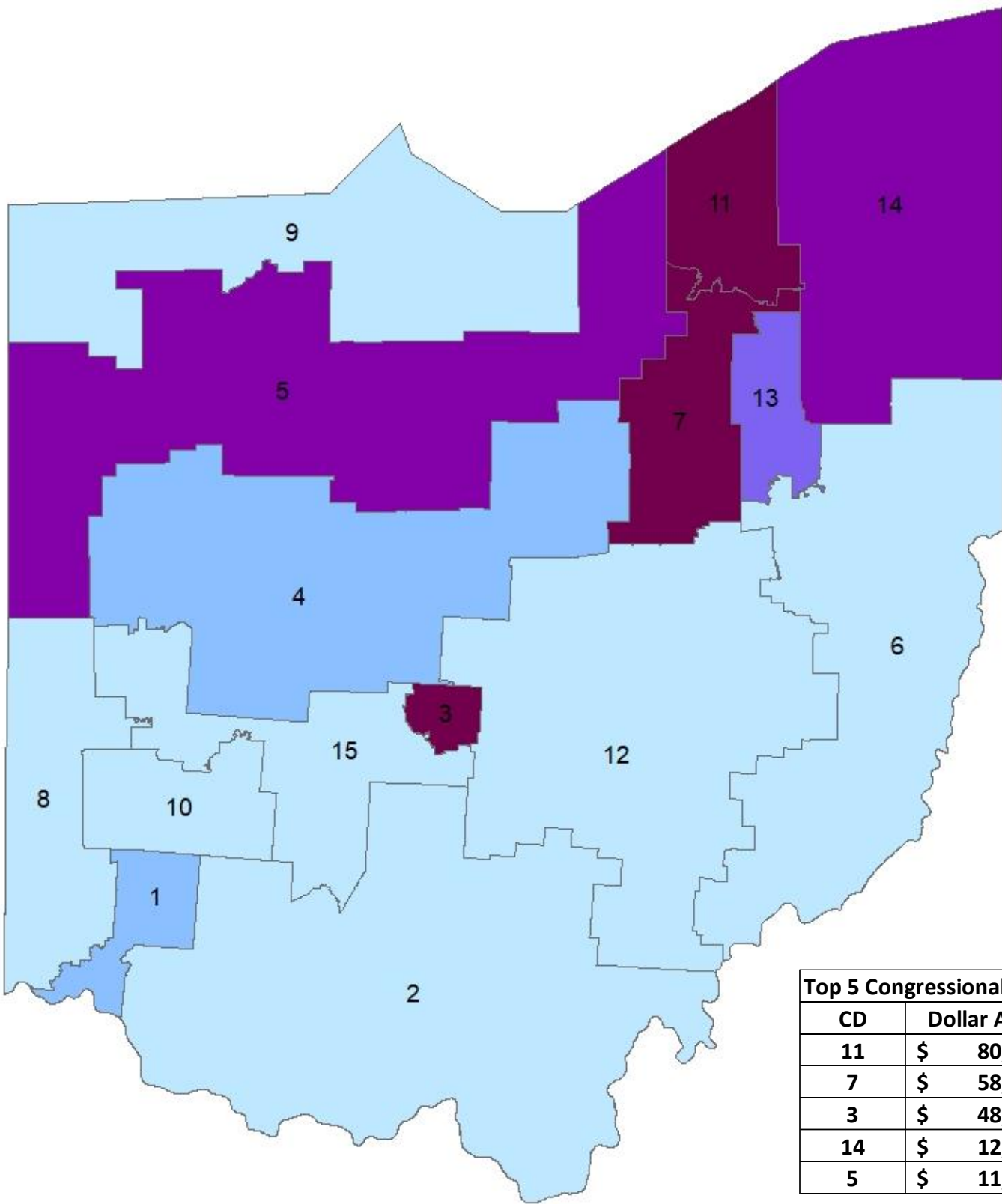
\$1,500,001 - \$5,000,000

\$5,000,001 - \$10,000,000

\$10,000,001 - \$40,000,000

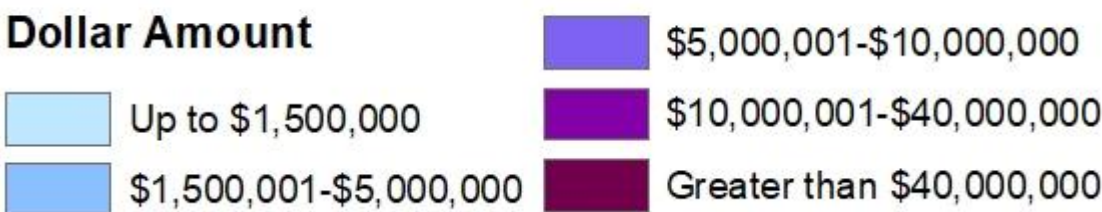
Greater than \$40,000,000

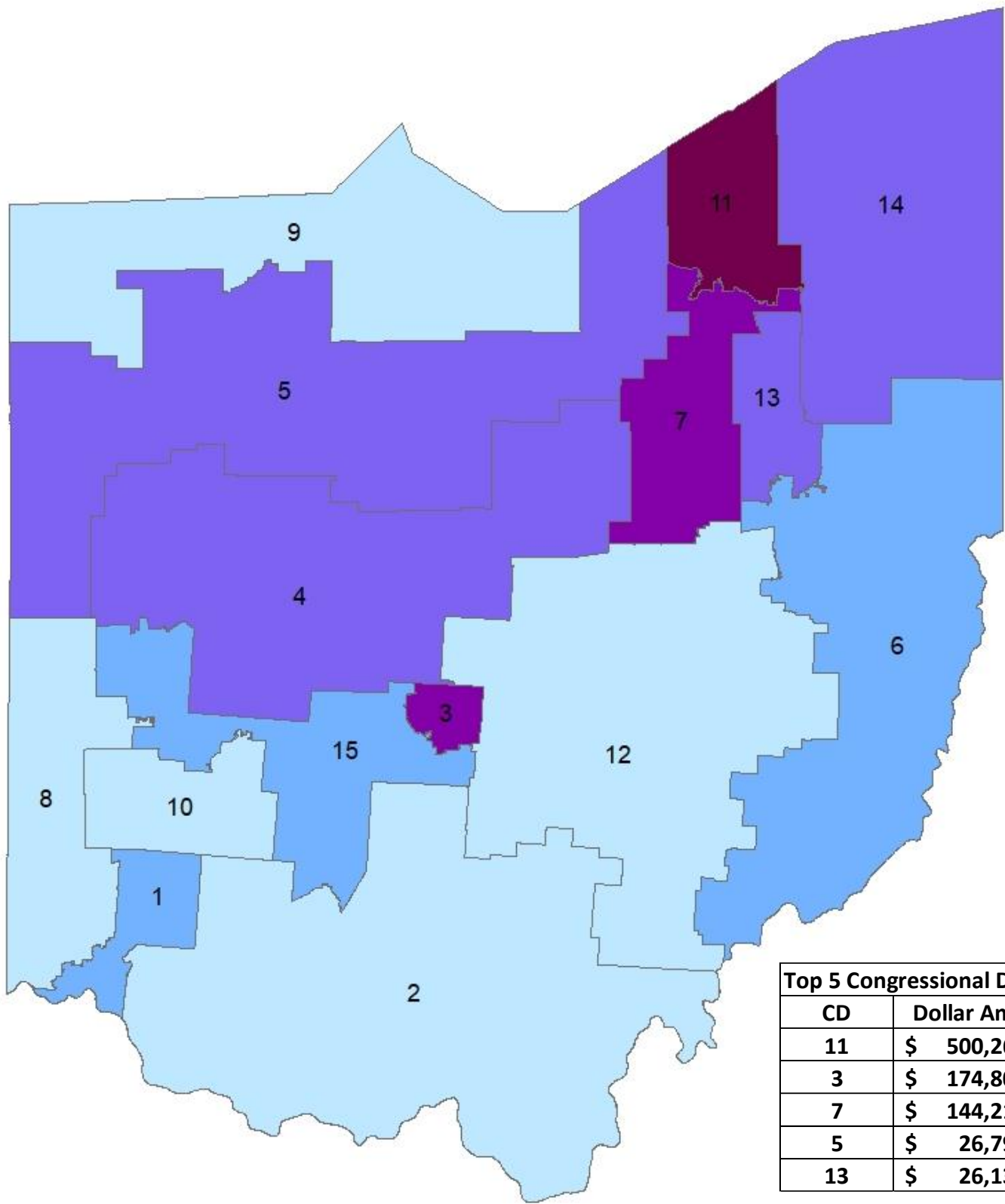




Top 5 Congressional Districts	
CD	Dollar Amount
11	\$ 80,104,473
7	\$ 58,071,583
3	\$ 48,133,211
14	\$ 12,086,535
5	\$ 11,916,905

2023 Expenditures by Congressional District





Top 5 Congressional Districts	
CD	Dollar Amount
11	\$ 500,269,826
3	\$ 174,806,576
7	\$ 144,210,037
5	\$ 26,793,822
13	\$ 26,137,015

5-Year Expenditures by Congressional District

2019-2023 Dollar Amount

- Up to \$5,000,000
- \$5,000,0001-\$25,000,000

- \$25,000,001 - \$100,000,000
- \$100,000,001 - \$250,000,000
- Greater than \$250,000,000





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