

2022 – 2026 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 make 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 2022–2026 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 budget appropriations for the FY 2022 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 2022 Capital Improvement Budget and the four out-years of the overall 2022-2026 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 2022–26 CIP focuses on attaining a State of Good Repair (SOGR) for the Authority’s capital assets. Highlights include replacement of the authorities’ rail fleet, an on-going track rehabilitation plan, reimbursement of preventive maintenance, and other maintenance and upgrade of capital assets. The age of the Authority’s primary facilities, including rehabilitations are shown below in Figure 47. These facilities are briefly discussed on the following pages.

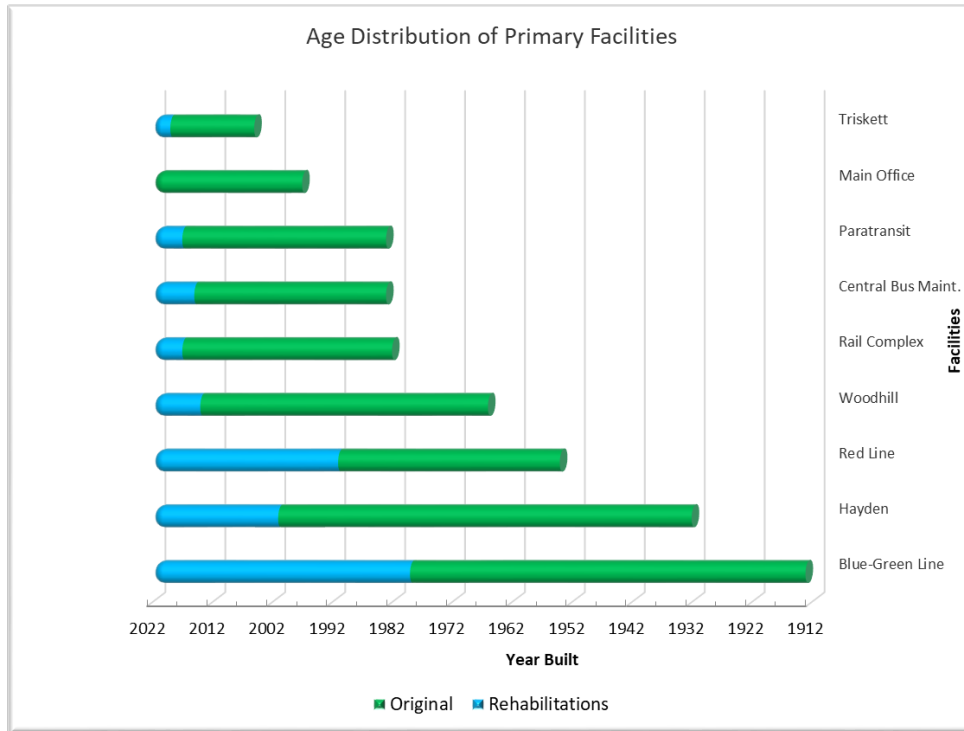


Figure 47: Age Distribution of GCRTA Primary Facilities

BUS DISTRICT GARAGE FACILITIES

The Authority has two active large 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 service and trolley operations are operated from this garage. Installation of a CNG Fueling station was completed in FY 2021 to fuel CNG fleets.

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, 3 CNG Dispensers were replaced with new units to resolve safety issues with the original units. East side service and the Health Line buses operate from this garage. In 2022, 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 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 2019, the Lost & Found area was improved and in FY 2021 the improvements on the new Customer Service Center was 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 will be made in 2022.

PARATRANSIT FACILITY

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all Paratransit functions including scheduling, dispatching, Paratransit revenue vehicle repairs and non-revenue vehicle repairs. In FY 2014, a propane fueling station was installed at the and 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 is scheduled to take place.

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

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 that will establish SOGR needs throughout its rail system that will help to prioritize on-going rehabilitation programs. 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 the 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, with the exception of 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.

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 2022 will see continued reconstruction of the Light Rail track at the E. 75th Turnouts and will continue on to Blue Line section of tracks. Also in 2022, the Light Rail Waterfront Line Bridge is scheduled to start reconstruction.

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. The 2022-26 CIP of the Authority continues to commit a significant amount of resources towards achieving a SOGR in its Light & Heavy Rail Systems infrastructure including the reconstruction, rehabilitation and upgrades to train stations, power substations and electrical systems, and train controls.

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. Rehabilitation of track bridges will occur at Conrail, Brookpark, Ambler Strike Protection, Canal Road, Waterfront, and the second and third construction phase on the Viaduct Bridge. An on-going inspection program will occur annually to monitor the condition of each track bridge owned by the Authority.

TOWER CITY STATION

The Tower City Station, is the downtown station for both the 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 starting in FY 2022 and is planned to be completed in FY 2023.

REVENUE VEHICLE FLEETS

CONVENTIONAL BUSES

There were 338 vehicles in the GCRTA bus fleet at the end of 2021, which includes 338 vehicles, of which 184 40-foot CNG buses; 83 40-foot diesel transit buses; 23 60-foot articulated diesel buses; 18 60-foot articulated hybrid bus rapid transit (BRT) vehicles; 15 diesel commuter buses; 3 60-foot diesel articulated BRT buses; 12 35-foot diesel trolley buses. In FY 2021, 19 40-foot CNG buses were placed into service. In 2022, 55 vehicles are eligible for replacement based on Useful Life benchmark and are in the process of being replaced under the Bus Improvement Program (BIP). At the end of FY 2021, the Authority's total fleet mix The FTA defines the useful life of a bus to be the lesser of 12 years or 500,000 miles. The average age of the large bus fleet was 8.0 years at the end of FY 2021. The age distribution of the Authority's large bus fleet is shown in Figure 48.

The Authority's goal is to replace approximately 1/14 of its large bus fleet every year (20 to 25 buses) 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 and other higher priority capital needs of the Authority. The 2022–26 CIP continues the planned bus replacement program. In FY 2021, the Authority received 16 60-foot-BRT's and will receive 20 40-foot. CNG buses in FY 2022.

A regular bus replacement program will:

- Reduce operating maintenance costs;
- Improve the reliability of the fleet;
- Distribute maintenance efforts more evenly;
- Reduce the Authority's vulnerability to large groups of bus defects; and
- Prevent one-time large purchases.

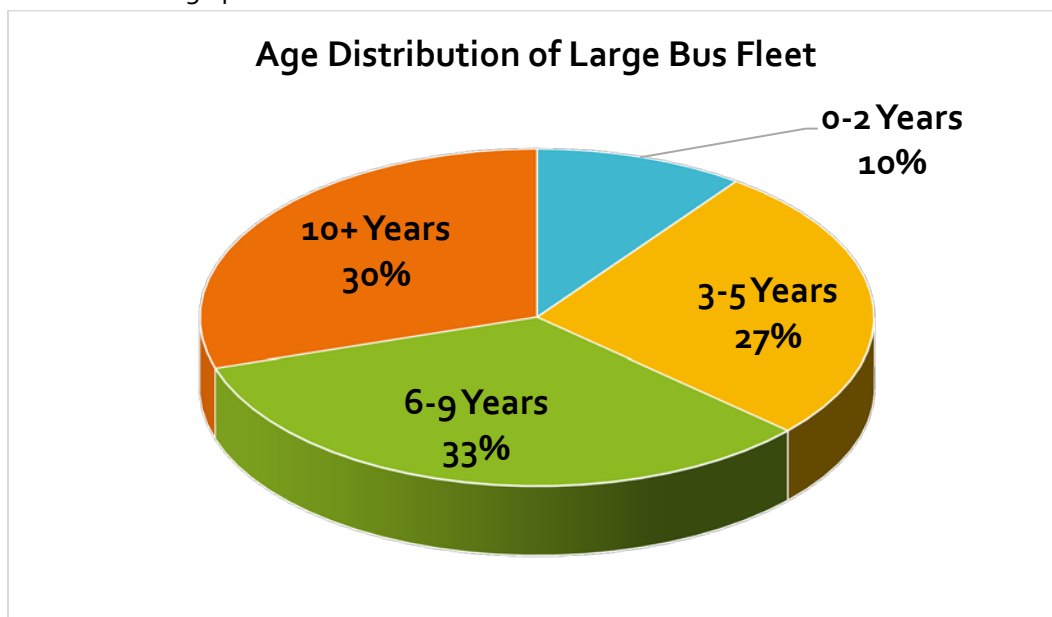


Figure 48: Age Distribution of Bus Fleet

Programmed orders in future years depends upon the availability of non-formula funding and competitive grants. The average age of the Authority's big bus fleet will be approximately 7.5 years at the end of 2026. All current and future ordered GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolley buses and BRT vehicles, are equipped with bicycle racks.

PARATRANSIT BUSES

The Authority's 2022 Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. Including propane fueled vehicles there are 80 ADA compliant, wheelchair-equipped buses in active service in the Paratransit fleet with an average age of 4.0 years at the end of FY 2021. Future replacement plans have a total of 13 vehicles being replaced in 2022 that will reduce the average life of the Paratransit fleet to 3.5 years old.

RAIL VEHICLES

RTA owns a combined 90 heavy and light rail vehicles for its rail operations. The age of the Authority's rail fleet ranges between 37 and 41 years old. The Authority's Light Rail (LR) and Heavy Rail (HR) fleets were completed and in 2015, an interior overhauls was completed. Both mid-life 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.

In 2020, GCRTA acquired engineering consulting services to assist in developing technical specifications for an RFP to purchase new cars. Services will also include program management, quality assurance, technical support, car-builder management, testing and integration.

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 39) depicts the revised Capital Improvement and TIP planning cycles for the 2022-26 Capital Improvement Plan (CIP). The process began in August 2020 when the Office of Management and Budget (OMB) reviewed the budgeting policies and parameters for the Capital Budget and concluded in May 2021 with the Board Adoption of the recommended 2022-26 CIP followed by submission to NOACA for inclusion in the TIP/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 CIP. This review includes any variances 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, 2021, OMB staff and the Capital Program Working Group (CPWG) reviewed all submitted requests for consistency with the needs of the Authority's funding availability, the Authority's Long Range Plan, the current Transportation Improvement Plan (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 review and finalize the recommended Capital Budgets for the 2022-26 CIP. The recommended CIP for 2022-26 was presented to the Board of Trustees' Operational Planning & Infrastructure Committee in May 2021 for discussion, review, and approval.

TRANSPORTATION IMPROVEMENT PROGRAM

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (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. The Northeast Ohio Area-wide Coordinating Agency (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 began in September 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, either the RTA Capital or the RTA Development Fund, supports the project.

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 of 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, and/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 Federal Transit Administration (FTA) or grantor agency approves an amendment.

CAPITAL IMPROVEMENT FINANCIAL POLICIES

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

- An amount equivalent to at least 10 % of Sales & Use Tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 75 % and a maximum of 90 %.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

CAPITAL IMPROVEMENT CRITERIA

Capital project requests for consideration in the 2022–26 CIP far exceeded 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 and include:

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 availability of resources to fund the Capital Improvement, including grant resources. The availability of grant resources against which local funds can be leveraged greatly enhances the likelihood of approval.

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 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 and avoid a duplication of effort.

PRIORITY AREAS

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

During this 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, 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 49 reflects the distribution of approved 2022 Capital Improvement projects by capital priority area. The largest portion of the 2022 Capital Budget appropriations, \$124.62 million or 91.1 %, are for projects included in the State of Good Repair category. This is followed by the Technologies/Efficiencies category with \$6.24 million, or 4.6 %.

PRIORITY CATEGORIES - Combined	2022	2023	2024	2025	2026	TOTALS
						2022-2026
RIDERSHIP	\$ 0.45	\$ 0.45	\$ 0.45	\$ 0.45	\$ 0.45	\$ 2.25
HEALTH & SAFETY	\$ 0.23	\$ 0.23	\$ 0.33	\$ 0.37	\$ 0.40	\$ 1.55
STATE OF GOOD REPAIR	\$ 124.62	\$ 94.90	\$ 120.13	\$ 112.36	\$ 100.80	\$ 552.81
TECHNOLOGIES/EFFICIENCIES	\$ 6.24	\$ 7.28	\$ 4.53	\$ 2.83	\$ 5.94	\$ 26.82
OTHER	\$ 5.29	\$ 2.09	\$ 2.09	\$ 21.09	\$ 21.09	\$ 51.67
SUB-TOTAL: COMBINED CAPITAL	\$ 136.83	\$ 104.95	\$ 127.54	\$ 137.10	\$ 128.68	\$ 635.10

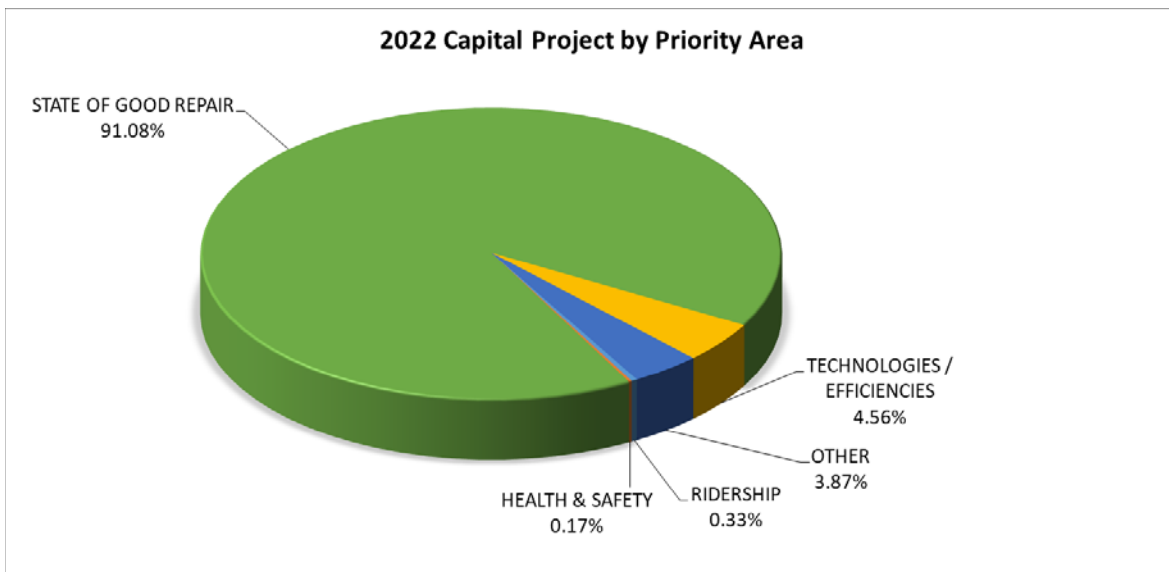


Figure 49- Capital Projects by Priority Area

FINANCIAL CAPACITY

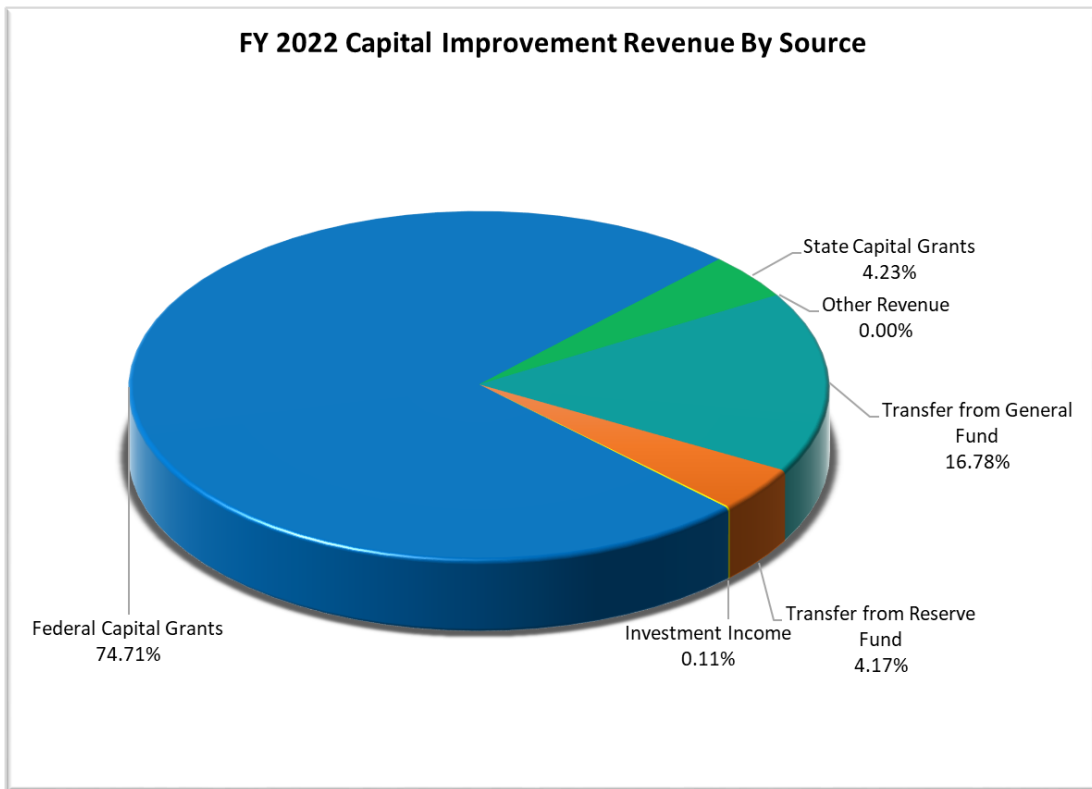
The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local matching funds, and the ability to issue bonds. The Authority utilizes debt financing sparingly and only goes out for debt when it is required. At the beginning of 2021, the Authority had \$144.1 million in outstanding bonds. In August, the Authority defeased \$57.7 million of outstanding bonds and reduced the maturity dates from 2039 to 2030. At the end of 2021, the Authority has \$43.8 million in outstanding debt.

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

FEDERAL SOURCES

As reflected in Figure 50, Federal grants provide an estimated \$179.15 million, or nearly 74.7 % of the Authority's capital improvement revenue stream during FY 2022. Over the five-year CIP period, Federal funding may provide approximately 74.7 % of the needs for the Authority's programmed capital projects. 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 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.



	2018	2019	2020	2021	2022	2023	2024
	Actual	Actual	Actual	Projection	Budget	Plan	Plan
Transfer from General Fund	\$15.26	\$12.01	\$13.40	\$43.40	\$40.23	\$18.62	\$18.41
Transfer from Reserve Fund	\$2.00	\$0.00	\$0.00	\$49.00	\$10.00	\$10.00	\$10.00
Investment Income	\$0.32	\$0.98	\$1.08	\$0.27	\$0.27	\$0.27	\$0.77
Federal Capital Grants	\$56.53	\$33.29	\$153.98	\$214.86	\$179.15	\$80.70	\$88.28
State Capital Grants	\$0.83	\$1.38	\$2.70	\$10.46	\$10.14	\$10.14	\$1.38
Debt Service Proceeds	\$0.00	\$30.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue	-\$0.03	\$0.00	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$74.91	\$77.66	\$171.17	\$317.99	\$239.78	\$119.72	\$118.84

Figure 50: 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 2020 the Authority received \$35.5 million, \$28.3 million in 2021, and estimated apportionment of \$30.8 million in 2022.

STATE OF GOOD REPAIR – SECTION 5337



The Section 5337 State of Good Repair (SOGR) grant program favors agencies serving urban The Authority received \$21.3 million in FY 2020 and \$21.3 million in FY 2021 and anticipates receiving \$21.3 million in FY 2021. The authority's level of funding remains below the actual need to maintain a state of good repair.

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. Funding for this award for FY 2020 was \$3.4 million and decreased to \$2.8 million in 2021. FY 2022 funding will remain at \$2.8 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 or competitive awards that provide the necessary resources enabling a number of important capital projects to be completed. The Authority will continue to seek and submit applications for needed SOGR capital projects as competitive grant awards become available.

In FY 2020, the authority received \$111.9 million in federal aid through the Coronavirus Aid Relief and Economic Security (CARES) Act, in an effort to offset the effects of the COVID-19 Virus. CARES funding was awarded to help weather the storm of the financial crisis due to the pandemic. As the pandemic continued into 2021, GCRTA received Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding in the amount of \$67.4 million and \$136.1 million in American Relief Plan (ARP) funding. In 2021, all \$67.4 million of the CRRSAA funding and \$57 million of the ARP funding was drawn down and the remainder will be expensed in 2022. All three awards were provided at 100 % federal funds, with no local match required. GCRTA additionally received \$972,777 to fund its Rides to Community Immunity Program, as well as \$200,000 for security at the COVID Mass Vaccination center, located at the Wolstein Center.

The Authority was recently awarded non-traditional funding for several projects under the proposed 2022-2026 Capital Improvement Plan (CIP). In FY 2021 GCRTA received \$9.8 million through CMAQ funds for the Bus Replacement Program. The capital funding from non-traditional Federal source grants are 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 the Ohio Transit Preservation Partnership Program (OTP₂), Urban Transit Program (UTP), and Diesel Emission Reduction Grant (DERG) grant (Ohio EPA) awards. Recently it has focused on contributions that are project-specific rather than for local match contributions, and it utilizes available Federal rather than State awards. In FY 2020, GCRTA received \$3.6 million through ODOT's UTP, requiring no local match as the funding came from the Ohio General Fund. Funding will be used to purchase replacement commuter coaches. The Authority also received \$6.4 million through ODOT's Ohio Transit Partnership Program (OTP₂), with no local match required which will be used to fund the following projects: Railcar Replacement Program (\$8.9 million); ConnectWorks Micro Transit Initiative (\$400,000), and Baby on Board (\$100,000). In FY 2021, GCRTA received \$4.2 million through ODOT's TRAC funding, requiring a 20% local match, which will be used to rehabilitate the track at Warrensville Van Aken Light Rail Station. The Authority also received \$2.0 million through Ohio EPA's 2021 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

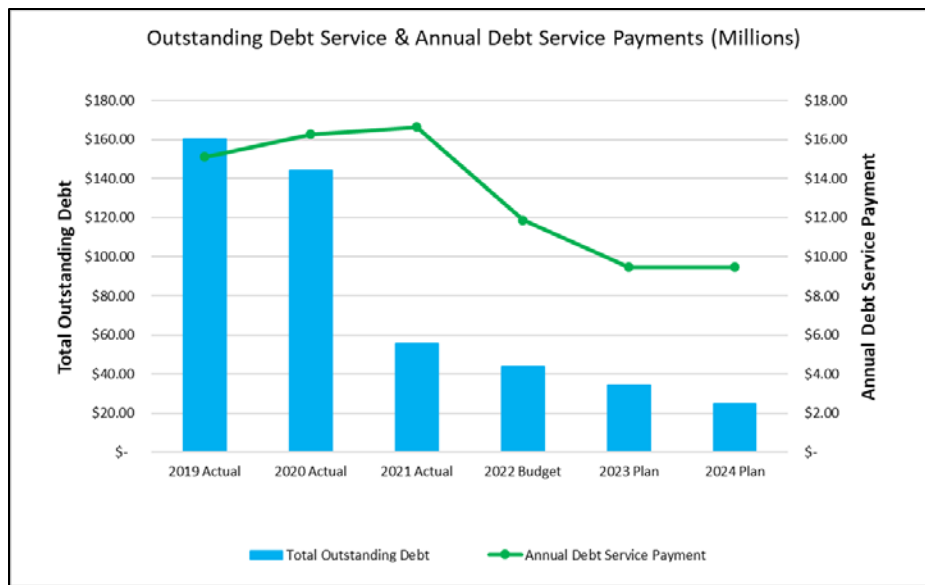
The Capital Improvement Budget requires local resources to support the match for most grant-funded projects, as well as support 100 % locally funded projects in both the RTA Capital and RTA Development Funds. In FY 2022, the combined local contribution for the Authority's capital program of \$40.2 million 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. At the beginning of 2021, the Authority had \$144.1 million in outstanding bonds. In August of 2021, the Authority used approximately \$60 million of its sales tax revenue to retire a portion of its outstanding debt. This will save the Authority about \$3 million each year. Through the defeasance, 9 years of scheduled debt payments will be eliminated and ending in 2030, saving about \$14 million each year for that period. These savings will be used for operating and/or capital needs.

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.



Debt Service	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2023 Plan	2024 Plan
Annual Debt Service Payment	\$ 16.92	\$ 15.10	\$ 16.26	\$ 16.63	\$ 11.87	\$ 9.47	\$ 9.48
Total Outstanding Debt	\$ 126.48	\$ 160.40	\$ 144.10	\$ 55.73	\$ 43.85	\$ 34.38	\$ 24.90

Figure 51: Outstanding Debt Service & SIB Loan and Annual Debt Service Payments

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 2021 of \$34.8 billion limits the amount of available debt to \$1.50 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 8.7734 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 2021 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 2022 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 2022 is \$51.7 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 \$11.9 million will require a General Fund transfer to the Bond Retirement Fund to offset the debt in FY 2022, 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. FY 2022 will decrease to \$1.0 million for preventive maintenance activities.
- 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 2022 General Fund or Operating Budget are supported by \$4.20 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 2022–2026 Capital Improvement Plan (CIP) totals \$635.10 million of capital budget appropriations over the five year plan in eight capital project categories – Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other Projects, Preventive Maintenance/Operating Reimbursements, Rail Projects, and Transit Centers. For the approved 2022 CIP, three categories comprise 88.8 %, of the combined \$136.8 million capital budget appropriations. The largest with \$71.2 million is the Rail Projects category, second largest with \$29.0

million under Facilities Improvements, followed by Bus Improvement category with \$21.3. The five remaining categories totaling \$15.3 million are smaller and are shown in Figure 52.

Reflecting the challenging financial picture-the Authority faces, the largest budgeted category over the five-year CIP is the Rail Projects with \$332.8 million, or 52.4 %. This is followed by Bus Improvement Program-with \$105.6 million, 16.6 %, and Facilities Improvement Program at \$87.3 million, or 13.8 %, followed by the other remaining categories to a lesser degree as prioritized by the needs assessment and corresponding allocation of available capital funds.

2022-2026 Combined Capital Improvement Plan (millions)						
CATEGORY	2022	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2022-2026
Bus Garages	\$0.70	\$3.53	\$3.40	\$0.00	\$0.00	\$7.63
Buses	\$21.30	\$21.07	\$21.07	\$21.07	\$21.07	\$105.57
Equipment & Vehicles	\$7.50	\$7.17	\$4.26	\$4.21	\$7.24	\$30.38
Facilities Improvements	\$28.98	\$16.72	\$13.58	\$13.08	\$14.99	\$87.34
Other Projects	\$5.84	\$2.64	\$2.64	\$21.64	\$21.64	\$54.39
Preventive Maint./Oper. Reim.	\$1.00	\$1.00	\$1.00	\$1.00	\$11.50	\$15.50
Rail Projects	\$71.22	\$52.53	\$81.29	\$75.80	\$51.95	\$332.80
Transit Centers	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$1.50
TOTALS	\$136.83	\$104.95	\$127.54	\$137.10	\$128.68	\$635.10

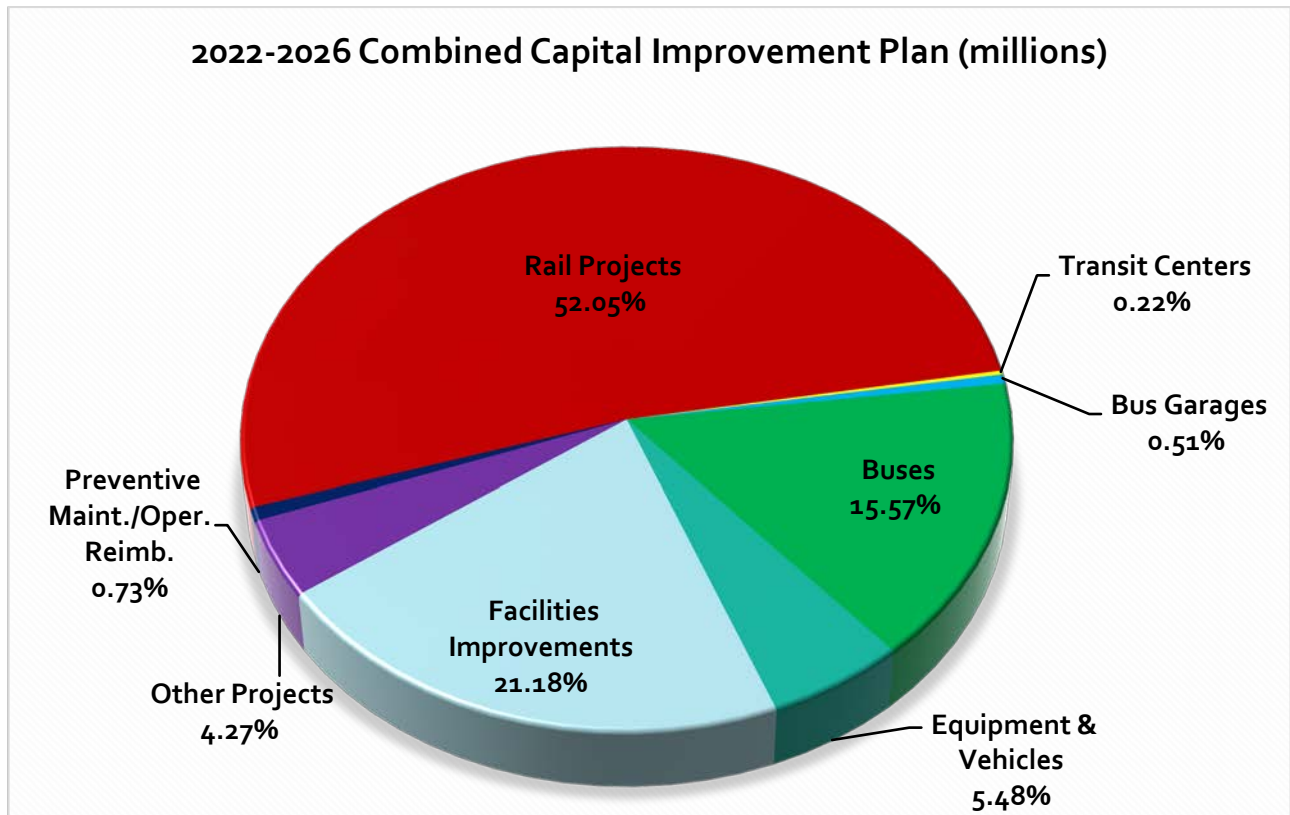


Figure 52: Capital Projects by Category

RTA CAPITAL FUND

The RTA Capital Fund supports smaller capital projects and includes more 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 53 trends 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 2022 will include \$40.2 million of programmed transfers from the General Fund and investment income of \$65,000. The transfer amount, in combination with the General Fund transfer of \$11.5 million to the Bond Retirement Fund, brings the total commitment to Capital to \$51.7 million, or 21.2 % of the projected 2022 sales & use tax revenue.

Budgeted FY 2022 expenditures within the RTA Capital Fund of \$51.2 million include \$2.5 million for Asset Maintenance or facilities projects, \$1.7 million for Routine Capital or equipment purchases, and a \$48.0 million transfer into the RTA Development Fund for use on providing the local match on grant awards and 100 % locally funded projects. The estimated 2022 ending balance of \$6.1 million is a decrease from prior years due to an increase in transfers to the Development Fund.

RTA Capital Fund Balance Analysis							
	2018	2019	2020	2021	2022	2023	2024
	Actual	Actual	Actual	Projection	Budget	Plan	Plan
Beginning Balance	1,299,482	3,214,558	2,960,752	3,510,860	17,976,646	6,072,111	2,677,731
Revenue							
Transfer from General Fund	15,259,919	12,005,224	13,397,525	43,398,859	40,228,465	18,615,105	18,411,336
Investment Income	62,161	103,438	159,471	65,000	65,000	65,000	65,000
Other Revenue	1,855	0	0	0	0	0	0
Total Revenue	15,323,935	12,108,662	13,556,996	43,463,859	40,293,465	18,680,105	18,476,336
Total Resources	16,623,417	15,323,220	16,517,748	46,974,719	58,270,111	24,752,215	21,154,068
Expenditures							
Asset Maintenance	1,920,700	1,881,561	1,053,895	1,581,000	2,455,000	2,410,000	2,310,000
Routine Capital	2,053,904	1,496,652	1,268,738	1,582,818	1,743,000	1,664,484	1,752,456
Other Expenditures	0	0	0	0	0	0	0
Transfer to RTA Development Fund	9,434,255	8,984,255	10,684,255	25,834,255	48,000,000	18,000,000	15,000,000
Reimbursement to FTA	0	0	0	0	0	0	0
Total Expenditures	13,408,859	12,362,468	13,006,888	28,998,073	52,198,000	22,074,484	19,062,456
Ending Balance	3,214,558	2,960,752	3,510,860	17,976,646	6,072,111	2,677,731	2,091,612

Figure 53: RTA Capital Fund Balance

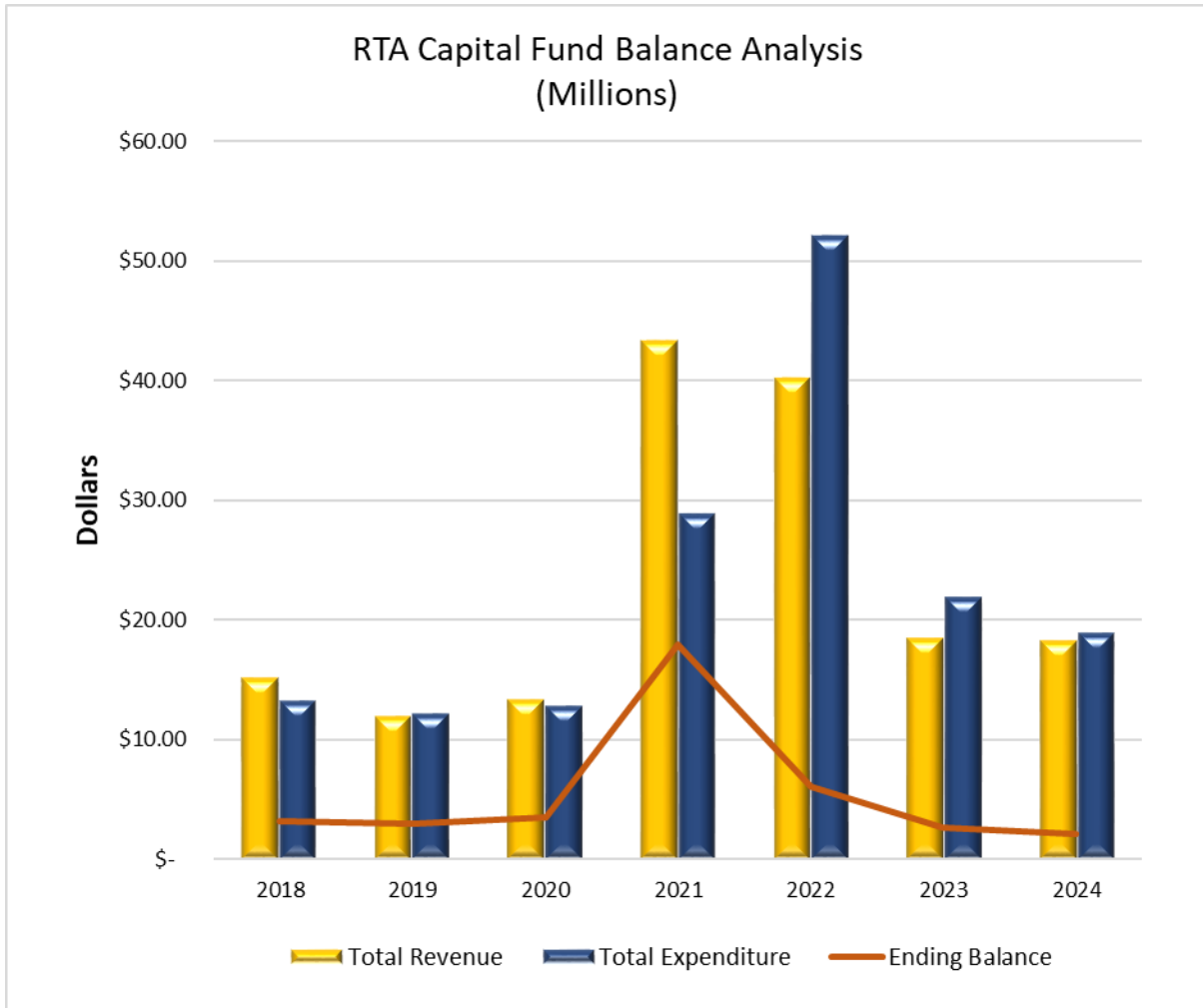


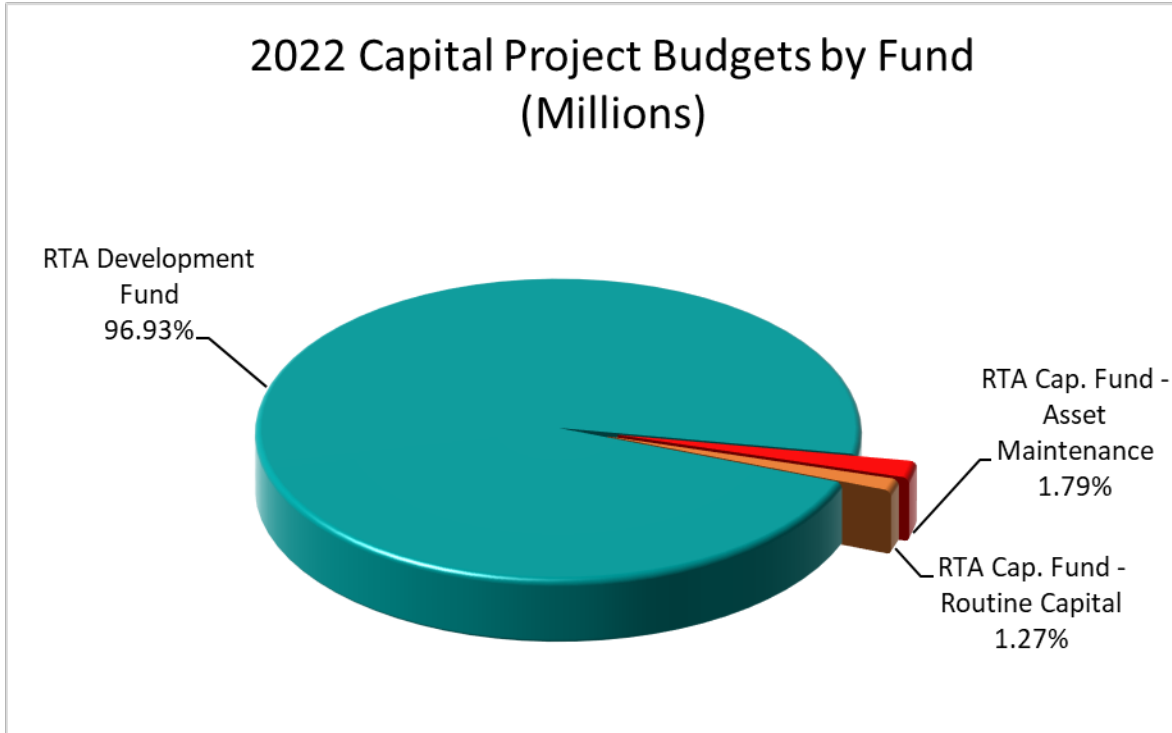
Figure 54: RTA Capital Fund Balance Trends

ASSET MAINTENANCE PROJECTS

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

The FY 2022 budget appropriation for Asset Maintenance projects is \$2.5 million, representing 1.79 % of the overall FY 2022 Capital Improvement Budget as represented in Figure 55. 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, which lends to managing a majority of Asset Maintenance Funds in an amount of \$1.6 million or 65.0 %. Asset and Configuration Management manages \$500,000, or 20.4 % of all Asset Maintenance projects, budgeted within the smaller cost facilities projects within the Operations Division and the Main Office. Remaining budgeted projects within Asset Maintenance are for location specific facilities projects, focused energy efficiency or lighting retrofits throughout the Authority, or in

the Asset Maintenance Contingency project for unanticipated facilities improvements needed throughout the year.



	2022 Budget	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2022-26
RTA Cap. Fund - Asset Maintenance	\$ 2.46	\$ 2.41	\$ 2.31	\$ 2.31	\$ 2.31	\$ 11.80
RTA Cap. Fund - Routine Capital	\$ 1.74	\$ 1.66	\$ 1.75	\$ 1.70	\$ 1.74	\$ 8.61
RTA Development Fund	\$ 132.64	\$ 100.87	\$ 123.47	\$ 133.09	\$ 124.62	\$ 614.69
Total	\$ 136.83	\$ 104.95	\$ 127.54	\$ 137.10	\$ 128.68	\$ 635.10

Figure 55: Capital Project Budgets by Fund

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 1 and 5 years. The Routine Capital projects are to be fully committed, if not expensed within the calendar year.

As indicated in Figure 55, the budget appropriation for Routine Capital projects accounts for \$1.74 million, or 1.27 %, of the 2022 CIP Budget. The greatest portion of the budget appropriation for Routine Capital projects in the 2022 CIP is within the Operations Division, which has \$358,000 for equipment pool projects throughout various Operating Division Departments, followed by \$350,000 programmed for the non-revenue vehicle lease or replacement program. Information Technology has \$385,000 budgeted for the maintenance and replacement of computers and equipment. The remaining \$550,000 budgeted is for the Support Services Department and contingencies.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2022 - 2026 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ASSET MAINTENANCE (FACILITIES) PROJECTS							
Department / Project Name	Project Number	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2022-26 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
		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
39 Fleet Management							
Bus Districts Lift Rebuilds/Rehab's	P47395199	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
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	\$125,000	\$150,000	\$150,000	\$150,000	\$150,000	\$725,000
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	\$170,000	\$0	\$0	\$0	\$0	\$170,000
		\$1,095,000	\$950,000	\$950,000	\$950,000	\$950,000	\$4,895,000
67 OFFICE OF MGT. & BUDGET							
Energy Retrofits	P32675139	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Asset Maintenance Contingency	P49995059	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
		\$700,000	\$800,000	\$700,000	\$700,000	\$700,000	\$3,600,000
TOTAL ASSET MAINTENANCE		\$2,455,000	\$2,410,000	\$2,310,000	\$2,310,000	\$2,310,000	\$11,795,000

Figure 56: RTA Capital Fund-Asset Maintenance Balance Analysis

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2022 - 2026 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
Department / Project Name	Project Number	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2022-26 Total
31 Paratransit							
Paratransit District Equipment Pool	P47310209	\$0	\$17,784	\$23,000	\$0	\$0	\$40,784
		\$0	\$17,784	\$23,000	\$0	\$0	\$40,784
32 Rail District							
Rail District Equipment Pool	P47320249	\$45,000	\$30,000	\$60,000	\$30,000	\$0	\$165,000
		\$45,000	\$30,000	\$60,000	\$30,000	\$0	\$165,000
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	\$22,000	\$22,000	\$72,000	\$92,000	\$124,000	\$332,000
Taser Replacement Program	New	\$0	\$0	\$50,000	\$70,000	\$70,000	\$190,000
		\$227,000	\$227,000	\$327,000	\$367,000	\$399,000	\$1,547,000
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	\$86,000	\$44,700	\$53,500	\$81,540	\$0	\$265,740
		\$436,000	\$394,700	\$403,500	\$431,540	\$350,000	\$2,015,740
46 Hayden District							
Hayden District Equipment Pool	P47460169	\$0	\$30,000	\$63,956	\$0	\$0	\$93,956
		\$0	\$30,000	\$63,956	\$0	\$0	\$93,956
49 Triskett District							
Triskett District Equipment Pool	P47490159	\$0	\$20,000	\$0	\$0	\$0	\$20,000
		\$0	\$20,000	\$0	\$0	\$0	\$20,000
55 Project Support							
ESMS Implementation Support	New	\$0	\$0	\$0	\$0	\$50,000	\$50,000
		\$0	\$0	\$0	\$0	\$50,000	\$50,000
58 Intelligent Transportation Systems							
Mobile Phone Upgrades	New	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
61 Information Technology							
IT Systems Development Pool	P42611209	\$130,000	\$130,000	\$130,000	\$130,000	\$150,000	\$670,000
PC Replacement Program	P42611309	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Thin Client Replacement II	P42610179	\$100,000	\$10,000	\$10,000	\$10,000	\$50,000	\$180,000
Laser Printer Replacement Program	P42610299	\$35,000	\$35,000	\$35,000	\$35,000	\$45,000	\$185,000
Oracle EBS Point Release Upgrade	New	\$70,000	\$70,000	\$0	\$0	\$0	\$140,000
		\$385,000	\$295,000	\$225,000	\$225,000	\$295,000	\$1,425,000
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		\$1,743,000	\$1,664,484	\$1,752,456	\$1,703,540	\$1,744,000	\$8,607,480
RTA CAPITAL FUND TOTAL		\$4,198,000	\$4,074,484	\$4,062,456	\$4,013,540	\$4,054,000	\$20,402,480

Figure 57: RTA Capital Fund-Routine Capital (Equipment) Balance Analysis

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, and requiring a 20 % local match.

Federal Capital grants received by the Authority normally 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 and resources provided through Sales & Use Tax contributions transferred from the RTA Capital Fund, available proceeds from debt sales, and interest income.

In 2019, \$8.9 million was transferred from the RTA Capital Fund to the RTA Development Fund to provide the local match to cover capital expense and to cover other locally funded expenditures within the RTA Development Fund. The transfer increased to \$10.6 million in FY 2020, and it increased again in FY 2021 to \$25.8 million due to the financial demands of the Authority's capital budget. FY 2022 will see the transfer between the Capital and Development Fund Decrease to \$48.0 million.

RTA Development Fund Balance Analysis							
	2018 Actual	2019 Actual	2020 Actual	2021 Projection	2022 Budget	2023 Plan	2024 Plan
Beginning Balance	20,136,261	18,099,415	41,417,033	28,926,433	17,874,552	61,723,826	79,885,750
Revenue							
Debt Service Proceeds	0	30,000,000	0	0	0	0	0
Transfer from RTA Capital Fund	9,434,255	8,984,255	10,684,255	25,834,255	48,000,000	18,000,000	15,000,000
Transfer from the Reserve Fund	2,000,000	0	0	49,000,000	10,000,000	10,000,000	10,000,000
Investment Income	258,572	875,565	920,228	200,000	200,000	200,000	700,000
Federal Capital Grants	56,531,115	33,292,740	42,000,277	92,633,201	97,949,296	80,698,696	88,283,460
CARES/CRRSAA Act Assistance		0	111,977,170	67,416,467	0	0	0
ARP Assistance				54,815,088	81,199,333		
State Capital Grants	827,365	1,384,658	2,702,681	10,464,375	10,136,598	10,136,598	1,384,658
Other Revenue	-32,530	0	12,800	0	0	0	0
Total Revenue	69,018,777	74,537,218	168,297,411	300,363,386	247,485,227	119,035,294	115,368,118
Total Resources	89,155,038	92,636,633	209,714,444	329,289,818	265,359,779	180,759,120	195,253,868
Expenditures							
Capital Outlay	71,055,623	51,219,600	68,810,841	188,010,934	122,436,620	100,873,370	123,473,370
CARES Act /CRRSAA	0	0	111,977,170	67,416,467	0	0	0
ARP				54,815,088	81,199,333		
Other Expenditures	0	0	0	1,172,777	0	0	0
Total Expenditures	71,055,623	51,219,600	180,788,011	311,415,266	203,635,953	100,873,370	123,473,370
Ending Balance	18,099,415	41,417,033	28,926,433	17,874,552	61,723,826	79,885,750	71,780,498

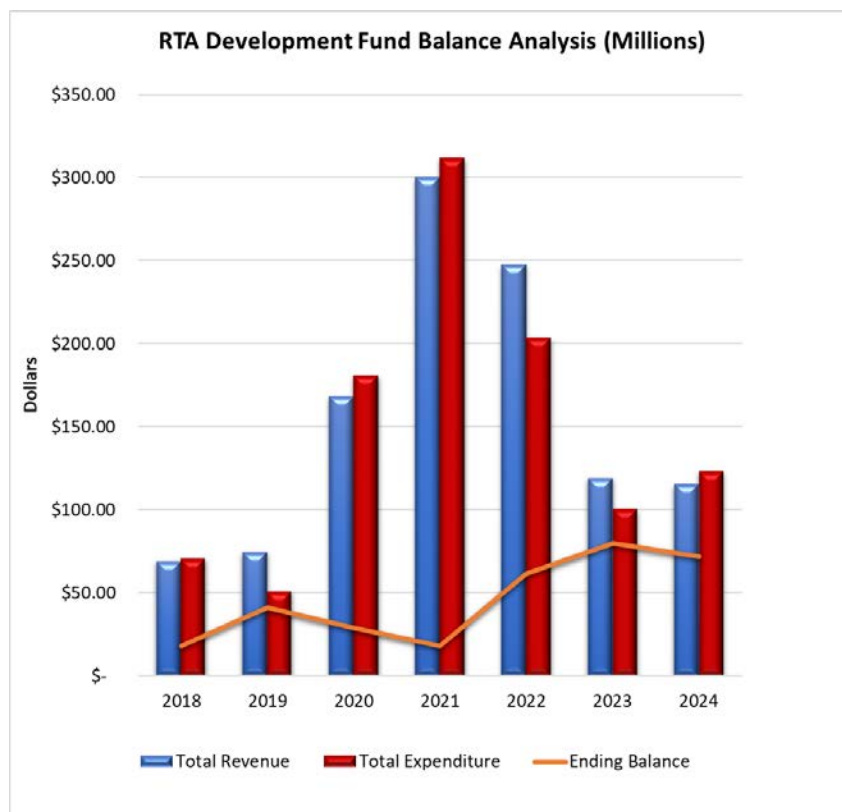
Figure 58: RTA Development Fund Balance Analysis
Capital Improvement Program

Other local funding sources include debt service, revenue bonds, and interest income. Interest income has varied over the years from a high of \$920,228 in FY 2020 to an estimated \$200,000 in FY 2022 due to fluctuations in fund balances and current low interest rates

Figure 57 presents the fund balance analysis for the RTA Development Fund. The balance typically fluctuates depending upon new debt service issuances, the Authority receiving 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. Capital construction activities over the following years drew the fund balance down as it declined to \$28.9 million at the end of FY 2020 and continued to decrease in FY 2021 to 17.8. FY 2022 is expected to increase to \$61.7 million by the end of the year. The planned procurement of a new rail fleet will greatly impact the year end fund balances. The Authorities goal is to have new rail cars procured in FY 2022 with delivery in the future out years.

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 56, various funding sources including Federal capital grants, State Capital grants, and 100-% local funds will help support expected expenditures or cash outlays of \$203.6 million in 2022. Of particular note, the expenditures within the Fund Balance Analysis are presented on a cash basis and represent estimates of the actual cash flow.



	2018	2019	2020	2021	2022	2023	2024
	Actual	Actual	Actual	Projection	Budget	Plan	Plan
Beginning Balance	\$ 20.14	\$ 18.10	\$ 41.42	\$ 28.93	\$ 17.87	\$ 61.72	\$ 79.89
Total Revenue	\$ 69.02	\$ 74.54	\$ 168.30	\$ 300.36	\$ 247.49	\$ 119.04	\$ 115.37
Total Resources	\$ 89.16	\$ 92.64	\$ 209.71	\$ 329.29	\$ 265.36	\$ 180.76	\$ 195.25
Total Expenditure	\$ 71.06	\$ 51.22	\$ 180.79	\$ 311.42	\$ 203.64	\$ 100.87	\$ 123.47
Ending Balance	\$ 18.10	\$ 41.42	\$ 28.93	\$ 17.87	\$ 61.72	\$ 79.89	\$ 71.78

Figure 59: RTA Development Fund Analysis Trend

RTA DEVELOPMENT FUND PROJECTS

The total budget appropriation of \$132.6 million for RTA Development Fund projects accounts for 96.9 % of the Authority’s Capital Improvement Budget as allocated for 2022, as seen in Figure 55. The inclusion of capital projects within this fund is based upon the establishment of budget appropriation authority and includes projects that may have already received grant-funding, projects in the preliminary application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 100 % local funds, or projects without an identified funding source.



The following highlights some of the larger programmed RTA Development Fund Improvement Projects programmed for FY 2022. 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 - \$0.70 MILLION

FY 2022 will see two upgrades at the Hayden Bus Garage Facility. The first upgrade planned to take place is the Hayden Fire Protection System Upgrade. Also programmed to start in 2022 but not planned to finish until 2023 will be upgrades to the Hayden Gas Detection System. These projects will upgrade the bus maintenance and fueling station for CNG fleets.

BUS/PARATRANSIT IMPROVEMENT PROGRAMS - \$21.30 MILLION

The 2022 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 include funds to purchase 20 40-foot. CNG’s, and 13 25- foot paratransit vehicles in FY 2022. Over the next five years, 75 40-foot buses, 50 22-foot Paratransit Coaches, and up to 8 60-foot Low Floor Artic buses are planned to be replaced.

FACILITIES IMPROVEMENTS - \$26.52 MILLION

The Facilities Improvements budget consists of appropriations of \$1.25 million for the continuation of HVAC System Improvement Pool, \$9.08 million for the continuation of the Roofing Improvement Program, and \$1.25 million for the start of the Pavement Improvement Program. Construction on Tower City Easy Portal Rehabilitation will start in FY 2022 with plans to complete the construction in 2023 at a cost of \$5.2 million while CRMF Service Building will have the Mezzanine Infill completed at a cost of \$300,000. An additional \$800,000 has been set aside for State of Good Repairs across the authority.

EQUIPMENT & VEHICLES - \$5.76 MILLION

FY 2022 has \$2.25 million programmed for the Information Technology Upgrade Program and \$350,000 programmed for the ITS System Upgrades Pool. Transit Police will continue their Radio Replacement program that will span over the next four years at a cost of \$156,620 in 2022. The Revenue Fare Collection project is budgeted \$3.00 million and is scheduled to be completed in FY 2023.

OTHER PROJECTS - \$5.84 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 Thrive 105 Transit Enhancements, \$1.2 million for Baby On Board initiative, \$2 million budget for Metrohealth Line BRT Upgrades, and a \$637,500 for various transportation studies depending upon the availability of grant funds.

PREVENTIVE MAINTENANCE / OPERATING BUDGET REIMBURSEMENTS - \$1.00 MILLION

This category includes the preventive maintenance reimbursements to the General Fund. This category includes formula and non-formula grant funded reimbursements for various eligible activities within the General Fund with a 2022 budget appropriation of \$1.00 million. This amount has been reduced from years past so the funding can be used for capital projects across the authority.

RAIL PROJECTS - \$71.22 MILLION

In FY 2022, 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 a combined \$6.45 million for track rehabilitation for the Light Rail Program, \$3.85 million for Substation Improvement Program, \$2.00 million for OCS Replacement and Upgrade, \$1.97 million for the Signal System Upgrade Program and \$1.00 million for Rail Infrastructure. \$54.0 million is programmed for Heavy Rail Vehicle Replacement and \$1.00 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.

TRANSIT CENTERS / BUS LOOPS – \$0.30 MILLION

The 2022 capital budget includes \$300,000 for various grant funded passenger enhancements throughout the Authority. Many of the enhancement funds are allocated for Bus Shelter, Landscaping, and ADA Access.

The purpose of the Long Range Plan of the Authority is to support its Mission and Policy goals by providing a 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 GCRTA Strategic Plan 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 and also result in increasing ridership, revenues, and the state of good repair while being grounded in the economic and financial reality of public transportation funding in Northeast Ohio. It covers the period from 2020-2030.

The Strategic Plan has created prioritized actions for short, medium, and long term investment. These items relate to GCRTA initiatives that include:

- 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.

There are several initiatives from the Planning and Programming Department to meet prioritized goals of the Strategic Plan. In 2021, RTA was awarded a NOACA Transportation Livable Communities Initiative (TLCI) to partner with communities to improve access to job centers, improve how street's function, and engage with new mobility within University Circle and East Cleveland. RTA has also been an active partner with the Cuyahoga Board of Health, reducing barriers to women and families that live in targeted zip codes to ultimately improve the wellbeing of mother and baby to reduce infant mortality through the OPT2 grant funded "Baby on Board" program. With the recently completed ODOT Opportunity Corridor, RTA has remained a City partner in various development opportunities along this corridor. RTA has worked with the City of Solon to improve access to job centers and engaged with micromobility providers to engage with new technology and new mobility.

In addition, RTA has applied for the FTA Areas of Persistent Poverty, which if awarded, would allow RTA to collaborate with local, regional, and state partners to analyze transportation and life needs in underserved communities in Cuyahoga County. This grant would improve passenger safety and comfort, improve where and when buses travel, partner with communities to access job centers, and engage with new mobility. In addition, the department assisted with RAISE 2021 grant focused on purchasing new rail cars for the light rail system. This would allow GCRTA to engage with emerging technology and data and improve passenger safety, comfort, and reliability.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
<u>BUS GARAGES</u>							
<u>BUS GARAGES</u>							
Hayden Gas Detection System	P22460X20	500,000	500,000	0	0	0	1,000,000
FFY 2022 Local Funds		500,000					
FFY 2023 Local Funds		500,000					
Hayden-Fire Protection System Upgrades	P22460X20	200,000	0	0	0	0	200,000
FY 2022 Local Funds		200,000					
Hayden District Bus Wash Replacement	P224501X0	0	1,275,000	0	0	0	1,275,000
FFY 2022 Federal Formula Grants		1,275,000					
Triskett District Bus Wash Replacement	P224501X0	0	0	1,700,000	0	0	1,700,000
FFY 2023 Federal Formula Grants		1,700,000					
Hayden 60' Lift Replacement	P22460X30	0	1,750,000	0	0	0	1,750,000
FFY 2022 Federal Formula Grant		1,750,000					
Hayden 40' Lift Replacement	P22460X30	0	0	750,000	0	0	750,000
FFY 2023 Federal Formula Grant		750,000					
Paratransit 9 Bus Lifts	P22460X30	0	0	950,000	0	0	950,000
FFY 2023 Federal Formula Grant		950,000					
TOTAL - BUS GARAGES		700,000	3,525,000	3,400,000	0	0	7,625,000
<u>BUS REPLACEMENTS</u>							
<u>BUS IMPROVEMENT PROGRAM</u>							
2021-2023 Bus Replacement Program							60,000,000
SFY 2022 ODOT CMAQ Grant	P11390X10	20,000,000	0	0	0	0	20,000,000
SFY 2022 ODOT UTP Award		3,670,747					
FFY 2021 Federal Formula Grants		5,010,782					
FY 2022 (TBD)		2,930,971					
SFY 2023 ODOT CMAQ Grant	P11390X10	0	20,000,000	0	0	0	20,000,000
SFY 2023 ODOT UTP Award		3,670,747					
FFY 2022 Federal Formula Grants		4,744,032					
FY 2023 (TBD)		3,197,721					
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2022 - 2026 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
<u>BUS REPLACEMENTS -Continued</u>							
<u>BUS IMPROVEMENT PROGRAM</u>							
2024-2026 Bus Replacement Program							60,000,000
SFY 2024 ODOT CMAQ Grant	P11390X30	0	0	20,000,000	0	0	20,000,000
SFY 2024 ODOT UTP Award		3,670,747					
FFY 2023 Federal Formula Grants		4,744,032					
FY 2024 (TBD)		1,210,221					
SFY 2025 ODOT CMAQ Grant		10,375,000					
SFY 2025 ODOT UTP Award		3,670,747					
FFY 2024 Federal Formula Grants		4,744,032					
FY 2025 (TBD)		1,210,221					
SFY 2026 ODOT CMAQ Grant		10,375,000					
SFY 2026 ODOT UTP Award		3,670,747					
FFY 2025 Federal Formula Grants		4,744,032					
FY 2026 (TBD)		1,210,221					
Sub-Total: Bus Improvement Program		20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	100,000,000

PARATRANSIT REPLACEMENT PROGRAM								
Paratransit Buses-NOACA 5310		P12390170	800,000	800,000	800,000	800,000	800,000	4,000,000
FY 2022 NOACA 5310	800,000							
FY 2023 NOACA 5310	800,000							
FY 2024 NOACA 5310	800,000							
FY 2025 NOACA 5310	800,000							
FY 2026 NOACA 5310	800,000							
Sub-Total: Paratransit Improvement Program			800,000	800,000	800,000	800,000	800,000	4,000,000
BUS SPARE PARTS PROGRAM								
BRT Capital Spare Parts Program		P16390150	500,000	266,750	266,750	266,750	266,750	1,567,000
FFY 2021 Federal Formula Grant	500,000							
FFY 2022 Federal Formula Grant	266,750							
FFY 2023 Federal Formula Grant	266,750							
FFY 2024 Federal Formula Grant	266,750							
FFY 2025 Federal Formula Grant	266,750							
Sub-Total: Bus Spare Parts Program			500,000	266,750	266,750	266,750	266,750	1,567,000
TOTAL - BUSES			21,300,000	21,066,750	21,066,750	21,066,750	21,066,750	105,567,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
FACILITIES IMPROVEMENTS								
BRIDGE REHABILITATION								
Track Bridge Rehab. - Viaduct Bridge Rehab: Phase 2 & 3		P20800460	0	0	0	3,750,000	4,250,000	8,000,000
FFY 2024 Federal Formula Grant	3,750,000							
FFY 2025 Federal Formula Grant	4,250,000							
Track Bridge Inspection Program		P20800270	475,000	0	475,000	0	475,000	1,425,000
FY 2022 Local Funds	475,000							
FY 2024 Local Funds	475,000							
FY 2026 Local Funds	475,000							
Track Bridge Rehab. - Water Front Line Bridge		P20800XX0	5,150,000	2,000,000	0	0	0	7,150,000
FFY 2021 Federal Formula Grant	5,150,000							
FFY 2022 Federal Formula Grant	2,000,000							
Track Bridge Rehabilitation - Conrail		P20800X10	2,750,000	0	0	0	0	2,750,000
FFY 2021 Federal Formula Grant	2,750,000							
Rehab of Track Bridge -Brookpark		P20800X20	275,000	4,780,000	0	0	0	5,055,000
FFY 2021 Federal Formula Grant	275,000							
FFY 2022 Federal Formula Grant	4,780,000							
Rehab of Track Bridge Ambler Strike Protection		P20800X30	0	300,000	3,770,000	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	0	326,000	326,000
FFY 2025 Federal Formula Grant	326,000							
Sub-Total: Bridge Rehabilitation			8,650,000	7,080,000	4,245,000	3,750,000	5,051,000	28,776,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
FACILITIES IMPROVEMENTS - Continued								
FACILITIES IMPROVEMENTS								
HVAC System Improvement Program		P32800X10	1,250,000	2,250,000	2,250,000	2,250,000	1,250,000	9,250,000
FFY 2021 Federal Formula Grant	1,250,000							
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							
Pavement Improvement Program		P32800X20	1,250,000	1,100,000	1,100,000	1,100,000	2,100,000	6,650,000
FFY 2021 Federal Formula Grant	1,250,000							
FFY 2022 Federal Formula Grant	1,100,000							
FFY 2023 Federal Formula Grant	1,100,000							
FFY 2024 Federal Formula Grant	1,100,000							
FFY 2025 Federal Formula Grant	2,100,000							

Roofing Improvement Program		P32800X20	9,075,000	1,625,000	1,625,000	1,625,000	1,625,000	15,575,000
FFY 2021 Federal Formula Grant	4,075,000							
FFY 2022 (TBD- Bus & Bus Facilities)	5,000,000							
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							
CRMF Service Building Meszzanine - Floor Infill		P32800XXX	300,000	0	0	0	0	300,000
FY 2022 Local Funds	300,000							
Tower City East Portal Rehabilitation		P32800XXX	5,200,000	0	0	0	0	5,200,000
FFY 2019 Federal Formula Grants	5,200,000							
SYSTEM-WIDE FACILITIES								
State of Good Repair Projects		P32800290	800,000	2,250,000	2,050,000	2,045,350	2,650,000	9,795,350
FFY 2021 Federal Formula Grant	800,000							
FFY 2022 Federal Formula Grant	2,250,000							
FFY 2023 Federal Formula Grant	2,050,000							
FFY 2024 Federal Formula Grant	2,045,350							
FFY 2025 Federal Formula Grant	2,650,000							
Sub-Total: System-Wide Facilities			17,875,000	7,225,000	7,025,000	7,020,350	7,625,000	46,770,350
TOTAL - FACILITIES IMPROVEMENTS			26,525,000	14,305,000	11,270,000	10,770,350	12,676,000	75,546,350

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
EQUIPMENT & VEHICLES								
MANAGEMENT INFORMATION SYSTEM								
Information Technology Program		P42610X20	2,250,000	2,000,000	2,000,000	2,000,000	2,000,000	10,250,000
FFY 2021 Federal Formula Grant	1,250,000							
SFY 2022 OTP2	1,000,000							
SFY 2023 OTP2	1,000,000							
FY 2023 TBD	1,000,000							
SFY 2024 OTP2	1,000,000							
FY 2024 TBD	1,000,000							
SFY 2025 OTP2	1,000,000							
FY 2025 TBD	1,000,000							
SFY 2026 OTP2	1,000,000							
FY 2026 TBD	1,000,000							
ITS System Upgrades								
FFY 2021 Federal Formula Grant	350,000		350,000	350,000	350,000	350,000	350,000	1,750,000
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							
Transit Police Radio / Body Camera Replacement		P44340010	156,620	156,620	156,620	156,620	0	626,480
FY 2022 Local Funds	156,620							
FY 2023 Local Funds	156,620							
FY 2024 Local Funds	156,620							
FY 2025 Local Funds	156,620							
Revenue Fare Collection		P44340X10	3,000,000	3,000,000	0	0	3,143,612	9,143,612
FFY 2021 Federal Formula Grant	3,000,000							
FFY 2022 Federal Formula Grant	3,000,000							
FFY 2025 Federal Formula Grant	3,143,612							
Sub-Total: Management Information System			5,756,620	5,506,620	2,506,620	2,506,620	5,493,612	21,770,092
TOTAL - EQUIPMENT & VEHICLES			5,756,620	5,506,620	2,506,620	2,506,620	5,493,612	21,770,092
OTHER PROJECTS								
OTHER								
Planning Studies (Transportation for Livable Communities)		P49570360	93,750	93,750	93,750	93,750	93,750	468,750
FY 2022 (TBD)	93,750							
FY 2023 (TBD)	93,750							
FY 2024 (TBD)	93,750							
FY 2025 (TBD)	93,750							
FY 2026 (TBD)	93,750							
RTA Development Fund Contingency 2022 - 25 (TBD)	TBD	P49990XX0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
ON-BOARD/O&D SURVEYS		P49570XXX	1,200,000	0	0	0	0	1,200,000
FFY 2021 Federal Formula Grant	1,200,000							
Metrohealth Line BRT		P49570.XXX	2,000,000	0	0	19,000,000	19,000,000	40,000,000
FFY 2021 Federal Formula Grant	2,000,000							
FFY 2024 Federal Formula Grant	5,000,000							
FY 2025 (TBD)	14,000,000							
FFY 2025 Federal Formula Grant	5,000,000							
FY 2026 (TBD)	14,000,000							

NOACA Unserve Areas - 5307 CUA		P51670XX0	543,750	543,750	543,750	543,750	543,750	2,718,750
FFY 2021 Federal Formula Grant	543,750							
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							
TOTAL - OTHER PROJECTS			5,837,500	2,637,500	2,637,500	21,637,500	21,637,500	54,387,500
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2022 - 2026 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME		PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS								
PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS								
Preventive Maintenance Reimb. Exp.		P51670X00	1,000,000	1,000,000	1,000,000	1,000,000	11,500,000	15,500,000
FFY 2021 Federal Formula Grant	1,000,000							
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	11,500,000							
TOTAL - PREVENTIVE MAINT./OPERATING REIMB.			1,000,000	1,000,000	1,000,000	1,000,000	11,500,000	15,500,000
RAIL PROJECTS								
ELECTRICAL SYSTEM								
OCS Replacement and Upgrade Plan		P21320180	2,000,000	4,000,000	4,000,000	2,000,000	0	12,000,000
FFY 2021 Federal Formula Grant	2,000,000							
FFY 2022 Federal Formula Grant	4,000,000							
FFY 2023 Federal Formula Grant	4,000,000							
FFY 2024 Federal Formula Grant	2,000,000							
FFY 2025 Federal Formula Grant	0							
Substation Improvement Program		P2180X00	3,850,000	0	0	3,937,500	0	7,787,500
FFY 2021 Federal Formula Grant	3,850,000							
FFY 2024 Federal Formula Grant	3,937,500							
Sub-Total: Electrical System			5,850,000	4,000,000	4,000,000	5,937,500	0	19,787,500
TRAIN CONTROL / SIGNALS								
Signal System Upgrade Program		P26800X00	1,967,500	1,282,500	1,592,500	3,362,500	4,000,000	12,205,000
FFY 2021 Federal Formula Grant	1,967,500							
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	3,800,000							
FY 2026 (TBD)	200,000							
Sub-Total: Train Control / Signals			1,967,500	1,282,500	1,592,500	3,362,500	4,000,000	12,205,000
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 2021 Federal Formula Grant	1,000,000							
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							
On-Call Rail Engineering Services		P23800240	200,000	200,000	200,000	200,000	200,000	1,000,000
FFY 2021 Federal Formula Grant	200,000							
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							

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
<u>RAIL PROJECTS - Continued</u>							
<u>TRACK REHABILITATION</u>							
Light Rail Rehabilitation Program	P24800400	6,450,000	14,800,000	16,250,000	16,250,000	16,250,000	70,000,000
FFY 2021 Federal Formula Grant		6,450,000					
FFY 2022 Federal Formula Grant		4,800,000					
SFY 2023 ODOT TRAC		10,000,000					
SFY 2024 ODOT TRAC		16,250,000					
SFY 2025 ODOT TRAC		16,250,000					
SFY 2026 ODOT TRAC		16,250,000					
Red Line East Track Rehabilitation	P24800X40	0	0	13,050,000	13,054,650	0	26,104,650
FFY 2023 Federal Formula Grant		5,050,000					
SFY 2024 OTPPP		8,000,000					
FFY 2024 Federal Formula Grant		5,054,650					
SFY 2025 OTPPP		8,000,000					
E.79th Street Light Rail Station	P24800X60	0	500,000	4,000,000	2,000,000	-	6,500,000
FFY 2022 Federal Formula Grant		500,000					
FFY 2023 Federal Formula Grant		4,000,000					
FFY 2024 Federal Formula Grant		2,000,000					
Light Rail Blue Line Guard Walls & Retaining Walls	P24800X60	0	200,000	1,800,000	0	-	2,000,000
FFY 2022 Federal Formula Grant		200,000					
FFY 2023 Federal Formula Grant		1,800,000					
Sub-Total: Track Rehabilitation		7,650,000	16,700,000	36,300,000	32,504,650	17,450,000	110,604,650
<u>RAIL VEHICLE FLEET</u>							
Rail Capital Spare Parts Program	P16390X00	750,000	750,000	500,000	500,000	500,000	3,000,000
FFY 2021 Federal Formula Grant		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					
Rail Line Car/ Rail Work Equipment	P46390XXX	0	3,800,000	0	3,500,000	0	7,300,000
FFY 2022 Federal Formula Grant		3,800,000					
FFY 2024 Federal Formula Grant		3,500,000					

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2022 - 2026 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2022	2023	2024	2025	2026	TOTALS 2022-2026
<u>RAIL PROJECTS - Continued</u>							
<u>RAIL CAR REPLACEMENT PROGRAM</u>							
2021-2024 HRV Rail Replacement Program	P14390200	54,000,000	20,000,000	9,900,000	0	0	83,900,000
FFY 2021 Federal Formula Grant		7,012,500					
SFY 2022 OTP2		10,000,000					
FY 2022 (TBD)		36,987,500					
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	0	21,000,000	30,000,000	30,000,000	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)	15,000,000							
2022-2026 RCRP -Rail Infrastructure Modification Upgrades		P24800XXX	1,000,000	6,000,000	8,000,000	0	0	15,000,000
FFY 2021 Federal Formula Grant	1,000,000							
FFY 2022 Federal Formula Grant	6,000,000							
FFY 2023 Federal Formula Grant	8,000,000							
FFY 2024 Federal Formula Grant	0							
Sub-Total: Rail Vehicle Fleet			55,750,000	30,550,000	39,400,000	34,000,000	30,500,000	190,200,000
TOTAL - RAIL PROJECTS			71,217,500	52,532,500	81,292,500	75,804,650	51,950,000	332,797,150
TRANSIT CENTERS								
Enhanced ADA Access (Enhancement Item)		P49800X00	300,000	300,000	300,000	300,000	300,000	1,500,000
FFY 2021 Federal Formula Grant	300,000							
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							
TOTAL - TRANSIT CENTERS			300,000	300,000	300,000	300,000	300,000	1,500,000
TOTAL RTA DEVELOPMENT FUND			132,636,620	100,873,370	123,473,370	133,085,870	124,623,862	614,693,092
TOTAL RTA CAPITAL FUND			4,198,000	4,074,484	4,062,456	4,013,540	4,054,000	20,402,480
TOTAL CAPITAL IMPROVEMENT PLAN			136,834,620	104,947,854	127,535,826	137,099,410	128,677,862	635,095,572