

LEGISLATIVE UPDATE 2025

CELEBRATING

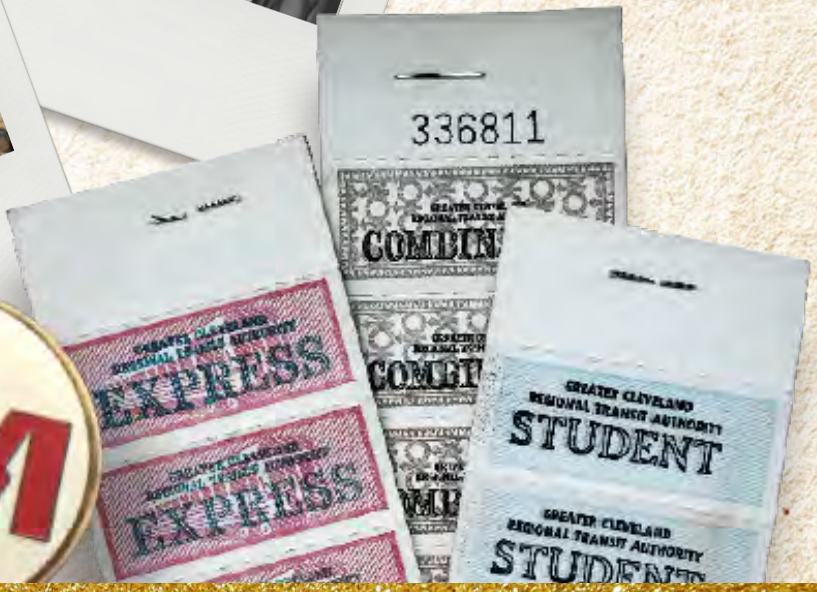
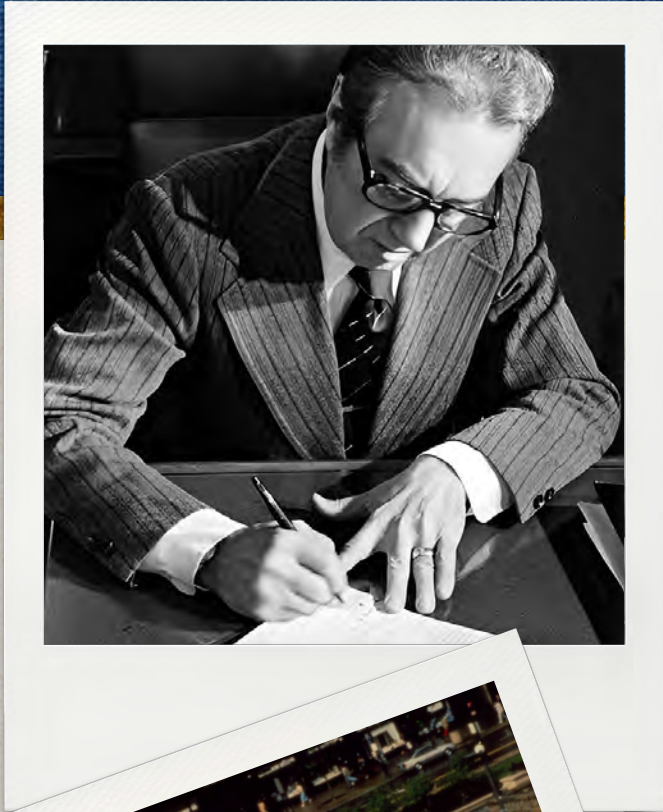




Table of Contents

I. LEGISLATIVE PRIORITIES - 2025/2026	2
II. 2024 HIGHLIGHTS	3
III. STATUS OF KEY PROJECTS	5
» Railcar Replacement Program	5
» Station Rehabilitation Program	7
» Rail Infrastructure Program	8
» Fixed Route and Paratransit Bus Replacement	11
» Priority Corridor Studies	13
EXHIBIT A: CAPITAL PROJECTS PLANNED OR UNDERWAY	16
EXHIBIT B: HISTORY OF FEDERAL FUNDING, 1981-2025	18
EXHIBIT C: COMPETITIVE GRANT PROGRAMS - PRIORITY PROJECTS	19
EXHIBIT D: EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS, 2020-2024 ...	21

I. LEGISLATIVE PRIORITIES - 2025/2026

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 \$56.6 million in grants from FTA, USDOT, ODOT, OEPA, and others. **Highlighted by the awards of a \$16.0 million from FTA's All Station Accessibility Program (ASAP) grant program for eight Blue Line Stations, and \$8.3 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) 2025 and 2026.

- 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 \$411.4 million of the \$450.0 million total program cost. We are seeking the remaining \$38.6 million over the next two to three years. (See Page 5.)
- GCRTA requests additional support in obtaining additional federal and state funding for our highest priority State of Good Repair programs:
 - \$23.7 million for our Light Rail Track Reconstruction Program
 - \$16.0 million for Eight Green Line ADA Station Reconstruction
 - \$25.0 million for the 25 Connects/MetroHealth BRT
 - \$50.0 million for our 2030-2032 Bus Replacement Program
 - \$11.0 million for our Rail Infrastructure Systems Program
 - \$ 8.0 million for our Triskett Garage Roof Replacement
- GCRTA requests that the State of Ohio's transit funding increase to at least \$100.0 million per year for the SFY 2026/2027 biennium.
- 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 2026-27 biennial ODOT and General Revenue Fund budgets to close the funding gap identified in the study.
- GCRTA requests support in advocating for federal transit funding re-authorization above the current Infrastructure Investment and Jobs Act levels to account for inflation.
- GCRTA has prepared a summary of our **\$235.8 million backlog of unfunded projects** and \$172.3 million of key projects in our 2025-2029 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 and the upcoming SFY 2026-2029 STIP update and can be awarded quickly as Competitive Grants are awarded. (Exhibit C)





II. 2024 HIGHLIGHTS

Infrastructure Upgrades

- Completed W. 117th Substation Rehabilitation
- Completed Red Line Rail Grinding Program
- Completed Trunk Line Track Rehabilitation E. 75th Street Interlocking
- Completed Hayden Garage Roof Replacement
- Completed design of E. 79th Street Light Rail Station
- Continued construction of W. 117th Track Bridge Rehabilitation
- Continued construction of Trunk Line Signal Replacement
- Continued construction of Red Line 515 turnout Return to Service
- Continued Warrensville/Van Aken Substation Replacement
- Began construction of Tower City East Portal Rehabilitation
- Began design of MetroHealth Line BRT

Safety and Security

- Implemented the 2024 Public Transportation Agency Safety Plan (PTASP) through the Executive Safety Committee, Labor Management Safety Committee & District Safety Committees
- Worked to ensure compliance with all Federal, State, and local regulations and served as a liaison between the Authority and regulatory agencies
- Completed a refresher training plan geared toward Managers and Supervisors and the utilization of the STOP program to reduce employee injuries
- Helped coordinate and score a Bus *Rodeo*, where bus operators compete in a course that measures driving skills and adherence to safety rules
- Completed an ODOT/SSO Triennial Audit resulting in zero findings
- Participated in Safety & Security Certification activities for the Railcar Replacement Program
- Conducted safety audits on rail signal overruns, rail safety ride checks, operator fatigue management, and radio communications protocols, all resulting in recommendations for improvements

Transit Police

- Transit Police Community Watch participated in 127 community events in 2024.
- Transit Police Honor Guard participated in 16 events, including Cleveland Browns, Cleveland Guardians, and Cleveland Monsters games.
- Chief Deirdre Jones participated in the 2024 Police Executive Leadership College Alumni Conference and graduated from the Northwestern University School of Police Staff and Command.
- Transit Police hosted a TSA I-Step Tabletop in September 2024.
- Transit Police hosted the 2024 TSA/APTA Safety and Security Roundtable.

Strong Financial Management

- Managed 2024 expenditures and resources to increase transfers to Rolling Stock Reserve Fund and Capital Improvement Fund for Railcar Replacement program
- Placed another purchase of 18 rail cars, bringing the total purchase to 48. Another purchase of up to 12 is being considered in 2025
- Received over \$60.8M in competitive grants from NOACA, ODOT, FTA, Ohio EPA, USDOT, and Ohio Department of Development

Customer Service

- Placed 20 new Paratransit vehicles into service
- New Learning Center was built in the Main Office Building of RTA.
- Transit Ambassador dedicated space was built in Tower City Rotunda
- The first Positive Impact Mentoring Program Podcast was held in January
- Transit Police was voted “Agency of the Month” by the Ohio Association of Chiefs of Police and the Law Enforcement Foundation

Other Achievements

- Baby on Board Program; won the Women’s Transportation Seminar Innovative Project Award
- Hosted the 2024 American Public Transportation Association Rail Conference
- Hosted State Senator Jerry Cirino, Vice Chair of the Senate Finance Committee
- Mid-August, U.S. Rep. Shontel Brown presented a \$10.6M grant at GCRTA’s Hayden Garage to support the Electric Vehicle Pilot Program from the Bipartisan Infrastructure Law (See page 12)
- Partnered with the Cleveland Foundation on free fares for Election Day
- GCRTA and employees received the following recognition:
 - India Birdsong Terry, General Manager & Chief Executive Officer:
 - Named to the *Crain’s Cleveland Power 150* list, recognizing influential leaders shaping the future of Northeast Ohio
 - Panelist on CEO Roundtable at APTA’s 1st Workforce Summit
 - Panelist on Mentorship Panel at the Women in Rail Conference
 - Featured on the Mpact Podcast, focusing on culture change
 - Honored as a YWCA Woman of Achievement – 2024
 - Dr. Natoya Walker Minor, Deputy General Manager – Administration & External Affairs, moderated the virtual APTU Panel on Understanding Transit Workforce Diversity and APTA Panel on Equity Considerations in Transit Service and Delivery
 - Jorge Lozada, Schedule Analyst & Ismael Flores, DEI Program Administrator: Recognized as 100+ Latinos You Should Know
 - Casey Blaze, Manager – Rail Equipment: Elected Secretary of APTA Light Rail Technical Forum
 - José Feliciano Jr., Intergovernmental Relations Officer: Moderated a panel on Latino ERGs at the Latinos in Transit Leadership Summit

III. STATUS OF KEY PROJECTS

Railcar Replacement Program

The GCRTA Railcar Replacement Program is a **\$450.0 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 39 years old and the LRV fleet is 42 years old with both fleets exceeding their design lives. This program is currently listed in the current State Fiscal Year (SFY)2024-2027 Transportation Improvement Program (TIP) with Project Identification Description (PID) Nos. 112109 and 118483 and included in the SFY2026-2029 TIP Update with PID Nos. 118483 and 123176 and is in the NOACA's Long Range Plan.

At this time \$411.4 million of funding has been either awarded or committed to the Rail Car Replacement Program as follows: GCRTA has already placed \$80.0 million in a Rolling Stock Reserve Fund and plans on adding another \$25.0 million over the next three years for use as local match towards grants. GCRTA has also committed \$81.6 million of federal formula grants over the last four years and next five years. NOACA has provided funding of \$16.8 million with another \$12.0 million committed, USDOT has awarded GCRTA a \$15.0 million BUILD grant. The Infrastructure Investment and Jobs Act (IIJA) included \$5.0 million in Community Project Funding from Senator Sherrod Brown in FY2022 and another \$5.0 million from Representative Shontel 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 \$4.4 million General Revenue Funding (GRF) and \$37.6 million of Ohio Transit Partnership Program (OTP2) funding over five years.

We are requesting multi-year funding commitments for the remaining \$38.6 million as follows:

- Federal formula funding of \$5.6 million from the IIJA reauthorization
- State OTP2 funding of \$33.0 million over the next two to three years beginning in SFY2026

Railcar Manufacturer proposals were received on March 9, 2022, and GCRTA 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. On November 19, 2024, we exercised a \$112.8 million option for the purchase of 12 additional railcars. We anticipate awarding another option for 12 additional railcars in 2025 to complete the ordering of 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, and the 48th railcar will be ready for revenue service in Summer 2028.





RAILCAR REPLACEMENT PROGRAM

at a glance



CURRENT RAIL CARS

Light and Heavy



- 39+ years old
- Not Reliable
- Costly
- Obsolete parts & tech

COST SAVINGS



Saving **\$7 million** per year

NEW VEHICLE FEATURES

EXTERIOR

- High floor LRV meets crash design standards
- Heated windshield & pantograph
- Load leveling system
- Operator cab HVAC unit

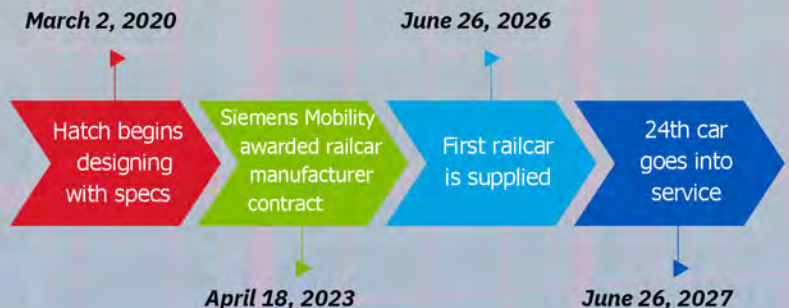
INTERIOR

- Comfortable airflow
- Reduced noise
- High visibility message signs
- Large passenger windows
- Maintenance friendly flooring
- Space per car for:

Miles Between Service Interruptions



PROJECT TIMELINE



52
passenger
seats



4
wheelchair
stations



2
Bike Racks

Additional Project Needs: In addition to the new railcars, the total program cost includes the railcar design, inspection and testing, spare parts, modifications to the Central Rail and Brookpark maintenance facilities, modifications to existing rail station platforms, and safety certification.



Greater Cleveland
Regional Transit Authority
rideRTA.com/rcp



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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 IJJA contains a new competitive grant program to fund these stations called the All Station Accessibility Program (ASAP). In 2023 the East 79th Street Light Rail Station was awarded an \$8.0 million grant from the ASAP program. On July 25, 2023, we awarded a design contract, and the design was completed in late 2024. The NEPA document was completed and approved in late 2024. Construction is scheduled for 2025 and 2026.

In 2024 we were awarded a \$16.0 million ASAP grant to fund the reconstruction of eight Blue Line stations. In 2025 we will begin the design with construction anticipated in 2026.

In 2025 we will be submitting a \$16.0 million ASAP grant to fund the reconstruction of eight Green Line 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 \$7.0 million of construction in Spring 2025. We will be replacing elevators at our Superior and Windermere Red Line Stations in 2025. These will be followed by the \$5.0 million rehabilitation to the West 25th Street Red Line Station in 2027.





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 our 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 was 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 \$23.7 million of TRAC funding. In 2022 we bid and awarded a \$3.5 million construction contract for the East 75th 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 re-bid in early 2025 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, which is now fully funded. 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 million 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 late 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 2025-2029 CIP.





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Light Rail Track Replacement Program

Project Description

The Greater Cleveland Regional Transit Authority is rejuvenating the city's heartbeat through the Light Rail Track Replacement Program. A \$70 million venture is set to revitalize 10 miles of aging rail infrastructure, enhancing the travel experience with upgraded tracks, increased train capacity, and expedited services.



\$46.3 million funded out of \$70 million

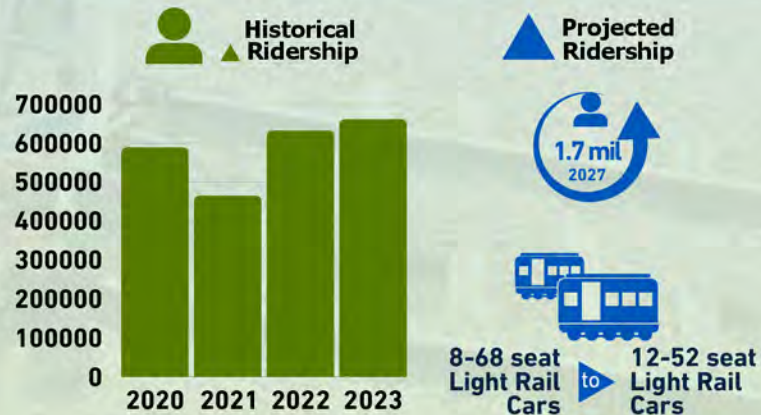
Improvements ...

- Increase Ridership
- Mitigate Congestion
- Improve Speed & Time
- Become Safer
- Increase Capacity

Existing Rail Line Conditions



Light Rail Ridership Projections



Cost Breakdown

The overall program is estimated at \$70 million to construct eight different projects over the next six years. The program estimate is as follows:

Engineering Design Support	\$ 1.2 million
Construction	\$ 59.3 million
Force Account	\$ 2.1 million
Third Party Support	\$ 1.4 million
Contingency	\$ 6.0 million
Total Project Cost	\$ 70.0 million

To date we have identified \$46.3 million of funding from three sources as shown below.

FTA Formula Funds (IJA)	\$ 28.0 million
ODOT TRAC Flex Funds	\$ 4.3 million
GCRTA Local Match	\$ 14.0 million
Total Project Funding	\$ 46.3 million

Proposed Project Timeline



Blue Line Section 1: **Shaker Square to Ashby**
 Blue Line Section 2: **Ashby to Warrensville-Van Aken**
 Green Line Section 1: **Shaker Square to Eaton**
 Green Line Section 2: **Eaton to Green**

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. We intend to incrementally increase the paratransit fleet to 100 vehicles. 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 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 seven 60-foot, five-door CNG vehicles, with an option to purchase another 21 vehicles 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 another eight vehicles will be exercised in early 2025.

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 40 vehicles was exercised in November 2024 for vehicles to be delivered in 2025 and 2026.

Our long term approach to the BIP is to replace approximately 75 buses every three years or 25 per year. This would require identifying \$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 2025-2027 for delivery in 2027-2029 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 annual funding from the ODOT UTP program and will be seeking Ohio EPA DERG funding. The project is included in the SFY 2024-2027 TIP and the upcoming SY 2026-2029 update and is included in the NOACA Long Range Plan. The 2030-2032 BIP is similar and will be included in the upcoming SY 2026-2029 TIP update.

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. **In 2024 we were awarded a \$10.6 million FTA Lo-No Emissions competitive grants through the IIJA to fund this program.**

The current Paratransit Improvement Program (PIP) has a total of 80 vehicles. In addition, GCRTA has subcontracts for 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 that were placed into revenue service in March 2024. On January 21, 2025, we awarded a \$2.6 million contract for 17 vehicles to be delivered in late 2025.

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 to purchase at least ten replacement vehicles and five additional 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 five 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. The TOD study recommended to facilitate TOD in conjunction with a new BRT facility. The TOD study was concluded in October 2021 and adopted by the City of Cleveland Planning Commission. The \$50-55 million program is partially funded, and GCRTA is pursuing up to \$25 million of FTA Small Starts 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. The design is 30% complete and the NEPA process will be completed in mid- 2025. 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.
- **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 awarded a contract for this study in November 2024.

- **Lorain Corridor** – In 2024 GCRTA was awarded a \$700,000 FTA TOD grant to focus on improving the land use and zoning along the corridor from West 25th to Great Northern Mall in the cities of Cleveland, Fairview Park, and North Olmsted to encourage TOD. GCRTA will award a contract for this study in 2025.
- **Kinsman Corridor** – In 2025 GCRTA will be pursuing an FTA TOD grant to focus on improving the land use and zoning along the corridor to encourage TOD.

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.



Scan for more details



W. 25 MetroHealth Line BRT Project

The MetroHealth Line Bus Rapid Transit (BRT) project aims to utilize the 25Connects study to transform the West 25th Street (U.S. Route 42) corridor into a reliable transit route, improving transportation services, infrastructure, multi-modal access, and fostering equitable economic development. Key components of the BRT include bus lanes, improved bus waiting environments, and transit signal priority.

IMPROVEMENTS



- Increase Ridership
- Mitigate Congestion
- Increase Reliability
- Environmentally Friendly
- Improve Accessibility
- Economic Development

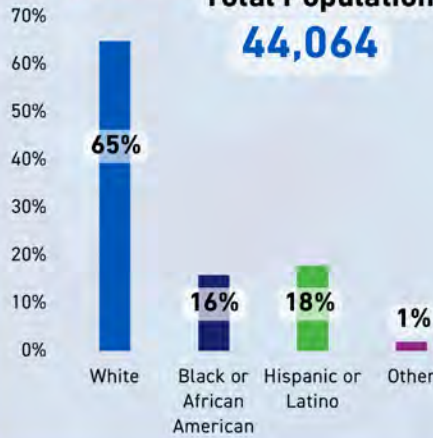
DEMOGRAPHICS

*Corridor demographics are based on the 25Connects study.

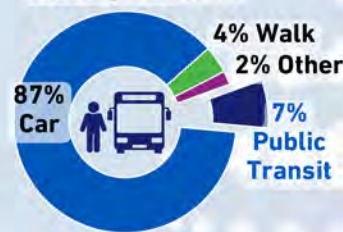


Corridor Neighborhoods

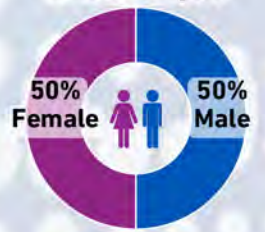
≈ 4 mile project area



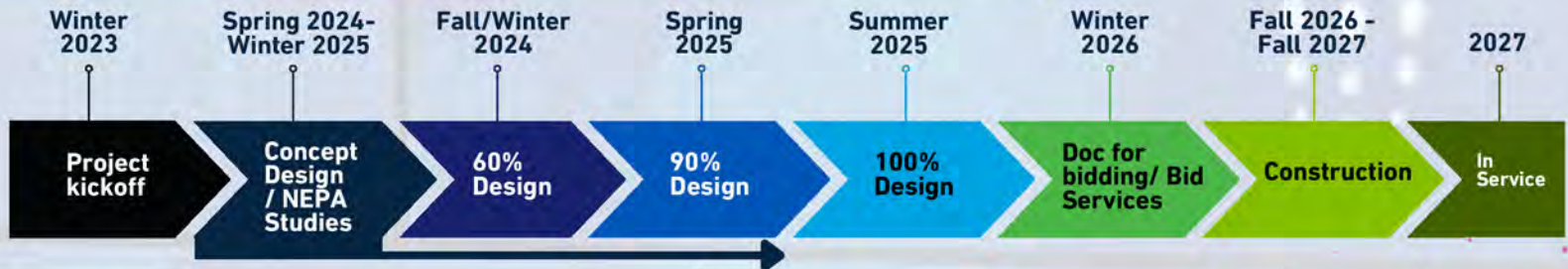
Mode of Transportation



Corridor Gender Split



SCHEDULE TIMELINE



FUNDING

YEAR Calendar	ACTIVITY	GCRTA LOCAL MATCH	ODOT TRAC	FTA SECTION 5307	FTA SMALL STARTS	TOTAL Millions of \$
2023	Engineering & Design	\$0.5		\$2.0		\$2.5
2024	Right-of-Way (ROW)	\$0.4		\$1.6		\$2.0
2025-2026	Construction	\$9.1	\$12.0	\$4.4	\$20.0	\$45.5
TOTAL Millions of \$		\$10.0	\$12.0	\$8.0	\$20.0	\$50.0

EXHIBIT A

CAPITAL PROJECTS PLANNED OR UNDERWAY GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Engineering & Project Management Fiscal Year 2025 Projects

The following is a list of design and construction projects planned for 2025 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
 - 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)
 - Three Heavy Rail Platform Reconstructions (City of Cleveland)

- Construction
 - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)
 - East 79th Street Light Rail Station ADA Reconstruction (City of Cleveland)
 - 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)
 - Light Rail Fiber Optic System (Shaker Heights)
 - Flyover Track Bridge near Stokes Blvd. (City of Cleveland)

- Construction
 - Red Line Track Bridge and Platform over West 117th Street (Cities of Cleveland and Lakewood)
 - Wayside Signal Installation – 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)
 - Brookpark Shop and Yard Rehabilitations (City of Cleveland)
 - 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 2025

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		180,605,292	31,438,549			212,043,841
2024		66,005,248	33,190,994		200,000	99,395,242
	487,983,073	1,107,692,602	1,025,818,705	50,033,706	39,763,139	2,711,291,225

EXHIBIT C

COMPETITIVE GRANT PROGRAMS PROJECT PRIORITIES – SEEKING \$172.3 MILLION

5307 Urban Formula and 5337 State of Good Repair Programs

GCRTA's current backlog of unfunded capital projects is \$235.8 million due to winning over \$56.6 million of competitive grants in 2024. The backlog is in the following categories:

- \$38.6 million Rail Car Replacement Program
- \$17.0 million Rail Facilities and Infrastructure
- \$63.7 million Track Reconstruction/Rehabilitation
- \$50.0 million Bus Improvement Program
- \$25.0 million MetroHealth BRT Line
- \$ 7.5 million Technical Support – Hardware/Software
- \$ 8.0 million Bus Maintenance Facilities
- \$26.0 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. **This is a \$450.0 million program with only \$38.6 million 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 \$28.0 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 2024, and for Congressionally Directed Spending/Community Project Funding in 2023 and 2024. **There is currently a budget shortfall of \$23.7 million for this project.**

25 Connects/MetroHealth Line BRT – Funds are needed to implement this \$50.0-55.0 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 \$20.0-25.0 million of this program is unfunded.**

2030 - 2032 Bus Improvement Programs – \$66.0 million in funding is needed to replace 75 buses every three years. We will be seeking \$20.0 million from NOACA’s allocation of statewide CMAQ funding to be received in 2030 and 2031. We will be seeking at least \$10 million per year from multiple OEPA DERG and VW grants, annual ODOT UTP awards and federal formula and local funding. **\$50 million of this program 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 began 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. In 2024 we were awarded \$16.0 million in ASAP funds to fund the reconstruction of eight Blue Line Stations. We will be seeking \$16.0 million in ASAP funds in 2025 to fund the reconstruction of eight Green Line Stations. **\$16.0 million of this program is unfunded.**

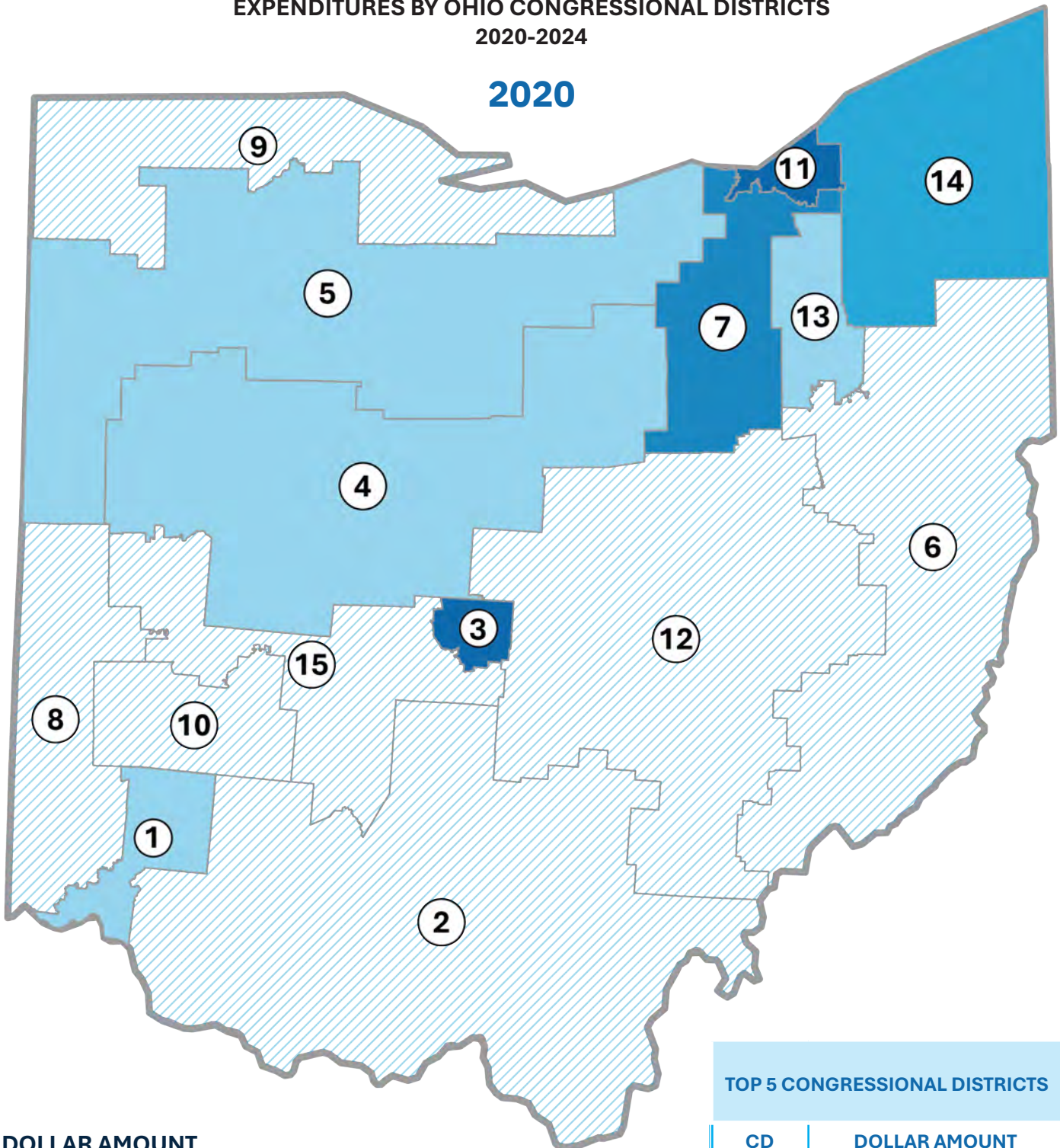
Triskett Garage Roof Replacement – The Triskett Garage was completed in 2004, and the roof is approaching the end of its useful life. GCRTA will be seeking FTA Bus & Bus Facility funding for this project as we did for the recently completed Hayden Garage Roof Replacement. **This \$8.0 million project is unfunded.**



EXHIBIT D

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS 2020-2024

2020



DOLLAR AMOUNT

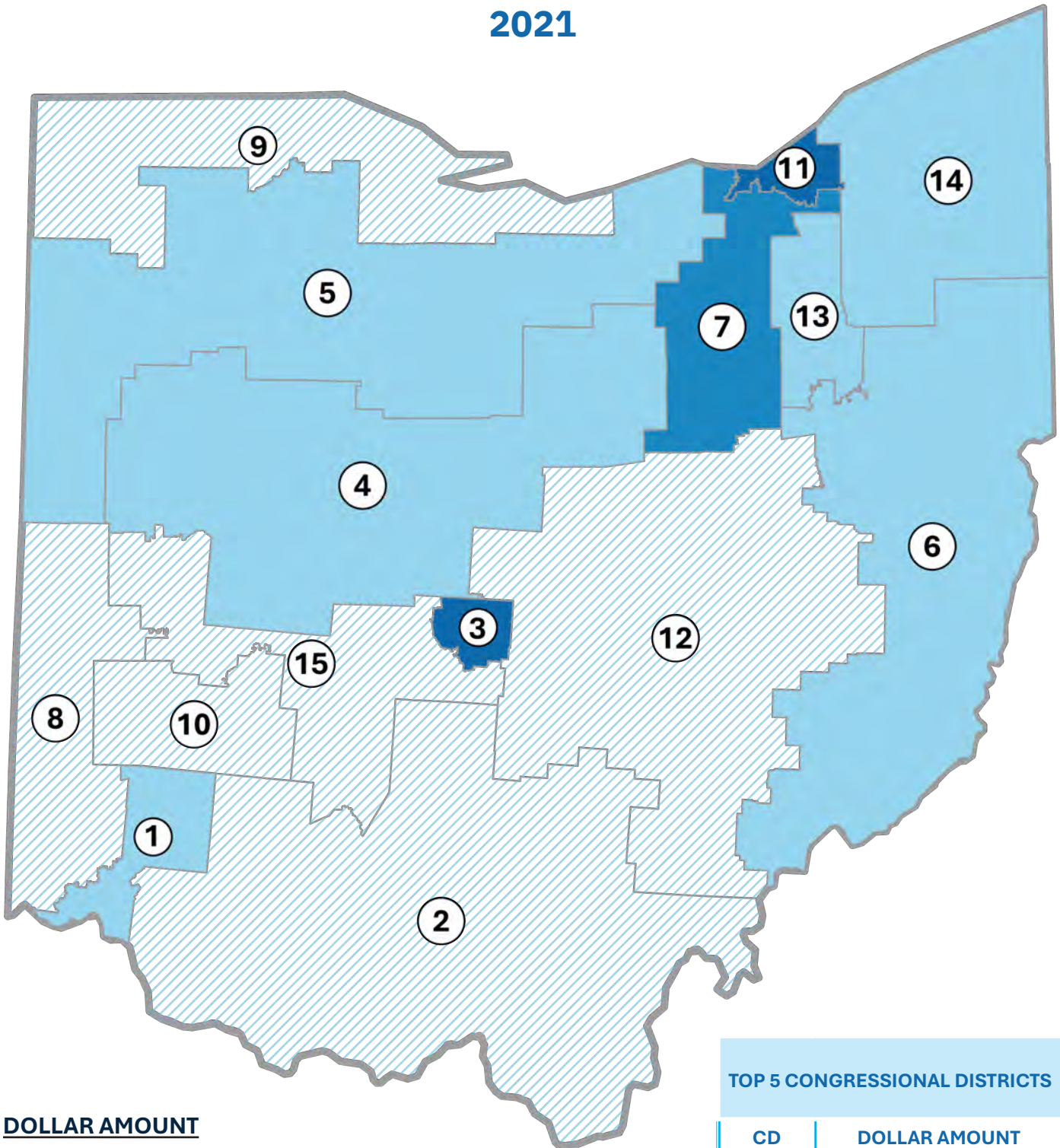
- Up to \$1,500,000
- \$10,000,001-\$40,000,000
- \$1,500,001-\$5,000,000
- Greater than \$40,000,000
- \$5,000,001-\$10,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 83,086,532
3	\$ 42,242,498
7	\$ 10,934,441
14	\$ 6,943,010
13	\$ 3,607,566

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS
2020-2024

2021



DOLLAR AMOUNT

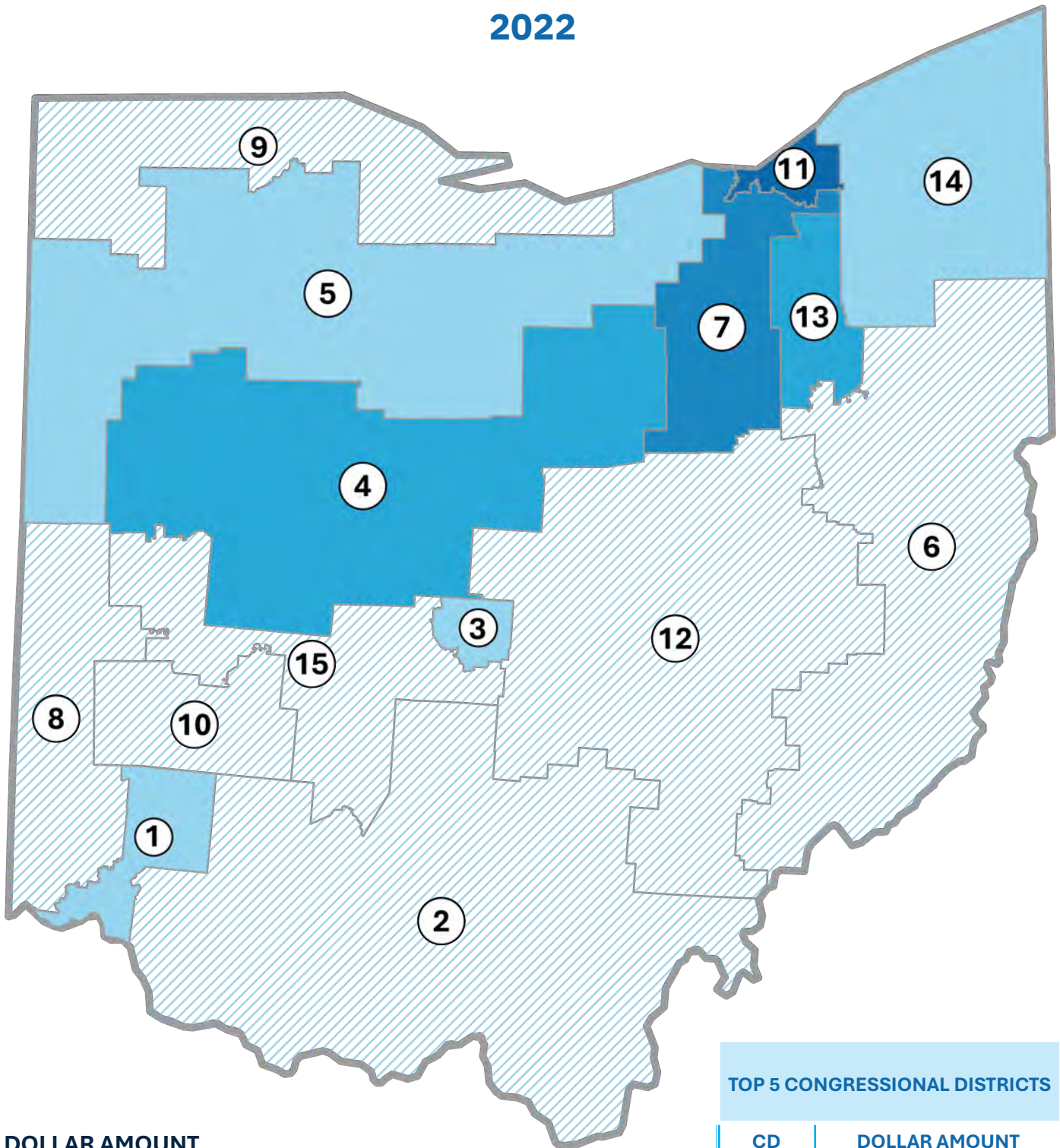
- Up to \$1,500,000
- \$1,500,001-\$5,000,000
- \$5,000,001-\$10,000,000
- \$10,000,001-\$40,000,000
- Greater than \$40,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 189,617,142
3	\$ 42,950,164
7	\$ 26,108,857
13	\$ 4,782,323
4	\$ 4,608,189

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS
2020-2024

2022



DOLLAR AMOUNT

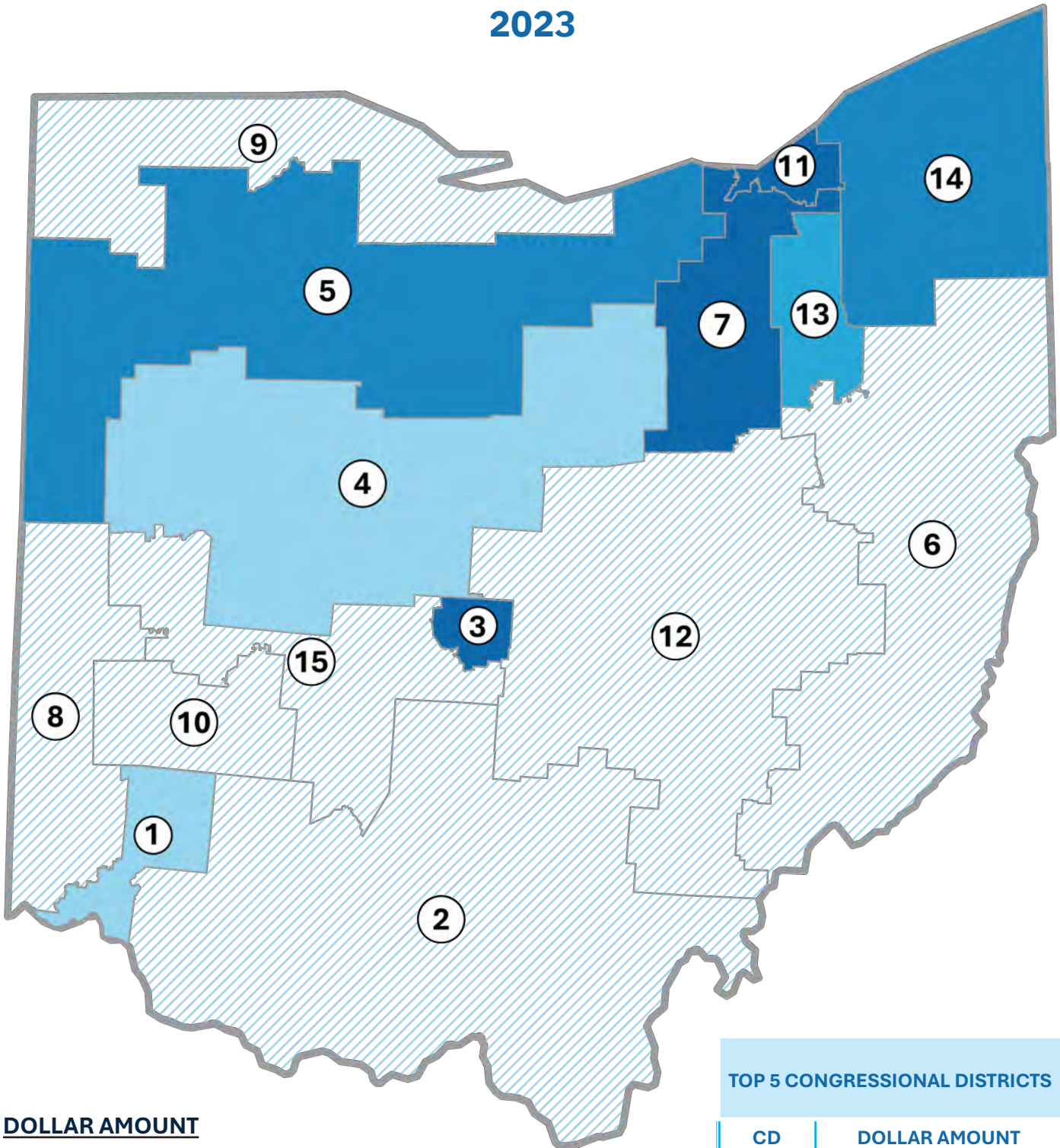
- Up to \$1,500,000
- \$1,500,001-\$5,000,000
- \$5,000,001-\$10,000,000
- \$10,000,001-\$40,000,000
- Greater than \$40,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 63,190,836
7	\$ 32,802,689
4	\$ 8,850,785
13	\$ 6,943,010
3	\$ 4,214,872

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS
2020-2024

2023



DOLLAR AMOUNT

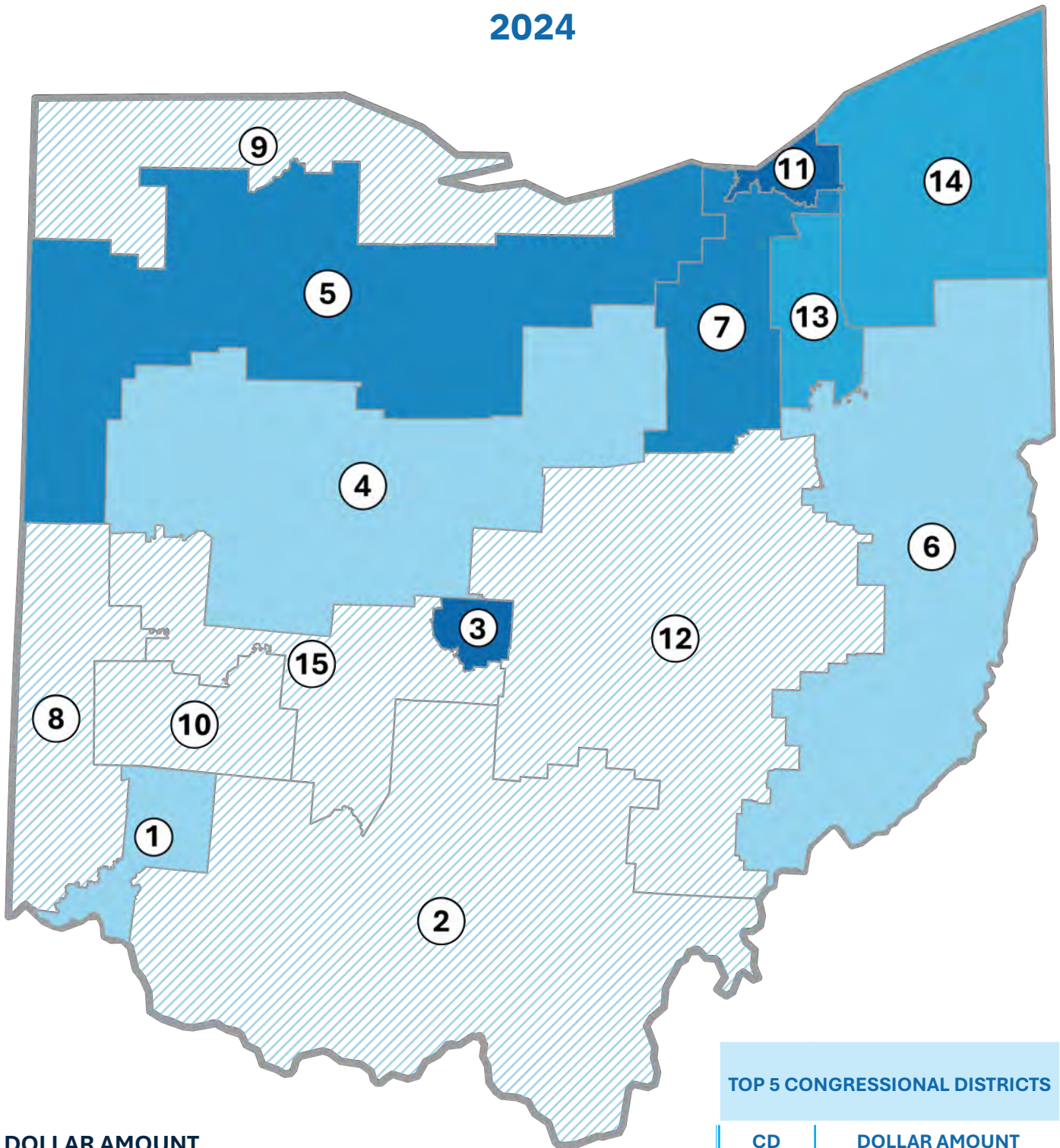
- Up to \$1,500,000
- \$10,000,001-\$40,000,000
- \$1,500,001-\$5,000,000
- Greater than \$40,000,000
- \$5,000,001-\$10,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 80,104,473
7	\$ 58,017,583
3	\$ 48,133,211
14	\$ 12,086,535
5	\$ 11,916,905

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS
2020-2024

2024



DOLLAR AMOUNT

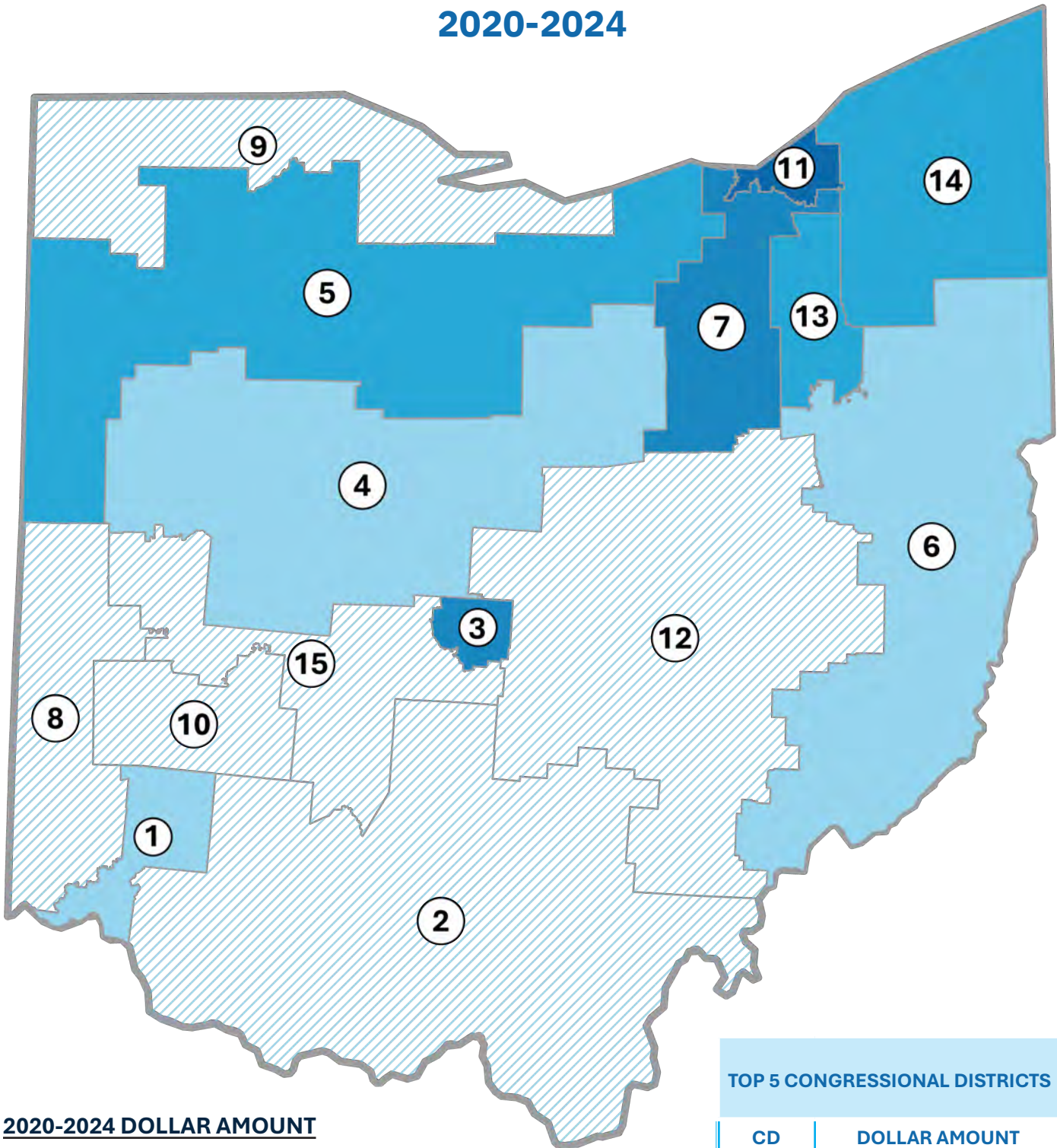
- Up to \$1,500,000
- \$10,000,001-\$40,000,000
- \$1,500,001-\$5,000,000
- Greater than \$40,000,000
- \$5,000,001-\$10,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 92,349,093
3	\$ 51,107,341
7	\$ 37,833,292
14	\$ 10,636,547
13	\$ 9,526,564

EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS
5 YEAR

2020-2024



2020-2024 DOLLAR AMOUNT

- Up to \$5,000,000
- \$100,000,001 - \$250,000,000
- \$5,000,001 - \$25,000,000
- Greater than \$250,000,000
- \$25,000,001 - \$100,000,000

TOP 5 CONGRESSIONAL DISTRICTS

CD	DOLLAR AMOUNT
11	\$ 83,086,532
3	\$ 42,242,498
7	\$ 10,934,441
14	\$ 6,943,010
13	\$ 3,607,566



Greater Cleveland Regional Transit Authority
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Cleveland, Ohio 44113-1302
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