



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY



# LEGISLATIVE UPDATE FOR THE YEAR 2022

# GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

## LEGISLATIVE UPDATE 2022

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## I. LEGISLATIVE PRIORITIES - 2022/2023

Thank you to Senators Brown and Portman and Representatives Brown, Gonzalez, Kaptur, and Ryan for voting for the Infrastructure Investment and Jobs Act (IIJA). The IIJA will significantly increase our federal formula funds for the next five years. The IIJA also includes a number of new competitive grant programs that will help us reduce our unfunded backlog of capital projects.

Thank you to the many members of Ohio Senate and House that supported our efforts to maintain the State of Ohio's transit funding at \$70 million per year for the current SFY 2022/2023 biennium. For SFY 2022 GCRTA received \$13.1 million to support our Bus Improvement, Rail Car Replacement, Microtransit Pilot and extend our Baby on Board programs. We also were awarded \$4.3 million of ODOT TRAC funding for our Light Rail Track Replacement Program.

The following represents GCRTA's Federal and State legislative priorities for Federal Fiscal Years (FFY) 2022 and 2023.

- GCRTA requests continued support in seeking and obtaining multi-year funding commitments from FTA, ODOT and others for the replacement of our **Rail Car Fleet**. GCRTA has already identified \$189.4 million of the \$300 million total program cost. We are seeking the remaining \$110.6 million over the next five to six years (See Page 4)
- GCRTA requests additional support in obtaining additional federal and state funding for our highest priority State of Good Repair programs:
  - \$30.7 million for our Light Rail Track Reconstruction Program
  - \$32.0 million for the 25 Connects/MetroHealth BRT
  - \$9.7 million for our 2021-2023 & 2024-2026 Bus Replacement Programs
  - \$52.2 million for our 2027-2029 Bus Replacement Program
  - \$15.8 million for our Rail Infrastructure Systems Program
- GCRTA requests that the State of Ohio act on and update ODOT's "Ohio Statewide Transit Needs Study" by identifying dedicated funding in the State's 2022-23 biennial ODOT and General Revenue Fund budgets to close the funding gap identified in the study.
- GCRTA requests support in pursuing grant opportunities in the areas of Workforce Development, Fare Collection Technology to promote Fare Equity, and the promotion of Transit Oriented Development
- GCRTA has prepared a summary of our **\$332 million backlog of unfunded projects** and \$251.0 million of key projects in our 2022-2026 Capital Improvement Program that are either partially funded or have been delayed due to lack of funding. They are included in the current 2021-2024 State of Ohio Transportation Improvement Program (STIP) and can be awarded quickly as Competitive Grants are awarded. (Exhibit C)

## **II. 2021 HIGHLIGHTS**

### **Infrastructure Upgrades**

- Completed construction of the Light Rail Track Replacement from Buckeye-Woodhill to Shaker Square
- Completed construction of Tower City Tracks 10 and 13 and continued CTDS and signal work.
- Completed construction of the East 79<sup>th</sup> Street Red Line Station ADA Rehabilitation which completed our multi-year ADA Key Station program.
- Completed construction of the Light Rail Retaining Wall Rehabilitation - Phase 2.
- Completed the evaluation and temporary shoring of the Waterfront Line Bridge.
- Completed design and began construction of the Overhead Catenary System Structural Rehabilitation on the Red Line west.
- Continued construction of the Red Line Fiber Optic Line Replacement.
- Continued construction of the West 30<sup>th</sup> Substation Transformer/Rectifier Replacements.
- Continued construction of the Warrensville/Van Aken Substation.

### **Safety and Security**

- Continued purchasing and utilized cleaning and sanitizing products to keep passengers safe during the COVID-19 pandemic
- Installed plexi-glass operator shields in the majority of the bus fleet
- Implemented electronic pre-trip inspection forms and database.
- Implementation of GCRTA's 2021 Public Transportation Agency Safety Plan
- Transit Police were engaged in Food distribution with the Food Bank, Safety Town Programs with several schools, and the beautification of the Cuyahoga Diversion Center's Oriana House Women's Garden.
- Received grant funds from ODOT for the Community Immunity program and then partnered with Cuyahoga County, the City of Cleveland Health Department, and Care Alliance of Ohio for the distribution of vaccines on our Vaccination Bus.
- Implemented Employee Vaccination Incentive program to increase employee vaccination rates.

### **Strong Financial Management**

- Awarded \$67.4 million in CRRSSA Act funds, which are being used to offset the loss of revenue, sales tax and the added operating expenses associated with the pandemic.
- Awarded \$136.0 million in ARP Act funds, which are being used to offset the loss of revenue, sales tax and the added operating expenses associated with the pandemic.
- Established a \$85 million Revenue Stabilization Fund to be utilized in future years to offset revenue losses and increased expenses due to the pandemic.
- Obtained approximately \$45 million in competitive grants from FTA, USDOT, ODOT, Ohio EPA, NOACA.

- Managed 2021 expenditures and resources to increase transfers to Rolling Stock Reserve Fund and federal formula funding for rail car replacement. Total identified funding is currently at \$189.4 million, includes awards and commitments from NOACA, ODOT, USDOT, FTA Federal Formula Funding and balance from RTA's Rolling Stock Reserve Fund.

### **Customer Service**

- We continued to provide mobility solutions to essential employees during the pandemic.
- Completion and implementation of NEXT GEN service redesign project, delivering more frequent service and one seat trips.
- Completion of the OneRTA customer service training.
- Completed the 25Connect TOD planning project that focused on the future of the West 25<sup>th</sup> Street corridor with a BRT service. Plan was adopted by the City of Cleveland Planning Commission.
- Provided event service in support of the NFL Draft.
- Partnering with CHMA on the redevelopment of Woodhill Homes.
- Continued Diversity and Inclusion training program for staff.

### **Other Achievements**

- Completed the revision of GCRTA's Mission, Vision and Values with focus on Customer Experience, Community Values, Financial Sustainability and Employee Engagement.
- Hosted FTA Administrator Nuria Fernandez for a tour of the West 25<sup>th</sup> Street corridor and the Rail Maintenance facility.
- Awarded ODOT OPT2 grants of \$400,000 to enable RTA to begin a Microtransit Pilot program and an additional \$100,000 to expand the "Baby on Board" program to two additional zip codes.
- Awarded ODOT grant of \$900,000 as part of the State of Ohio's Rides to Community Immunity Program. We provided thousands of free rides to vaccination sites. We outfitted a bus as a mobile vaccination unit in partnership with the City of Cleveland Department of Health and Care Alliance.
- GCRTA and employees received the following recognition:
  - GCRTA received first place in the 2021 APTA Adwheel for Best Marketing and Communications to support ridership or sales for the Holiday Train campaign
  - GCRTA received APTA 2021 Rail COVID-19 Gold Award for the use of the Moonbeam Technology
  - Office of Business Development was awarded a Supplier Diversity and Best in Class for board diversity
  - Jeff Macko, Planning Team leader received 4 under 40 award from OPTA
  - Teresa Muti, Director of Power and Way, was named one of the "Women in Rail" honorees for 2021 by Railway Age
- Hosted Al Roker and Leon Bibb on the Light Rail Line for a trip down memory lane which was filmed and aired on the Today Show.

### III. STATUS OF KEY PROJECTS

#### Rail Car Replacement Program

The GCRTA Rail Car Replacement Program is a \$300 million program that consists of the replacement of 40 Tokyu heavy rail vehicles (HRV's) and 34 Breda light rail vehicles (LRV's) with **50-60 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 37 years old and the LRV fleet is 40 years old with both fleets exceeding their design lives. This program is currently listed in NOACA's Long Range Plan. GCRTA has included the first four years of the program in the current SFY 2021-2024 TIP.

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

GCRTA is pursuing a multi-year funding strategy from federal, state, and local sources including FTA, USDOT, ODOT, and NOACA similar to the funding commitments that were used to successfully implement the HealthLine BRT project.

At this time \$189.4 million of funding has been either awarded or committed to the Rail Car Replacement Program as follows: GCRTA has already placed \$56.0 million in a Rolling Stock Reserve Fund and plans on adding another \$10.0 million over the next two years for use as local match towards grants. GCRTA has also committed \$66 million of federal formula grants over the next eight years. NOACA has provided \$9.6 million of funding with another \$14.4 million committed, USDOT has awarded GCRTA a \$15 million BUILD grant. The IJA included \$5 million in Community Project Funding from Senator Brown. The State of Ohio has awarded \$4.5 million of GRF funding and \$8.9 million of OTP2 funding.

We are requesting multi-year funding commitments for the remaining \$110.6 million as follows:

- Federal funding of between \$60.0 – 80.0 million over the next four to six years beginning in FFY 2022.
- State funding of between \$45.0 – 50.0 million over the four to six years beginning in SFY2022.

In 2021 we solicited and received proposals from Rail Car Manufacturers that were unacceptable. We re-issued the RFP with new proposals due on March 9, 2022 for potential contract award in August 2022.

## Station Rehabilitation Program

A vital part of GCRTA's capital program is 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 is providing neighborhoods with an opportunity to link the transit station with the community through the implementation of transit-oriented design and development principles.

In 2013, GCRTA committed to an implementation schedule for rehabilitation of all remaining ADA Key Stations with funding originally included in the 2015-2019 Capital Improvement Program (CIP). That funding was also included in our 2020-2024 CIP. **On March 10, 2021 we opened the East 79<sup>th</sup> Street Red Line Station which completed the ADA Key Station program.**

The recently completed ADA Key Station projects are described below.

- East 34<sup>th</sup> Street (Red, Blue and Green Lines) design contract was awarded on August 18, 2015 with the design completed at the end of 2016. The construction started on June 14, 2017 and the station was substantially completed and ADA compliant on October 3, 2018. The overall budget was \$7.5 million.
- East 116<sup>th</sup> Street Station (Blue/Green Lines) area-planning project has been completed and the final public meeting was held on March 4, 2010. The design and environmental document contracts were both awarded on March 18, 2014. The environmental was approved in September 2015 and the design was approved in December 2015. The construction unsuccessfully bid twice in 2016. The design was revised in 2017 resulting in a successful bid opening on December 14, 2017. The construction began on March 5, 2018 and the station was substantially completed and ADA compliant on April 26, 2019. The overall budget was \$7.2 million.
- Farnsleigh Station (Blue Line) design and environmental documentation began in late 2016. The environmental was been completed in 2017 and the design was completed in early 2018. The project bid and construction began on June 1, 2018 and the station was substantially completed and ADA compliant on March 28, 2019. The overall budget was \$1.1 million.
- East 79<sup>th</sup> Street Station (Red Line) in 2015 we completed a Transit Service Alternative Analysis to assess options to best serve our customers. The conclusion and Board direction was to move ahead with the station design, while working with City of Cleveland and local development agencies to increase density and transit oriented developments around the station so that the future investment in a new station will likely yields positive results. RTA had \$1.8 million budgeted for the design and environmental documentation phase of the project which was on hold while the City of Cleveland completed its study of future land use near the station. In 2018, we explored various station design concepts to reduce the overall project cost from \$17.0 million to \$10.0 million. The construction phase was funded and

included in our 2020-2024 CIP. The design was completed by the GCRTA staff with support from various on-call consultants in October 2019. The project successfully bid and the construction contract was awarded on January 21, 2020. The station construction began on March 13, 2020 and was completed on March 10, 2021. This is the last of the ADA Key Stations to be completed. The overall budget was \$7.8 million.

- Lee-Shaker Station (Green Line) design and environmental document contracts were awarded in 2015 and both are completed. The station construction started on October 18, 2016 and was completed on September 14, 2017. The overall budget was \$1.7 million.
- Brookpark Station design began in 2009 utilizing \$0.87 million of ARRA funds toward the project. The design and construction are 100% complete. The overall budget was \$16.5 million and we were awarded \$2.5 million of Bus State of Good Repair funding to advance the construction of the eastern parking lot, which was completed in December 2013. The station project construction started on May 11, 2015 and the new station opened on April 10, 2017.

With the completion of the Key Station Program we will be directing our future station efforts on the 17 non-Key Stations that are not ADA compliant. The recently signed IJJA contains a new competitive grant program to fund these stations. The East 79<sup>th</sup> Street Light Rail Station estimated at \$6 – 8 million will be the first of these stations that we will be addressing. It is included our 2022-2026 CIP with design in 2023 and construction in 2024-2025.

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 \$2.0 million of construction in late 2022.



## Rail Infrastructure Program

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

In 2013 we completed the \$10 million reconstruction of the Airport Tunnel track and the \$7 million S-Curve reconstruction on our Red Line West. In 2014 we completed the \$3.5 million rehabilitation of the Red Line East from Kinsman to Cedar and the \$0.6 million rehabilitation of the Red Line West from I-71 to I-480.

In 2016 we completed \$1.2 million reconstruction of the Red Line West from West end of the S-Curve to West 117<sup>th</sup> Street.

In 2017 we completed the \$8.0 million reconstruction of the Red Line West from West 30<sup>th</sup> to West 98<sup>th</sup> Streets partially funded by two ODOT OTPPP grants totaling \$6.2 million.

In 2018 we completed the \$5.3 million reconstruction of the Red Line West from West 117<sup>th</sup> to West Park Station funded by an ODOT OTPPP grant totaling \$5.3 million.

In 2019 we completed the \$7.1 million reconstruction of the Red Line West from West Park Station to the Airport Tunnel funded by an ODOT OTPPP grant totaling \$7.5 million. This completed the multi-year effort to reconstruct the Red Line West from West 30<sup>th</sup> to the Airport.

In 2019 we began the \$12.0 million Tower City Station Track 10 and 13 reconstruction. The project was awarded in April 2019 and construction started on May 13, 2019. Track 10 East and Track 10 West were completed in 2020 and Track 13 was completed in 2021. Associated modifications to the Consolidated Train Dispatch System are currently being tested. The project will be completed in early 2022.

In 2020 we bid and began constructing the Fiber Optic Communication System Improvements. This \$5.8 million project will replace the current 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 with construction started on March 5, 2020 and will be completed in mid-2022.

In 2020 we bid and constructed the Light Rail Trunk Line Reconstruction from West 75<sup>th</sup> 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 the 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 the 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 2021 we bid and constructed the Red Line Track Curve on the Eastbound track from East 55<sup>th</sup> to Kinsman. This \$1.2 million project reconstructed this section of the Light Rail Track which was last rehabilitated in 1993. The design was completed in 2021. The contract was awarded on April 15, 2021 and the construction started on May 10, 2021. The project was substantially completed on September 26, 2021. It was funded by an ODOT OTP2 grant.

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 will be pursuing additional \$30.7 million of TRAC funding. In 2022 we will be bidding and awarding a \$3.3 million construction contract for the East 75 Street Interlocking which is funded from federal grants.

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 million and we are seeking \$15.8 million for these programs as identified below:

- Catenary Improvement Program – In 2017 we completed a detailed inspection of the entire Overhead Catenary System (OCS) to determine its current condition. As a result we have identified \$14.0 million in improvements necessary to bring the OCS to a State of Good Repair. This is a multi-year program and is now fully funded in the 2022-2026 CIP. The majority of the cost will be the repair/replacement of over 2000 structures that support the OCS. The design for this project began in late 2018 with the first phase design completed in 2020. The first \$2.1 million contract along the Red Line west was awarded on May 20, 2021. Construction began on June 22, 2021 and will be completed in mid-2022. The design of the second phase will be completed in early 2022 with a construction contract to be awarded in mid-2022.

- Trunk Line Wayside Signaling System – This \$8.0 million project is the installation and construction of a new signal system between East 75<sup>th</sup> Street and Shaker Square. An earlier design was competed in 2014, and on December 17, 2019, we awarded a contract to re-evaluate the design concept to include newer technology. We believe the revised project can be completed within the \$4.0 million of funding in existing grants and will bid in 2022.
- 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 \$12.2 million programmed in the 2022-2026 CIP.

## Fixed Route and Paratransit Bus Replacement

GCRTA has a current fleet of approximately 340 buses for fixed route services and another 80 paratransit vehicles for our on demand services. These fleets have useful lives of 12 and 7 years respectively, and our Bus and Paratransit Improvement Programs were established to replace vehicles in a timely manner.

GCRTA received delivery of 47 vehicles in 2005, 45 vehicles in 2006, 6 additional 45-foot high capacity commuter coaches in 2007, 20 articulated hybrid vehicles that went into service as part of the HealthLine in 2008, and 20 additional articulated buses in 2009. In 2010, 6 additional commuter coaches were placed into service to better support our Park and Ride and Transit Center Network.

In 2013, we awarded a \$16.3 million contract for 23, 60 foot long articulated vehicles delivered in late 2014 that are primarily used on the Cleveland State BRT Line.

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 16 additional CNG vehicles that began operating in early 2017. In January 2017 the budget was amended to include a \$12.7 million option for 29 diesel vehicles that began operating in December 2017, and are primarily in use on the MetroHealth Line. In November 2017 we exercised a \$16.2 million option for 33 additional CNG vehicles which began operating in November and December 2018. In April 2019 we exercised a \$13.3 million option for 25 additional CNG vehicles six delivered in 2020 and another 19 were delivered in 2021. That contract has expired and a new CNG vehicle contract was awarded on March 23, 2021.

In 2015, we awarded a \$4.2 million contract and \$2.1 million option for a total of 12-35 foot long 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 11 at a later date. These vehicles were delivered in November 2019 and placed into service in February 2020 replacing buses that were placed into service in 2001. Funding for the initial nine was from three ODOT UTP program grants.

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

On March 23, 2021 the Board awarded a \$11.0 million contract to purchase 20 – 40 foot CNG vehicles with an option to purchase another 80 at a later date. These vehicles are anticipated to be ready to begin service in April 2022.

Our long term approach to the BIP is to replace approximately 105 buses every three years or 35 per year. This would require identifying \$20.0 -- 22.0 million in annual funding for the BIP. Our financial plan is to utilize a combination of NOACA CMAQ, ODOT UTP, ODOT OTPPP, OEPA, FTA Urban Formula, FTA State of Good Repair grant funding along with GCRTA local matching and rolling stock replacement funds.

The 2021 - 2023 BIP is for 105 buses to be contracted in 2020 and 2021 for delivery in 2022 and 2023 at a cost of \$60.0 million. Currently we have identified \$53.9 million of funding and are seeking the remaining \$6.1 million to fund the program.

The 2024 - 2026 BIP is for 105 buses to be contracted in 2023 and 2024 for delivery in 2025 and 2026 at a cost of \$62.0 million. We have identified \$58.4 million of funding and will be seeking the remaining \$3.6 million to fund the program. The project is included in the SFY 2021-2024 TIP.

The 2027 - 2029 BIP is for 105 buses to be contracted in 2026 and 2027 for delivery in 2028 and 2029 at a cost of \$60.0 million. We have been awarded \$9.8 million of NOACA CMAQ funding and will be seeking the remaining \$52.2 million to fund the program. The project is included in the NOACA Long Range Plan.

Within the Bus Improvement Programs above our Strategic Plan has prioritized a Pilot Program to add 10 electric powered buses to our fleet. We will be seeking competitive grants through the IIJA and other programs to fund this \$12 million Pilot Program.

The current Paratransit Improvement Program (PIP) has a total of 80 vehicles. In addition, GCRTA has subcontracts for 30 additional vehicles through private operators. The fleet consists of three vans placed into service in 2013. In 2012, we secured competitive grant funding of \$0.8 million of the \$1.9 million to replace the 20 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 20 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, we were awarded NOACA Section 5310 funding for replacement paratransit vehicles. In 2020, we awarded a \$0.8 million contract for 10 vehicles that were delivered in 2021. On May 25, 2021 we awarded a \$0.9 million contract for 10 vehicles to be delivered in 2022. Our goal is to continue to secure approximately \$0.9 million of NOACA Section 5310 funding for 10 replacement vehicles each year and to purchase 10 vehicles every year as funding is secured.

## 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 117<sup>th</sup>. We studied the terminus of the Blue Line resulting in the construction of the Van Aken District Transit Oriented Development (TOD). We studied and 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 or bus network.

The first two corridor projects are described below:

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

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 93<sup>rd</sup>, Woodhill and East 105<sup>th</sup> corridor. The plan comprehensively looked at development potential, housing, health, and transportation along this vital corridor. The plan provided a comprehensive transportation solution that incorporates bike lanes, wider sidewalks and intersection improvements, and a BRT project similar to the Cleveland State Line. The City of Cleveland is leading this effort and is supported by GCRTA. The City is currently in the NEPA process and preliminary engineering phase of this effort. In 2019 the City was awarded \$3 million of ODOT TRAC funding for the design phase of the project.

## EXHIBIT A

### CAPITAL PROJECTS PLANNED OR UNDERWAY GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

#### Engineering & Project Management Fiscal Year 2022 Projects

The following is a list of design and construction projects planned for year 2020 based upon the current availability of Capital Grant Funds. Additional projects may be added if additional funding becomes available. The key stakeholders and neighborhood groups that GCRTA will be coordinating with on specific projects are identified in parenthesis. These are listed in order of priority.

#### I. RAIL STATION PROJECTS

- Design
  - East 79<sup>th</sup> Street Light Rail Station (City of Cleveland)
- Construction
  - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)
  - Light Rail Shelter Program (City of Shaker Heights)

#### II. FACILITY IMPROVEMENTS

- Design
  - Red Line Track Bridge and Platform over West 117<sup>th</sup> Street (Cities of Cleveland and Lakewood)
  - Consolidated Train Dispatch System Replacement (Various Cities)
  - Central Rail Track 3 (City of Cleveland)
- Construction
  - Warrensville/Van Aken Substation (City of Shaker Heights)
  - West 30<sup>th</sup> and West 117<sup>th</sup> Substations (City of Cleveland)
  - Fiber Optic System Upgrade (Various Cities)
  - East 75<sup>th</sup> Light Rail Interlocking Reconstruction (City of Cleveland)
  - Wayside Signal Design – East 79<sup>th</sup> 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)
  - Waterfront Line Bridge Repairs (City of Cleveland)

**EXHIBIT B**

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

As of January 2022

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	9,210,635	6,750,000	7,554,980	2,546,792		26,062,407
1992	9,145,526	9,901,633	15,603,580	6,283,439		40,934,178
1993	8,952,934	11,788,387	11,693,786	2,775,076		35,210,183
1994	8,985,173	15,325,336	9,433,706	1,640,108		35,384,323
1995	7,954,317	16,237,228	28,640,028	1,432,899		54,264,472
1996	4,167,399	15,459,309	12,167,486			31,794,194
1997	4,166,235	12,146,826	12,922,493		1,010,000	30,245,554
1998	773,142	13,924,897	19,536,874		1,006,000	35,240,913
1999		15,438,554	22,137,894		1,291,550	38,867,998
2000		13,673,576	27,473,846			41,147,422
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
	487,983,073	811,017,053	937,509,162	50,033,706	39,563,139	2,326,106,133



## EXHIBIT C

### COMPETITIVE GRANT PROGRAMS PROJECT PRIORITIES – SEEKING \$251.0 MILLION

#### 5307 Urban Formula and 5337 State of Good Repair Programs

GCRTA's current backlog of unfunded capital projects has decreased to \$332 million due to in part to winning over \$45 million of competitive grants in 2021. The backlog is in the following categories:

- \$110 million Rail Car Replacement Program
- \$22 million Rail Facilities and Infrastructure
- \$80 million track Reconstruction/Rehabilitation
- \$62 million Bus Improvements
- \$41 million Technical Support – Hardware/Software
- \$8 million Bus & Rail Maintenance Facilities
- \$9 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 State of Good Repair, 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 38 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 50 - 60 LRV's each capable to serving both high and low platforms throughout our rail network. **Even with a smaller fleet, and new rail cars costing approximately \$5 million, this is a \$300 million program with \$110.6 million unfunded.**

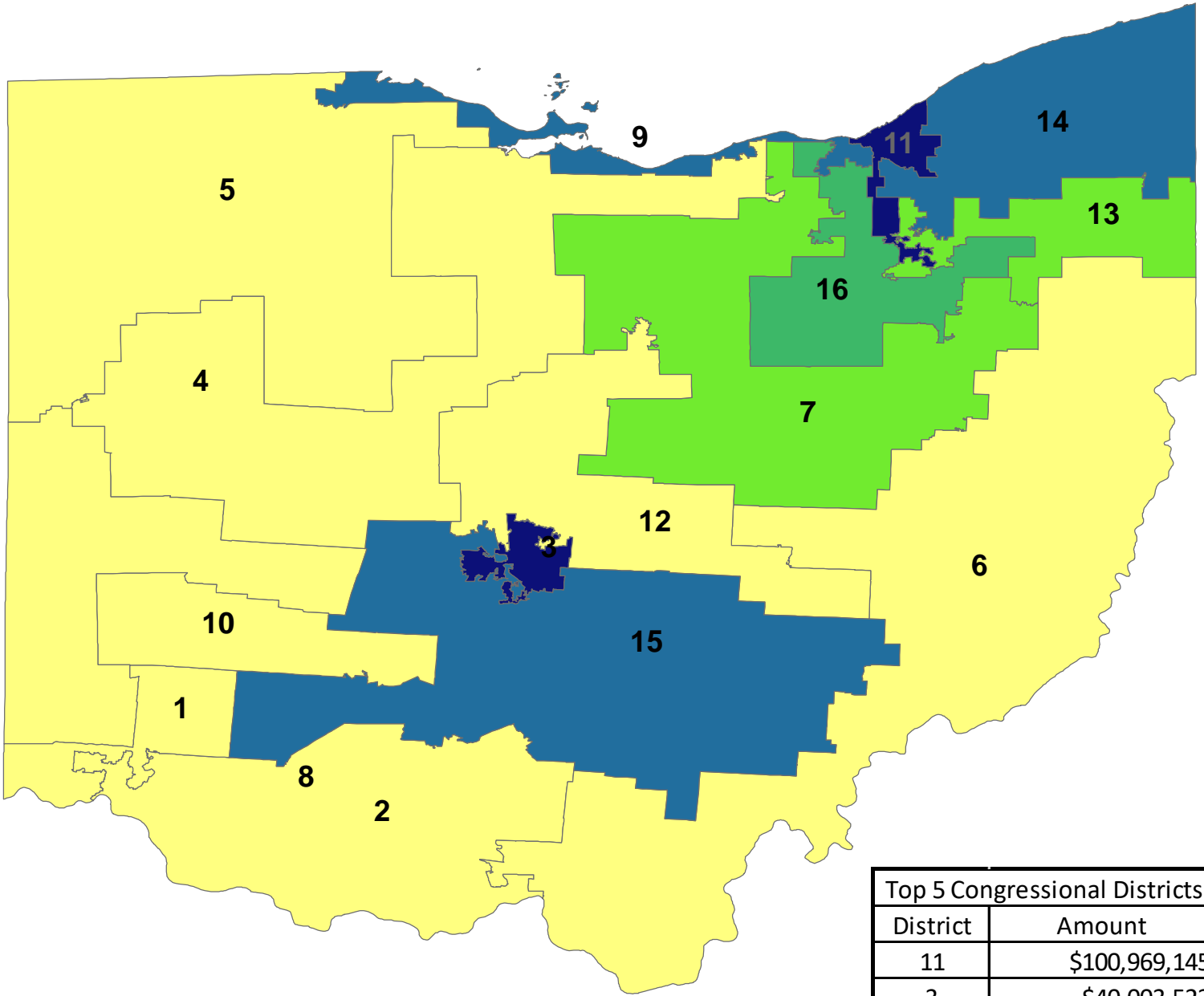
**Light Rail Track Reconstruction Program** - This \$70 million program funds the acquisition of equipment and materials required to upgrade the light rail line track. It will be used to contract for four-six larger track, tie replacement, and special Track projects. It will assist RTA in providing safer, faster rail service along the Blue and Green rail lines. GCRTA has identified \$21.0 million of federal formula funds, \$4.3 million of ODOT TRAC funding and \$14 million local funds. We will be seeking additional TRAC funding in 2022. **There is currently a budget shortfall of \$30.7 million on this project.**

**25 Connects/MetroHealth Line BRT** – Funds are needed to implement this \$50 million project which would significantly enhance the ridership, operations, and speed of the current Number 51 family of routes along the West 25<sup>th</sup> Street Corridor from Detroit Avenue to Broadview Road. In 2022 GCRTA will begin the environmental and design phases of the project. We will also be applying for FTA Small Starts Project Development status and applying for ODOT TRAC funding. **Currently \$32.0 million of this program is unfunded.**

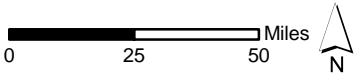
**2021 – 2023, 2024 – 2026, and 2027 - 2029 Bus Improvement Programs –**

Between \$60-62 million in funding is needed to replace 105 buses every three years. We have secured \$56.4, \$55.9, and \$9.8 million respectively from a combination of NOACA's allocation of statewide CMAQ funding to be received in 2021 - 2027, multiple OEPA DERG and VW grants, annual ODOT UTP awards and federal formula and local funding. Within these programs we are seeking \$12.0 million for a pilot program to add 10 electric vehicles to our bus fleet. **The remaining \$61.9 million is unfunded.**

**Rail Infrastructure Systems Program** – \$28 million of rail signal system improvements have been identified to bring the signal system up to a current state of good repair. The first of these projects will begin construction in 2022. We have secured \$12.2 million of federal formula and local fund. **\$15.8 million of this program is unfunded.**



Top 5 Congressional Districts	
District	Amount
11	\$100,969,145
3	\$40,003,523
15	\$39,909,566
9	\$13,132,614
14	\$12,675,380

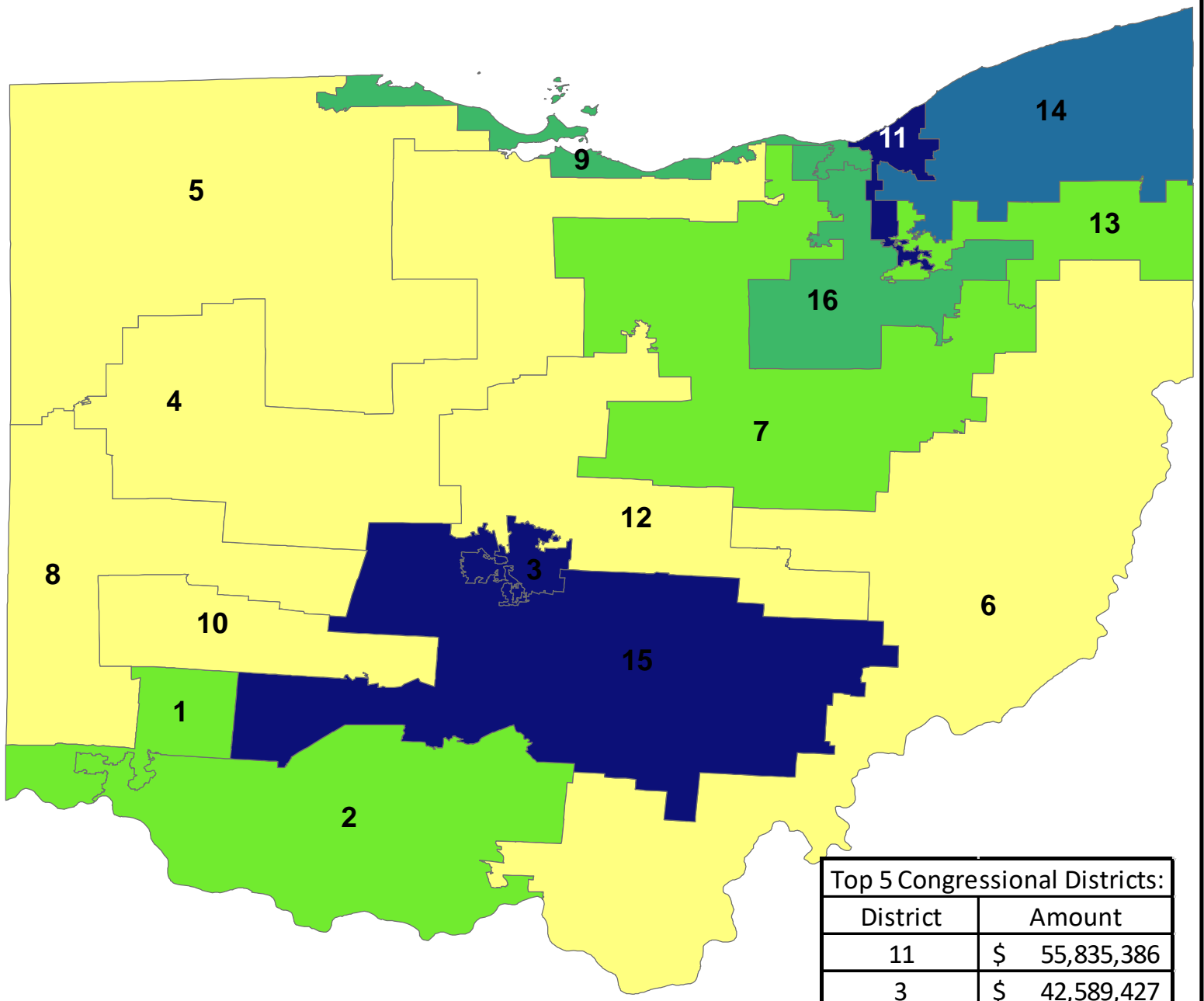


# 2017 Expenditures by Congressional District

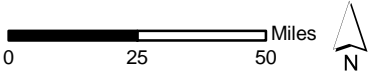
## Expenditures



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 Congressional Districts:	
District	Amount
11	\$ 55,835,386
3	\$ 42,589,427
15	\$ 42,569,718
14	\$ 21,059,864
9	\$ 9,711,727

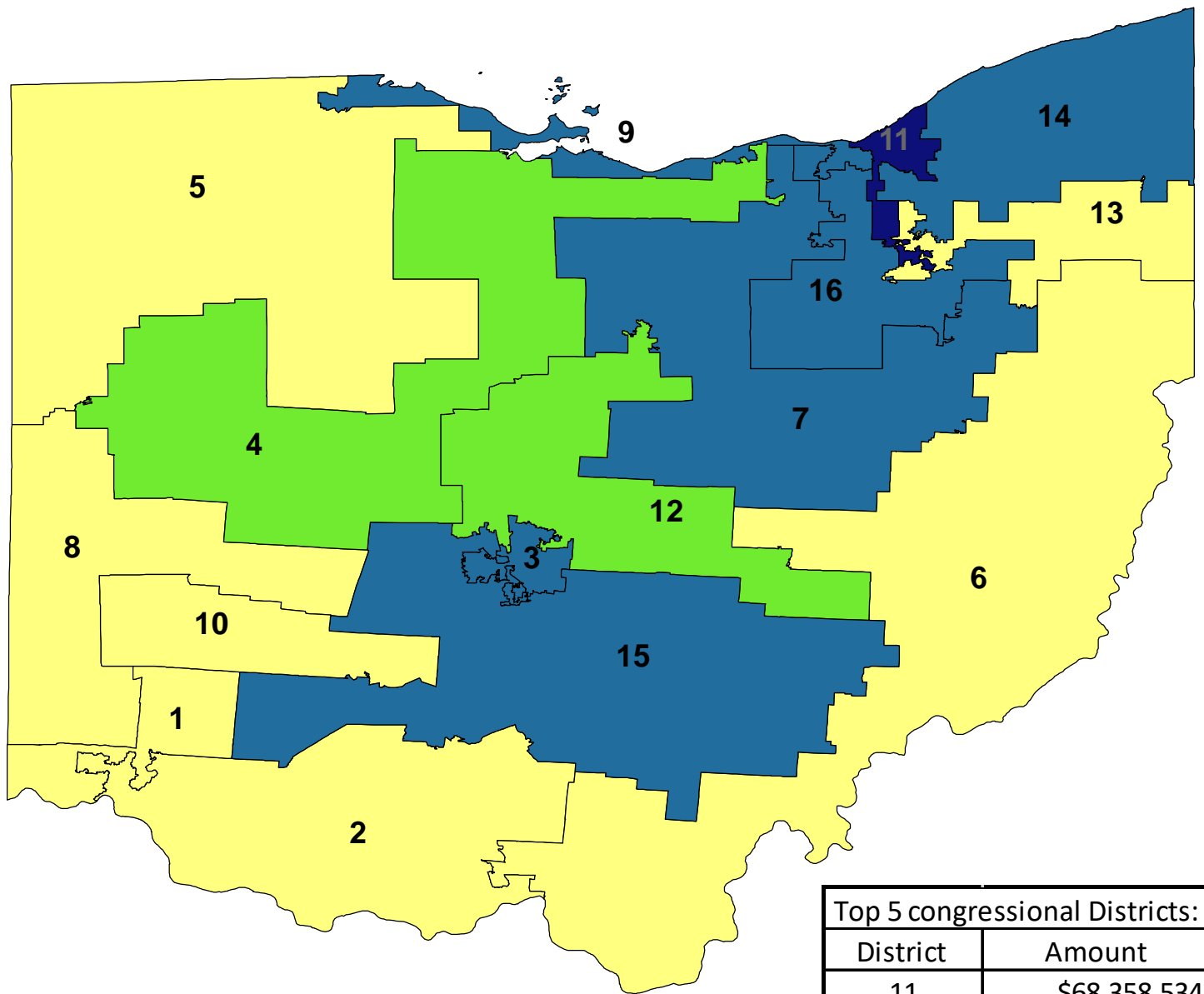


## 2018 Expenditures by Congressional District

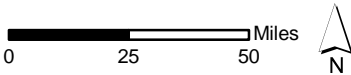
### Expenditures



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 congressional Districts:	
District	Amount
11	\$68,358,534
3	\$38,475,475
15	\$37,121,224
16	\$16,518,307
14	\$14,620,301

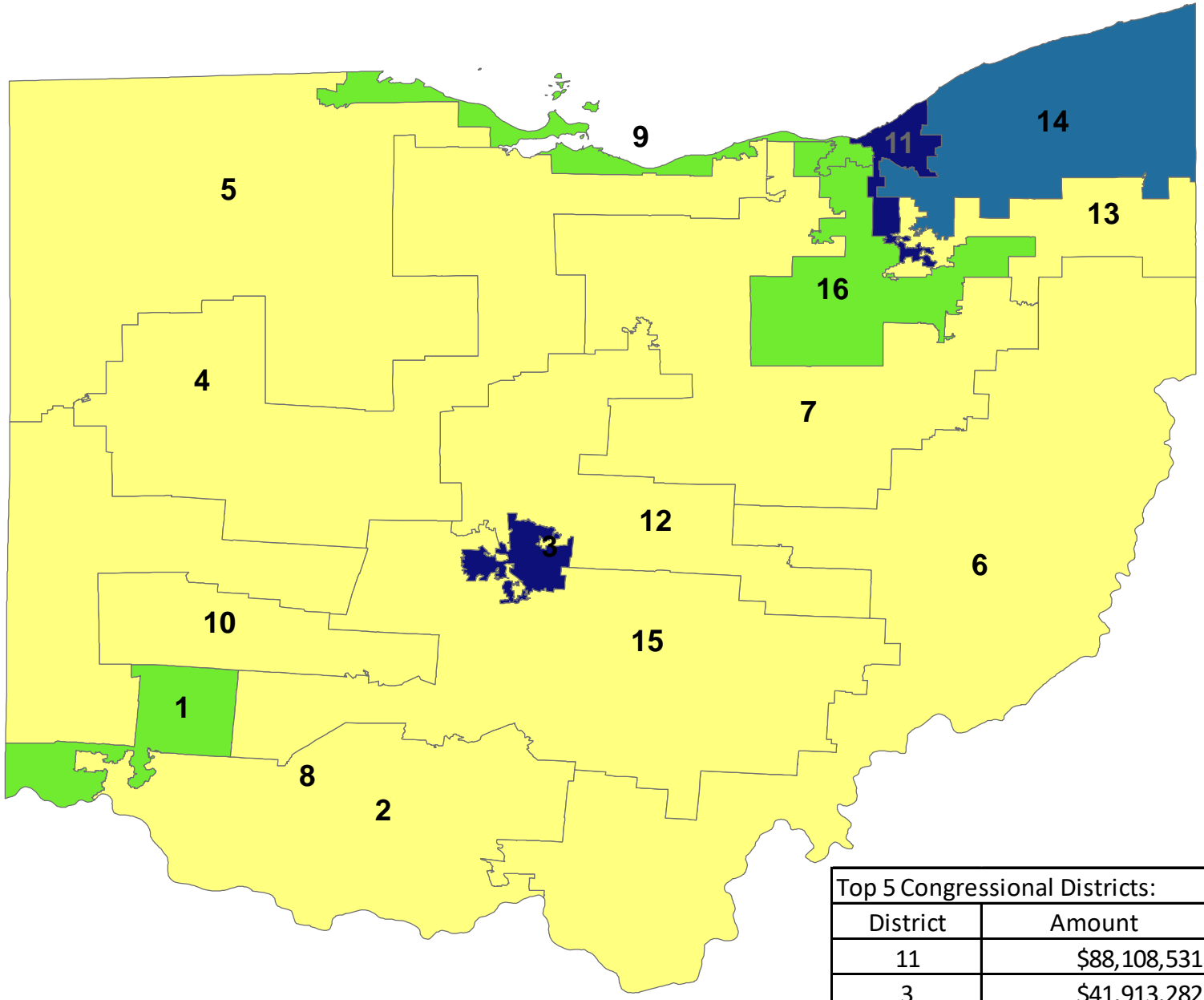


## 2019 Expenditures by Congressional District

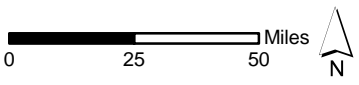
Expenditures



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 Congressional Districts:	
District	Amount
11	\$88,108,531
3	\$41,913,282
14	\$13,910,789
16	\$1,508,452
1	\$3,033,223

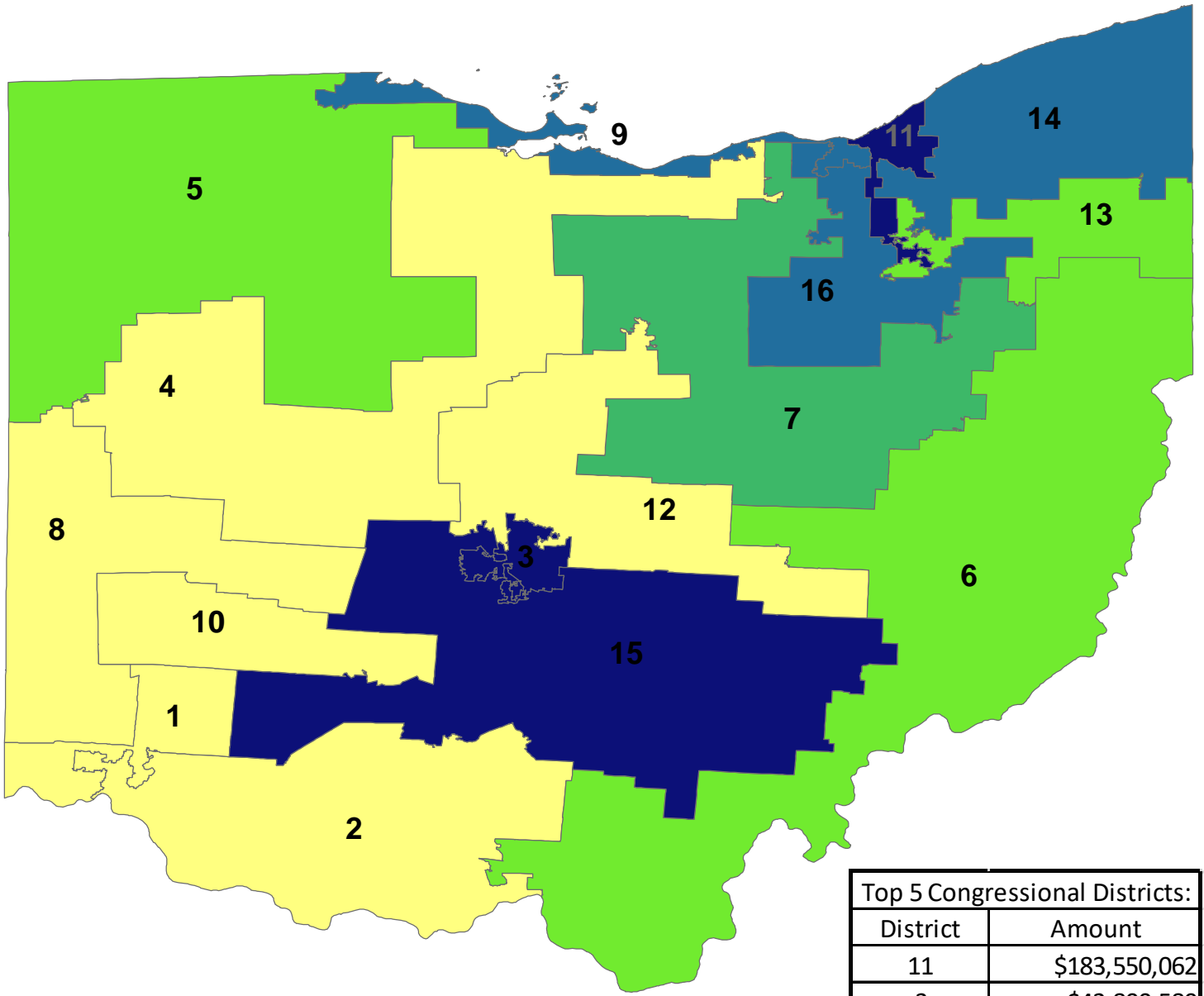


## 2020 Expenditures by Congressional District

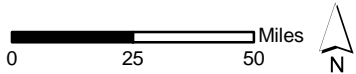
Expenditures



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 Congressional Districts:	
District	Amount
11	\$183,550,062
3	\$42,800,580
15	\$41,687,589
16	\$23,723,401
14	\$20,838,717



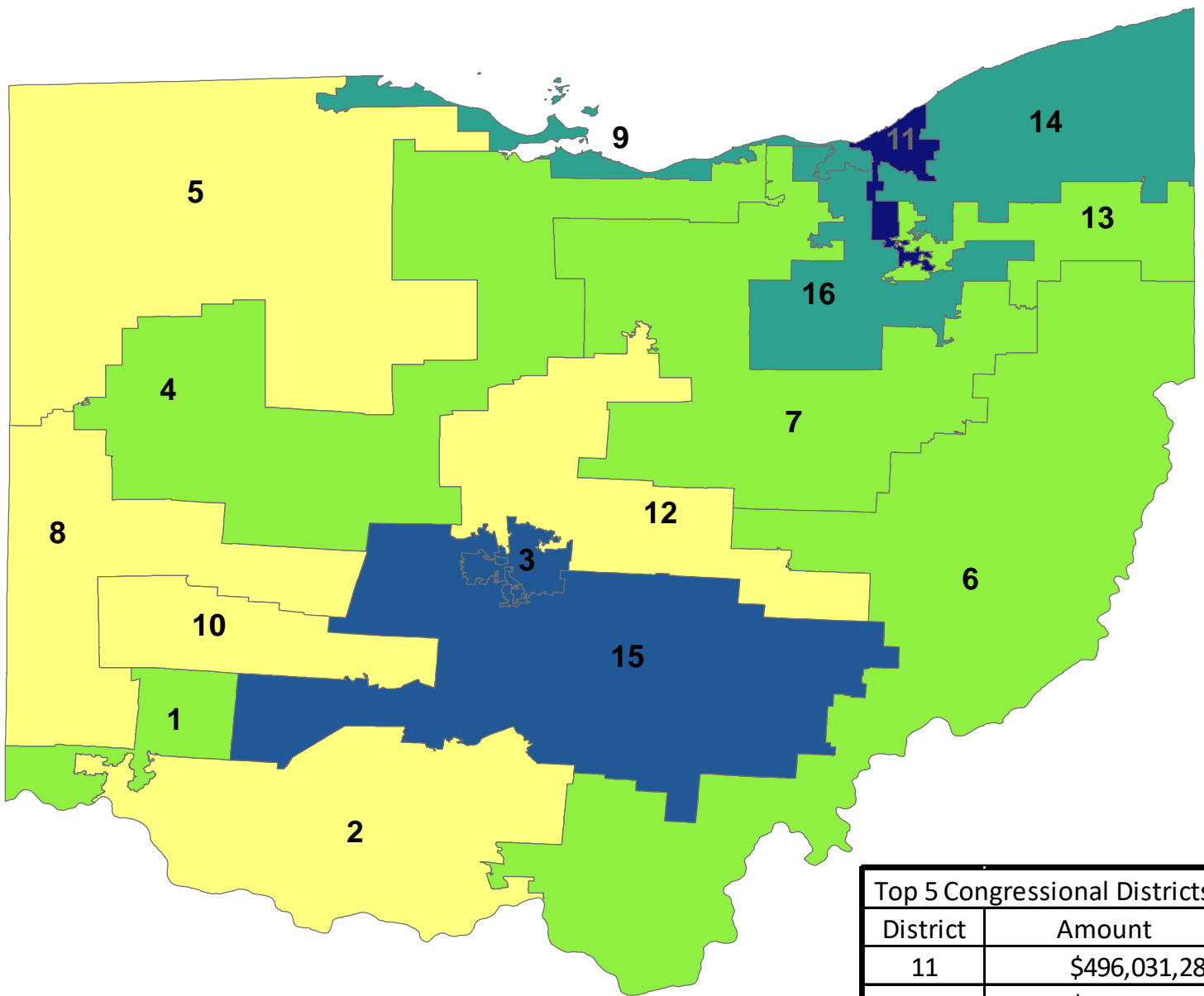
## 2021 Expenditures by Congressional District

Expenditures

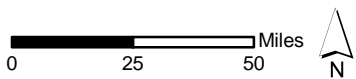
- Up to \$1,500,000
- \$1,500,001 - \$5,000,000
- \$5,000,001 - \$10,000,000
- \$10,000,001 - \$40,000,000
- Greater than \$40,000,001



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 Congressional Districts	
District	Amount
11	\$496,031,287
3	\$205,926,544
15	\$161,355,805
14	\$83,286,122
16	\$63,577,302



# 5-year Expenditures by Congressional District

2017 - 2021 Total Expenditures



Created by: Programming & Planning Department  
 Source: US Census, RTA Expenditures, Ohio Secretary of State





**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY**

**1240 West 6th St. Cleveland, Ohio 44113**