

2011 Capital Improvement Plan

Introduction	CIP - 1
Organization of the Capital Improvement Plan	CIP - 1
Capital Assets	CIP - 2
Capital Improvement Planning Cycle	CIP - 8
Budget Calendar of Events	CIP - 9
Transportation Improvement Program	CIP - 10
Appropriations	CIP - 10
Capital Improvement Financial Policies	CIP - 11
Capital Improvement Criteria	CIP - 11
Priority Areas	CIP - 12
Financial Capacity	CIP - 14
Debt Management	CIP - 17
Operating Impacts	CIP - 19
Project Categories	CIP - 20
RTA Capital Fund	CIP - 21
RTA Development Fund	CIP - 28

Capital Improvement Plan

What is the Authority's plan for maintaining, repairing, and replacing its fleet of buses and rail vehicles, bus garages, rail stations, track, and other equipment? How will these capital improvements be financed? The Capital Improvement Plan presents a five-year look at capital improvements and discusses funding sources, but primarily focuses on 2011 activity. The detailed list of proposed capital improvement projects is provided, in addition to a discussion of the impact of the 2011 Capital Improvement Plan on the Operating Budget and the Authority's current outstanding debt obligations.

2011 - 2015 Capital Improvement Plan

Introduction

The GCRTA Capital Improvement Plan (CIP) relates to the implementation of an Authority-wide process to maintain, upgrade, or replace, its capital assets. Effective Capital improvement planning facilitates this process by providing a framework to schedule improvements based on the availability of resources, the condition of assets, and priorities between requested capital projects.

Providing cost-effective, reliable public transportation services depends on the maintenance and upkeep of the Authority's capital assets and the capital-intensive nature of the Authority's operations make long-term financial planning indispensable. The ability to fund these needs though must be weighed against the financial resources required to support the Operating and Other Budgets of the Authority.

Since the 2008-12 CIP, the goal of the CIP process has been to better align and schedule the Authority's on-going capital program with available Local and non-Local funding resources. This led to the effective programming of capital projects closely timed with upcoming and future Federal Fiscal Year (FFY) grants, to a reduction in 100 percent locally funded small capital projects, and to the deferral of programmed capital projects into future years.

The financial demands of the capital program remain at a high level, but the decision to closely align scheduled activities with funding has reduced the number of funded, budgeted projects in a given year and, in essence, moved the CIP from a five to an eight year plan. The 2011-15 CIP includes the first five programmed years of the Authority's Capital Program, while three additional years of out-year projects, covering 2016 . 2018, are in preliminary development.

Organization of the Capital Improvement Plan

This chapter contains the 2011-2015 Capital Improvement Plan. The first year of the plan reflects the 2011 Capital Improvement Budget Appropriation that is the guide for approved 2011 capital projects. The following four years of the CIP outlines planned long-term capital plans of the Authority. Projects and budget amounts included in these four out-years are subject to change in future CIPs based on financial circumstances, changes in project time lines or in capital priorities.

A summary of the Authority's capital assets helps to put these projects into perspective. The size, age, and service requirements of the bus and rail fleets support plans such as the on-going Bus Improvement Program and the two Rail Vehicle overhaul projects for the light and heavy rail fleets. Similarly, the age, purpose, and maintenance history of the RTA's facilities provide a basis for reconstruction and rehabilitation decisions.

This chapter also describes the planning process for the capital program, including the method for establishing budget appropriation authority. It explains the chain of events involved and its relationship to the development of the Transportation Improvement Program (TIP). During this process, the Capital Improvement Financial Policies and Criteria help focus the plan on the priority areas that guide decision-making during the capital improvement process.

2011 - 2015 Capital Improvement Plan

Organization of the Capital Improvement Plan (continued)

The Financial Capacity section explains Federal, State, and Local funding sources and debt management as it relates to the Authority. It also discusses the impact of capital investment decisions on the operating budget.

The final section is devoted to the details of the 2011 Capital Improvement Budget and the four out-years of the overall 2011 - 2015 Capital Improvement Plan. RTA Capital Fund projects are listed in Department order, while RTA Development Fund projects are organized by project category and reflect specific funding sources, which support those projects.

Capital Assets

The principal share of expenditures planned within the 2011 - 15 CIP are either invested in achieving a state of good repair for the Authority's capital assets or for the reimbursement of preventive maintenance activities within the Operating Budget. It also continues the process of addressing a backlog of needed capital improvements. The relative age of the Authority's primary facilities, including their history in terms of original in-service dates, rehabilitations, and additions are shown in Figure CIP-1. These facilities and others are briefly discussed between pages CIP-3 and CIP-5.

Age Distribution of Primary Facilities

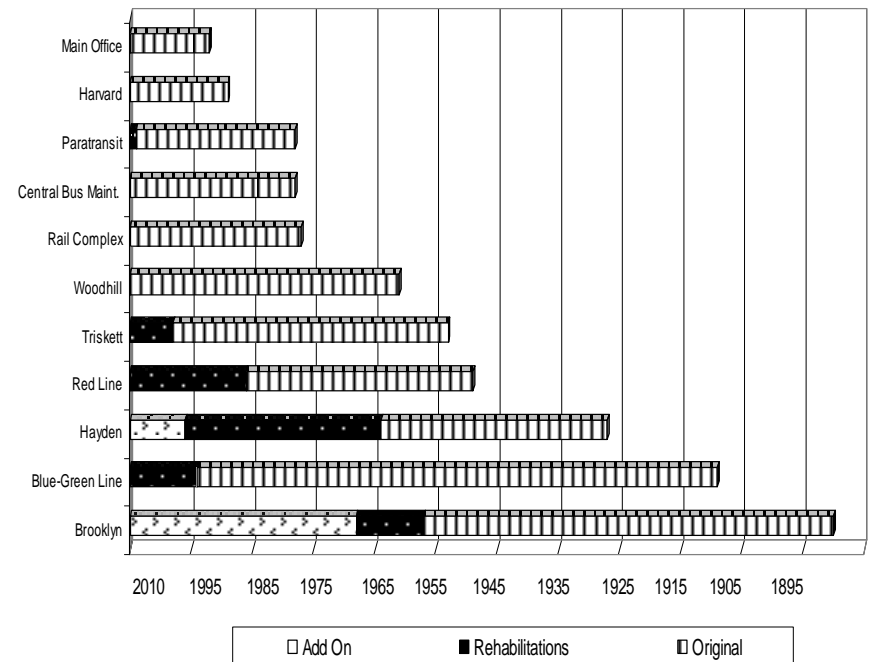


Figure CIP. 1: Age Distribution of GCRTA Primary Facilities

2011 - 2015 Capital Improvement Plan

Capital Assets (continued)

Facilities

Brooklyn Garage Facility

The Brooklyn Garage, built in 1895 with building additions in both 1955 and 1969, remained in service as a bus facility until 2003. At present, its use is limited to Transit Police and K-9 training exercises.

Bus District Garage Facilities

The Authority has two active bus district garages:

1. **Triskett**, 13405 Lakewood Heights Boulevard . originally put into service in 1958 at this location; a new replacement garage opened in 2005.
2. **Hayden**, 1661 Hayden Avenue . originally constructed in 1932 with additions in 1952 and 1968. A total rehabilitation of this garage was completed in 1998. Replacement of six hydraulic lifts; the fire suppression and HVAC systems, and 16 overhead doors are included in the 2011 CIP.

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, general bus service & maintenance area, and central stores. Replacement of seven hydraulic lifts and an extension of the paint booth are scheduled for 2011.

Customer Service Centers

The GCRTA has two Customer Service Centers located at the Tower City Rapid Station Rotunda in downtown Cleveland and on the first floor of the GCRTA Main Office Building.

Harvard Garage Facility

The Harvard Garage opened for service as a bus garage in 1995 and remained open until FY2010. It is currently mothballed and if needed, operations could resume at the facility within 30-days.

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 Communication Center.

Paratransit Facility

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all Paratransit functions including scheduling, dispatching and both revenue and non-revenue vehicle repairs. It is undergoing an 18-month rehabilitation project scheduled for completion in mid-2011. Additional work scheduled for 2011, funded from an anticipated Federal State of Good Repair grant, includes various facilities improvements and replacement of equipment.

Park-N-Ride Lots

An objective of the GCRTA is to provide rail and/or bus Park-N-Ride services for all major commuter corridors in Cuyahoga County. As such, the GCRTA provides approximately 8,350 parking spaces at 21 of its rapid stations and operates five bus Park-N-Ride lots in Berea, Brecksville, Rocky River, Strongsville, and Westlake with more than 1,200 parking spaces combined. An expansion project, adding 250 additional parking spaces at the Westlake Park-N-Ride Lot, delayed in 2010, will be under construction in early 2011.

2011 - 2015 Capital Improvement Plan

Capital Assets (continued)

Passenger Shelters

There are approximately 1,275 bus shelters located throughout the Authority's bus system's 7,750 bus stops that are cleaned, maintained or replaced on a regular basis.

Rail District Complex

The Rail District Complex, located at 6200 Grand Avenue, went into service between 1982 and 1983. It houses Rail Headquarters, the Central Rail Maintenance Facility, 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. It is scheduled for a complete roof replacement over the next two years.

Transit Centers

Transit Centers provide heated customer waiting areas and roadways to allow several bus routes to meet and transfer passengers. RTA has six Transit Centers located in Fairview Park at Westgate Shopping Center, Euclid, North Olmsted, Maple Heights at Southgate Shopping Center, Parma at the Parmatown Mall, and one near Cleveland State University (Stephanie Tubbs Jones/East Side Transit Center) with more than 900 combined parking spaces.

Woodhill Garage Facility

The Woodhill Garage opened in 1966 as a bus garage and remained in service until 1998. It is currently in use as a training facility and houses the Authority's bus operator training simulator and the Authority's Print Shop operations.

Rail System

The Blue and Green Lines

The Blue and Green Lines comprise the RTA's Light Rail (LR) system. The lines run on shared track from the downtown Tower City station 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.

Most of the 13.5-mile LR lines were built between 1913 and 1920, with the exception of a 2.2-mile Waterfront Line extension that was added in 1996. The Authority's light rail system has 35 stations; including three it shares with the Red Line at Tower City and the East 34th/Campus and East 55th Street Stations. The entire light rail system, including tracks, infrastructure, and stations was reconstructed between 1980 and 1984.

Budgeted projects in 2011 are reconstruction of the Lee Road/Van Aken Blue Line Station, engineering and design work for replacement of the Fairhill Propulsion Power Substation, and remaining budget appropriation needed for the reconstruction of the Woodhill Light Rail Station.

Bridges/Tunnels

The GCRTA 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

2011 - 2015 Capital Improvement Plan

Capital Assets (continued)

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.

Since 2000, 15 track bridges and 6 street bridges, including the shared Light Rail Trunk Line Bridge, have been rehabilitated or completely replaced and a project to demolish the Rockefeller Bridge is nearing completion. The 2011-15 CIP provides for engineering & design services and/or rehabilitation work on four track bridges, including engineering and design services in 2011 for the rehabilitation of the E. 81st/E. 83rd Streets Track Bridges.

The Red Line

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, including the Line's western terminal at the Cleveland Hopkins Airport, were put into service in 1967.

The GCRTA has completely renovated or reconstructed seven of its Red Line stations since 2000 and work at the Puritas and East 55th Street Red/Blue/Green Lines Stations will be completed in 2011. Scheduled projects for 2011 include the reconstruction of the University Circle Station and the on-going state of good repair project to maintain the rail infrastructure. Two current projects, the Airport

Tunnel rehabilitation and reconstruction of the West Side S-Curve track section located between the West Boulevard & West 117th Street Stations, remain partially funded and commencement of most budgeted work remains dependent upon identifying additional, non-traditional funding sources.

Right-of-Way

RTA owns 65 miles of rail lines (32.5 miles of joint rail) used for the operation of its rapid transit system. Twenty-seven miles are light rail and thirty-eight miles are heavy rail. The right-of-way includes bridges, 52 passenger stations, 17 propulsion power substations, overhead catenary wires, signals, and associated rail infrastructure.

Tower City Station

Tower City Station, formerly the Cleveland Union Terminal, is the only downtown station for both the heavy (Red Line) and light rail (Blue & Green Lines) systems. It was originally constructed and opened in 1930 for passenger rail service. Modified in 1955 to accommodate heavy rail service on the Red Line, the station was completely reconstructed in the late eighties, reopening in 1990 as a part of the multi-use Tower City Center complex.

2011 - 2015 Capital Improvement Plan

Capital Assets (continued)

Revenue Vehicle Fleets

Conventional Buses

There were 516 vehicles in the GCRTA bus fleet at the end of 2010. The Authority's fleet includes 394 40-foot transit buses; 23 40-foot commuter buses; 20 60-foot articulated hybrid rapid transit vehicles (RTVs); 18 29-foot circulator buses; 17 60-foot articulated diesel buses, 15 45-foot commuter buses; 15 30-foot low-floor diesel buses; 11 30-foot Trolley buses; and 3 60-foot articulated diesel RTVs. The average bus vehicle age was 7.1 years at the end of 2010. All buses fifteen years old or older have been retired (FTA defines the useful life of a bus to be the lesser of 12 years or 500,000 miles). The fleet age distribution is shown in Figure CIP-2.

The Authority's goal, though at times not financially possible, is to replace 1/14 of its fleet every year and to accommodate any increases in peak vehicle requirements. A regular replacement program will:

1. Lower maintenance costs
2. Improve fleet reliability
3. Distribute maintenance efforts more evenly
4. Reduce the Authority's vulnerability to large groups of bus defects
5. Prevent one-time large purchases

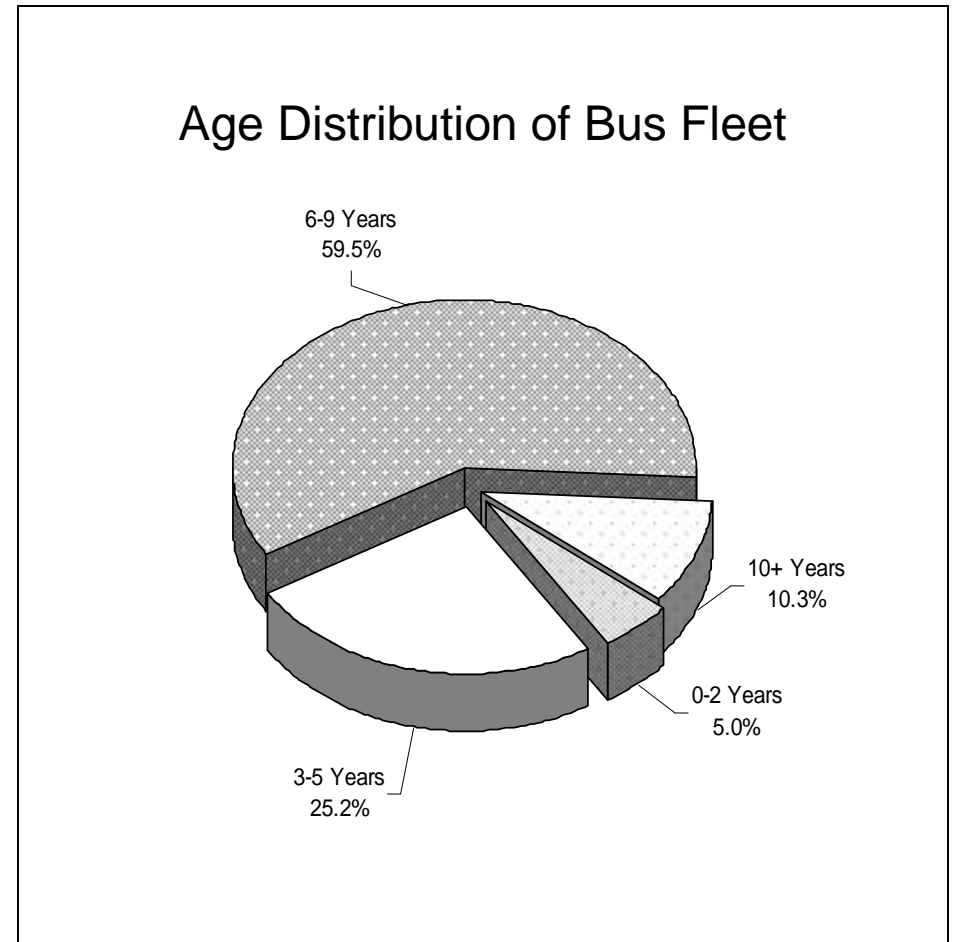


Figure CIP-2: Age Distribution of Bus Fleet

2011 - 2015 Capital Improvement Plan

Capital Assets (continued)

In 2010, the Authority put six 40-foot commuter coaches into service that were ordered in 2009. Due to service reductions implemented in 2010, no large buses are programmed in the 2011-15 CIP until FY 2013. All current GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolleys and RTVs, all are equipped with bicycle racks.

Paratransit Buses

The GCRTA's Paratransit Program transports senior citizens and disabled persons on an advanced-reservation basis. Currently, there are 80 ADA compliant, wheelchair-equipped buses in the Paratransit fleet. In 2010, the Authority accepted the remaining ten (10) of the fifty-seven (57) Paratransit replacement vehicles on order, including seven vehicles with longer wheelbases to address our jitney service.

In 1991, the Board adopted a policy to provide for the integration of fixed rail and bus services with Paratransit services into a network of services comparable to that available to the general public. This policy is designed to attain full system accessibility and provide compliance with ADA and U.S. Department of Transportation Regulations.

Rail Vehicles

RTA leases 108 heavy and light rail vehicles for its rail operations. The average age of the Authority's combined rail fleet at the end of 2010 was 28 years. The mid-life overhaul of the Authority's Light Rail (LR) Vehicle fleet neared completion at the end of 2010 and the Heavy Rail (HR) Vehicle fleet mid-life overhaul remains underway, through at a slower completion rate than anticipated. Both projects were initiated to economically extend the useful life of the Authority's

rail vehicle fleets approximately 12 years beyond their normal expected operating life of 25 to 30 years. The cost of a new heavy or light rail vehicle is between \$1.5 and \$3.0 million, while a mid-life rehabilitation of the vehicle, costs much less.

There are 60 active Tokyu Heavy Rail vehicles, purchased in 1984 and 1985, which operate on the Red Line. The peak service requirements for the Red Line during rush hours are 18 cars, while special events require 36 cars.

The 48 active Breda Light Rail vehicles, acquired between 1981 and 1983, run on the Blue, Green, and Waterfront Lines. Vehicle requirements for peak rush hour service are 13 cars, and 28 cars for peak special event services.

2011 - 2015 Capital Improvement Plan

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 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, on page CIP-9, depicts the revised Capital Improvement and TIP planning cycles for the upcoming 2012-16 Capital Improvement Plan (CIP). The cycles have been moved to begin earlier in the calendar year to better align with the beginning of the new Federal Fiscal Year (FFY). Now scheduled to begin in March of this year, when the Office of Management and Budget will review the budgeting policies and set the parameters for the Capital Budget, they will conclude in September with the Board Adoption of the recommended 2012-16 CIP.

Simultaneously with the start of the process, a complete review will be done to assess the status of the current year's (2011) Capital Improvement Budget. This will involve notification to various departments regarding data requirements and resource projects for the upcoming budget. A more detailed set of instructions will be provided to the departments at this time and include a review of the information required for the budget process to capture Capital Budget requests.

In May and June, OMB staff and two capital committees will review capital budget requests for consistency with capital improvement criteria, funding availability, the Long Range Plan, the Transportation

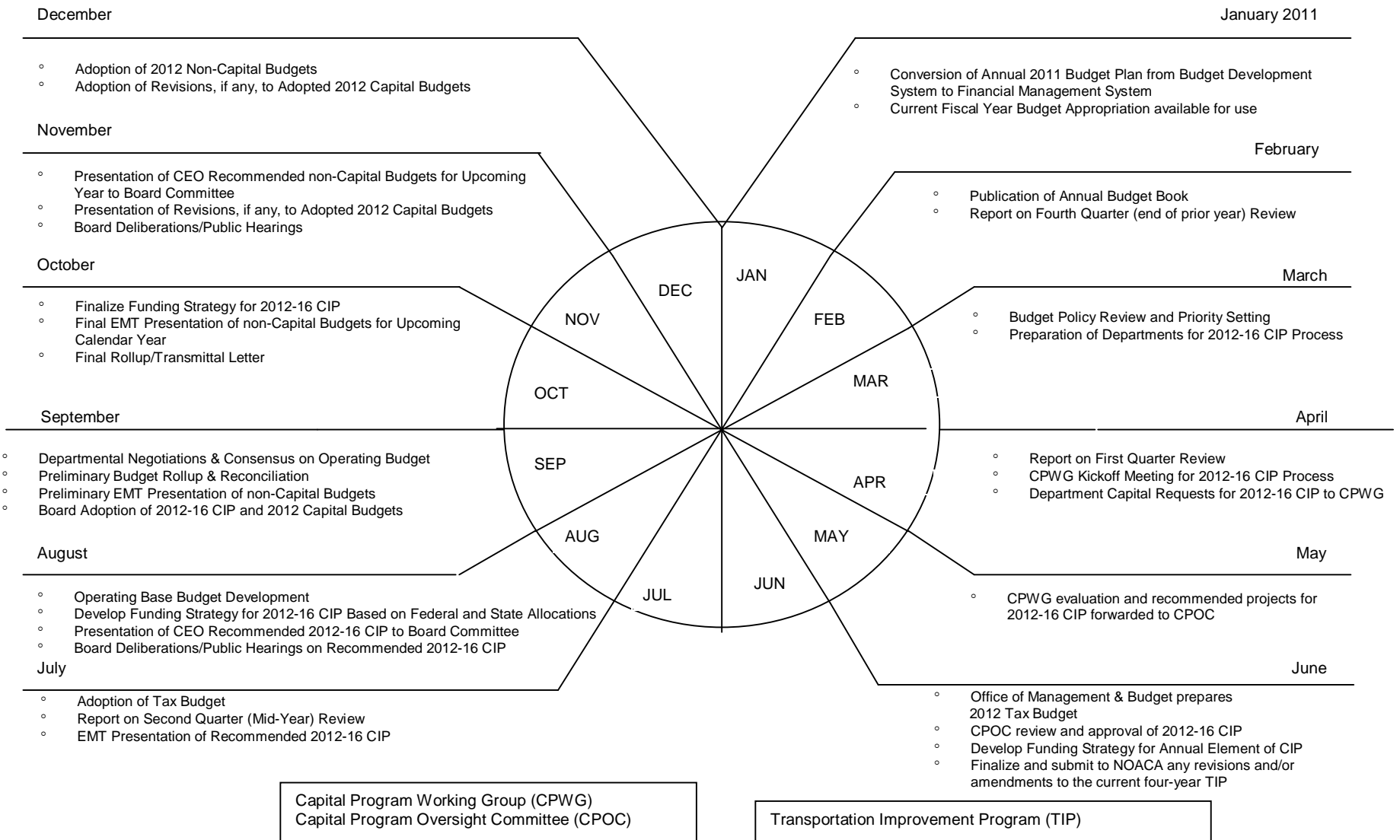
Improvement Plan (TIP), and the annual strategic planning process. Furthermore, projects are ranked in accordance to RTA's priority areas (see page CIP-12 & 13) to help refine the list.

The Capital Program Oversight Committee (CPOC), formed to develop and monitor the Capital program, will meet to review budget parameters and requests and align with projected revenue sources. After initial meetings with the Deputy General Managers at the division level and with the General Manager and the Executive Management Team at the organizational level, the Recommended Capital Budgets for the 2012-16 CIP will be finalized.

By the end of June, the final revisions or amendments to the current four-year TIP will be forwarded to NOACA. This will be followed, in July, by a comprehensive mid-year review that will assess the status of the current year's Capital Improvement Budget and the Office of Management and Budget (OMB) presents the Board of Trustees with resource estimates and economic assumptions for the coming fiscal year in the Tax Budget.

The proposed 2012-16 CIP will initially be presented to the Board of Trustees' Finance Committee in August for discussion and review. Outstanding issues are normally resolved in anticipation of the public hearings at the Board of Trustees meeting in September at which time approval is expected. Any revisions to the original Capital Budgets will be included with the year-end Board approval of all non-Capital Budgets in December.

2011 - 2015 Capital Improvement Plan



2011 - 2015 Capital Improvement Plan

Transportation Improvement Program

The planning cycle for grant-funded projects begins with the development of the Transportation Improvement Program (TIP). The TIP documents transportation-related capital projects within the region for which Federal funding will be requested. Projects must appear in the TIP 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. The GCRTA is responsible for preparing the transit component of the plan.

The GCRTA Long-Range Plan and its related five-year Strategic Plan guides the TIP and the Capital Improvement Plan (CIP). These plans, the latter of which is under development, will articulate the types of services and markets the Authority expects to serve.

The preparation of projects for the TIP will now begin in April when departments will request revisions to the previous year's CIP. The Budget Calendar of Events, on the prior page, reflects the TIP process and how it corresponds to the Capital Improvement planning cycle. The upcoming budget year's annual project requests are prioritized and, in turn, are submitted to the Capital Program Oversight Committee (CPOC) for review and approval.

In September, the Board will be asked to approve the Capital Budgets for the upcoming calendar year in tandem with their incorporation through NOACA into the current four-year TIP prior to new Federal Fiscal Year. The list of projects is further defined depending on funding allocations for the new Federal fiscal year and any revisions to the original Capital Budgets will be submitted for Board approval in December.

Capital Budget Appropriations

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 RTA Development Fund supports the project.

The RTA Capital Fund supports 100 percent locally funded projects. Generally, these projects are less than \$150,000, have a useful life of less than 5 years, and are routine in nature. Both Routine Capital and Asset Maintenance projects are funded through this account. Routine Capital projects are for the acquisition of non-revenue vehicles and other equipment. Asset Maintenance projects include rehabilitation and construction projects that are smaller in scope to repair and maintain the Authority's existing facilities.

The RTA Development Fund includes capital projects with a value greater than \$150,000, those that have a useful life greater than five years, and includes the large rehabilitation and expansion projects of the Authority. All grant-funded projects are accounted for in the RTA Development Fund. Projects in this Fund are supported through a combination of Federal and State of Ohio grants, debt service and 100 percent local funds.

2011 - 2015 Capital Improvement Plan

Capital Budget Appropriations (cont.)

Budget appropriation authority for both RTA Capital and RTA Development Fund projects are then established when the Board of Trustees approves the annual budget. 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 percent of sales 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 33 percent and a maximum of 67 percent. Due to the need to achieve a state of good repair throughout the Authority's capital assets, this ratio is not sustainable and will be changed to a minimum of 15 percent to a maximum of 85 percent.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

Capital Improvement Criteria

Similar to what occurred during development of the operating budget, capital budget requests for the 2011 - 2015 period far exceeded available resources. As a result, established guidelines are used to prioritize projects. The following criteria provide a basis for preliminary capital investment decisions:

- **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.

2011 - 2015 Capital Improvement Plan

Capital Improvement Criteria (cont.)

- **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 these 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 were defined as:

- **Ridership** . Maintaining current riders and attracting new customers
- **Health and Safety** . Ensuring the physical well-being of the Authority's customers, employees, and the general public
- **State of Good Repair** . 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
- **Technologies/Efficiencies** . Instituting improvements which can produce operating efficiencies and make better use of resources or implementing projects which minimize additional operating expenses
- **Environmental Impact** . Investing in equipment, adapting facilities or enhancing service infrastructure to support overall environmental benefits such as improved air quality

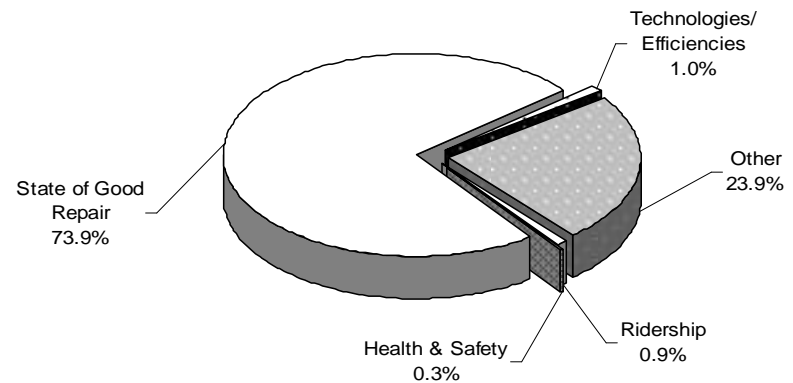
2011 - 2015 Capital Improvement Plan

Priority Areas (continued)

- **Mandates** . Ensuring compliance with Federal and State mandates such as the Clean Air Act and Americans with Disabilities Act
- **Transit Oriented Development** . Investing in projects that stimulate the development of current property with opportunities for private investment, increased revenue and ridership and encouraging partnerships with other organizations

Figure CIP-3 reflects the distribution of approved 2011 Capital Improvement projects. The largest portion of the 2011 Capital Budget, \$70.25 million or 74.9 percent, is for the State of Good Repair category. This is followed by the Other Projects category that includes projects that have an environmental impact, are for mandated programs, or for transit oriented development with \$22.70 million, or 23.9 percent. The remaining categories make up the balance of the budgeted capital projects.

2011 Capital Projects by Priority Area (Millions)



Priority Area	2011	2012	2013	2014	2015	2011-15
Ridership	\$0.82	\$10.38	\$7.57	\$4.51	\$41.66	\$64.94
Health & Safety	\$0.31	\$0.32	\$0.20	\$0.23	\$0.23	\$1.28
State of Good Repair	\$70.25	\$47.37	\$59.32	\$81.29	\$73.41	\$331.63
Technologies/Efficiencies	\$0.97	\$1.21	\$1.64	\$0.74	\$1.21	\$5.76
Other	\$22.70	\$16.29	\$16.30	\$16.30	\$16.31	\$87.91
Total	\$95.05	\$75.56	\$85.02	\$103.07	\$132.81	\$491.52

Figure CIP-3: Capital Projects by Priority Area

2011 - 2015 Capital Improvement Plan

Financial Capacity

The nature of public transit requires that the Authority pursue a capital-intensive budget. 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. During the eighties and through the mid-nineties, the RTA favored a pay-as-you-go method, maximizing the benefits of Federal and State grant programs, and utilizing debt financing sparingly. Beginning in the mid-nineties though, the use of debt significantly increased to meet the financial needs of an extremely aggressive Capital Improvement Program. This decision led to a dramatic increase in the overall debt service of the Authority . one that now requires principal and interest payments that will exceed \$19.2 million in FY2011 and then increase to \$21.4 million in FY2012.

At the end of 2010, the Authority will have a combined \$152.8 million in outstanding debt among six debt issues. They are, along with their original amounts, \$20.9 million issued in 2001, \$17.5 million in refunded bonds from 2002, \$67.2 million in 2004, \$38.5 million issued in 2006, and \$35.0 million of bonds and \$27.4 million of refunded bonds issued in 2008. In addition, at the end of 2010, the Authority has a \$2.5 million outstanding balance on a loan from the State Infrastructure Bank.

In addition to determining the method of financing, capital investment decisions should 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 efficiencies.

Federal Sources

As reflected in Figure CIP-4, Federal grants provide approximately \$74.28 million, or 64.3 percent of total capital improvement revenue during FY2011 and over the five-year CIP will provide close to 70 percent of funding for the Authority's programmed capital projects. The three major Federal grant programs require a local match, though Federal stimulus funds, awarded to the Authority through the American Recovery & Reinvestment Act (ARRA) program in 2009, do not require a local match. Federal grant programs were modified by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and confirmed by both the Transportation Equity Act for the Twenty First Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) adopted in 2005 and are described below.

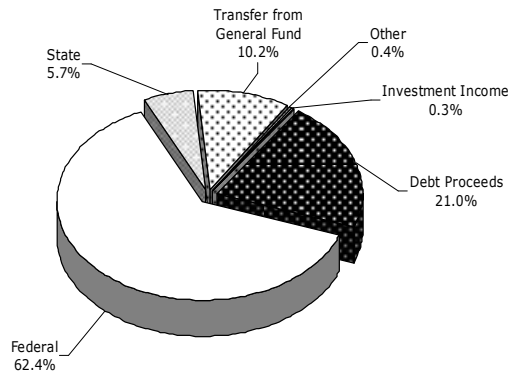
Section 5307 Capital Grants

Capital grants are provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources are allocated to urban areas according to a formula and are matched on an 80 percent Federal, 20 percent local basis. The State may contribute up to one-half of the local match.

Including the local match, Section 5307 grant awards totaled \$31.7 million in FFY 2008 and \$35.26 million in FFY 2009. The FFY 2010 allocation of \$31.20 million has been partially awarded by the FTA at this point in time, with full approval not expected before mid-year and the FFY 2011 allocation of a projected \$31.83 million for preventive maintenance expenses, payment of the fare collection lease, and other capital projects is expected before the end of FY 2011.

2011 - 2015 Capital Improvement Plan

Capital Improvement Revenue By Source (Millions)



	2008 Actual	2009 Actual	2010 Estimate	2011 Budget	2012 Estimate	2013 Estimate
Transfer from General Fund	\$10.07	\$10.55	\$17.70	\$12.10	\$10.92	\$10.58
Investment Income	\$1.74	\$0.27	\$0.26	\$0.35	\$0.38	\$0.40
Federal (Including ARRA)	\$86.11	\$73.65	\$93.93	\$74.28	\$70.70	\$63.98
State	\$9.37	\$9.16	\$1.81	\$6.78	\$6.78	\$6.78
Debt Proceeds	\$35.50	\$0.00	\$0.00	\$25.00	\$0.00	\$0.00
Capital Lease	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$1.84	\$0.00	\$0.50	\$0.50	\$0.50	\$0.50
Total	\$144.63	\$93.63	\$114.20	\$119.01	\$89.28	\$82.25

Financial Capacity (continued)

Section 5309 (Formerly Section 3)

Section 5309 assistance has historically been distributed at the Federal Transit Administration's (FTA) discretion on a 75 percent Federal, 25 percent local basis. The ISTEA increased the Federal participation to 80 percent and instituted a four-tier formula to allocate Section 5309 Rail Modernization grants. This process has remained the same in the recent SAFETEA-LU legislation. Section 5309 bus grants continue to be awarded at the discretion of the FTA.

With the 20 percent local match included, FFY 2010 Section 5309 grants totaled \$17.5 million for various rail projects throughout the Authority. Though partially awarded at this point in time and awaiting final FTA approval, these funds and those expected from the FFY 2011 awards, will fund work on various rail infrastructure and support preventive maintenance reimbursements.

Section 5309 grants totaled \$36.0 million in 2009 including \$17.2 million for various rail projects and \$18.8 million of discretionary earmarks for buses, three Intermodal stations along Euclid Avenue, and fare collection equipment. This amount compares with \$36.0 million in 2008, \$23.8 million in 2007, \$52.4 million in 2006, and \$52.7 million in 2005.

The Authority's expected apportionment of \$18.0 million of rail modernization funds in 2011 is in final submission. Recent Congressional discussions on the Federal Budget have led to only five-twelfths of anticipated funding levels for FFY 2011 programs being authorized at this time. These funds are programmed for the reimbursement of preventive maintenance costs, to fund the Heavy Rail Vehicle Overhaul Project, and various rail infrastructure projects.

Figure CIP-4: Capital Improvement Revenue by Source

2011 - 2015 Capital Improvement Plan

Financial Capacity (continued)

Non-Traditional Federal Sources

A non-traditional Federal grant received in FY2010 was \$2.26 million of 100% Federal funds from the Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) program to improve the energy efficiency of three bus & rail facilities owned by the Authority. This was proceeded, in 2009, with \$45.7 million of Federal Grant funding on a 100% Federal and 0% local basis made available to the GCRTA through the Federal Stimulus program (ARRA) that supported an additional year's worth of unfunded programmed capital project budgets within the current CIP and allowed grant funding to catch up with the capital program budget.

The Authority has also submitted a request for \$5.0 of Congestion Mitigation Air Quality (CMAQ) funds on a bi-annual basis and two grants for the reconstruction of the Red Line University Circle Station, one an earmark of \$2.50 million and a \$13.13 million TIGER II state of good repair grant are expected by mid-2011.

State Sources

Administered through the Ohio Department of Transportation (ODOT), the State can contribute up to one-half of the local match portion of the Federal grant programs. In the past, the State contributed grants funds in this form, but in recent years, the State has been trending towards contributions that are project-specific rather than for local match contributions.

Recent awards from the State include \$1.8 million in 2008 towards the purchase of up to three articulated Rapid Transit Vehicles, and \$4.8 million in 2003 for the reconstruction of the Triskett Bus Garage.

In FY2011, a previously programmed \$5.09 million is expected from the State for preventive maintenance and operating expense reimbursements. These funds were initially programmed for a three-year period under former Governor Strickland, but funding is now assured for only the first year of the program.

Local Sources

The Capital Improvement Budget requires local resources to support the match for some grant-funded projects as well as to support 100 percent locally funded projects in both the RTA Capital and RTA Development Funds. In 2011, local support for the capital program is comprised of \$12.1 million transferred from the General Fund (first component of the Sales Tax Contribution to Capital) and \$350,000 from interest earnings. Furthermore, a transfer of \$19.2 million from the General Fund to the Bond Retirement Fund is planned to cover the debt service payments from previous debt issues and a planned \$25.0 million debt issuance in 2011 all of which are used to support the local portion of capital projects.

2011 - 2015 Capital Improvement Plan

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 100 percent locally funded major projects. General Obligation (G.O.) bonds were last issued in 2008 for \$35.0 million in new debt and \$27.4 million in refunding bonds. All of the Authority's current outstanding debt will mature by December 2027. The nearly \$152.8 million balance of outstanding bonds at the end of 2010, along with a loan from the State Infrastructure Bank (SIB) with a remaining balance of \$2.5 million, will require principal and interest payments of \$19.3 million in 2011.

Debt Limitations

As a regional transit authority, Ohio law permits the Authority to issue both unvoted and voted general obligation bonds. In the past, only unvoted general obligation bonds have been issued. As the name implies, unvoted 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 have not required the use of ad valorem property taxes to pay debt service but have been supported by the Authority's other revenue sources.

Outstanding G.O. Debt Service & SIB Loan & Annual Debt Service Payments (Millions)

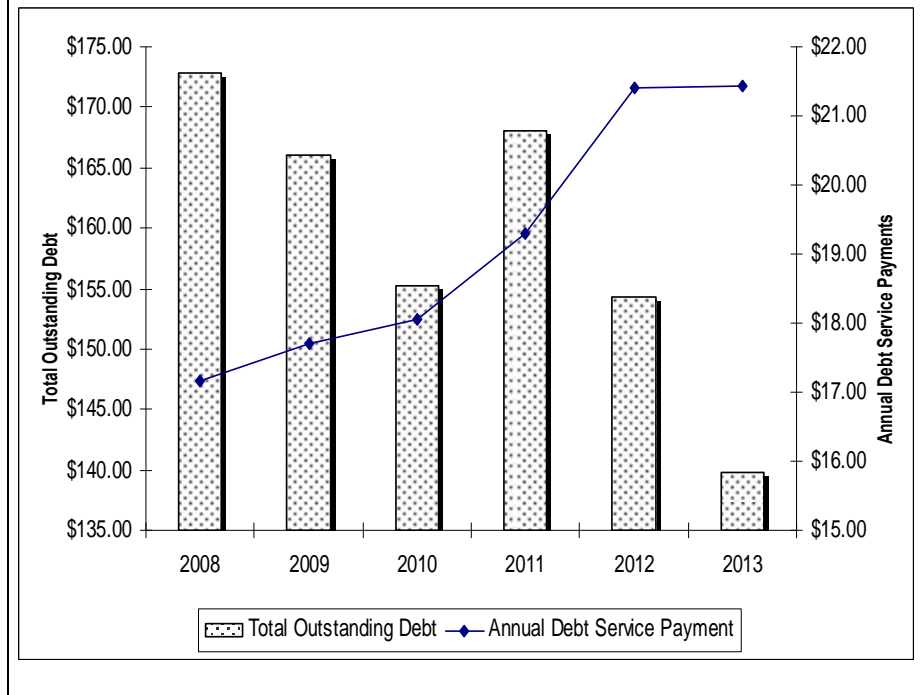


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

2011 - 2015 Capital Improvement Plan

Debt Management (continued)

There are three limitations, which relate to the Authority's ability to issue debt:

- I. Section 306.40 of the Ohio Revised Code limits the principal amount of bonds that are supported by property taxes to five percent 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 2010 slightly increased to from \$29.6 billion at the end of 2009 to \$29.8 billion. This limits the amount of available debt to \$1.49 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.
- II. 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 percent) of the assessed valuation. Based on the assessed valuation of nearly \$29.8 billion, annual debt servicing capacity would be close to \$29.8 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.
- III. 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 unvoted 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 unvoted 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.

With all the outstanding debt issued as of year-end 2010, 10.16 of the 10-mill limitation will be in use (based on the 2010 collection year), leaving 0.00 mills for additional debt issuances. Since the Authority's total annual debt service is limited to 1.0 mill, based on the direct limitation described in section II, on page CIP-18, the Authority could issue approximately \$80 million of unvoted debt assuming a 20-year maturity and a 4.5 percent interest rate, but its ability to issue more general obligation debt is limited under the third constraint, in that the total outstanding debt issued as of year-end 2010 by various public entities within the County is over the unvoted ten-mill limit.

2011 - 2015 Capital Improvement Plan

Operating Impacts

One of the benefits of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. The 2011 Capital Improvement Budget will affect the 2011 Operating Budget in the following ways:

- The Trustees' commitment to contribute a portion of sales tax revenues to the Capital Improvement Fund transfers resources that could be used to support operations. In FY2011, this amount is estimated at \$12.1 million.
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements continues to place pressure on the General Fund to contribute escalating amounts to the Capital Improvement Fund in the future, further reducing the amount available for operating expenditures.
- A decision to issue additional debt, deferred from FY2010, for capital projects will result in debt service payments of nearly \$19.3 million in 2011 and require a General Fund transfer to the Bond Retirement Fund of nearly \$19.2 million.
- Some expenditures, primarily for personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2011, this activity will result

in a projected \$3.58 million in reimbursements, mostly grant funded, to the General Fund.

- In the five fiscal years covering 2006 thru 2010, \$141.2 million of capital grants, an amount that includes both the 80-percent Federal and 20-percent Local Shares, were used to reimburse the Annual Operating Budgets for preventive maintenance activities rather than for planned capital projects to maintain, improve, or replace the Authority's capital assets. The 2011 Capital Budget includes an additional \$30.2 million of budget authority for this purpose, again reducing the availability of funding for the Capital Program and continuing the process of deferring planned projects.
- The completion of the Light Rail Vehicle Overhaul project, in tandem with the on-going Heavy Rail Vehicle Overhaul project and other projects to maintain and improve the rail infrastructure, will continue to improve rail fleet and service delivery reliability and, in turn, reduce maintenance costs incurred in the operating budget.
- Daily activities within the Operating Budget in 2011 are supported by the \$2.3 million appropriated to various capital projects contained within the RTA Capital Fund. These projects include the smaller (less than \$150,000), routine capital purchases and facilities maintenance activities and are exclusively supported by local funds from Sales & Use Tax revenue.

2011 - 2015 Capital Improvement Plan

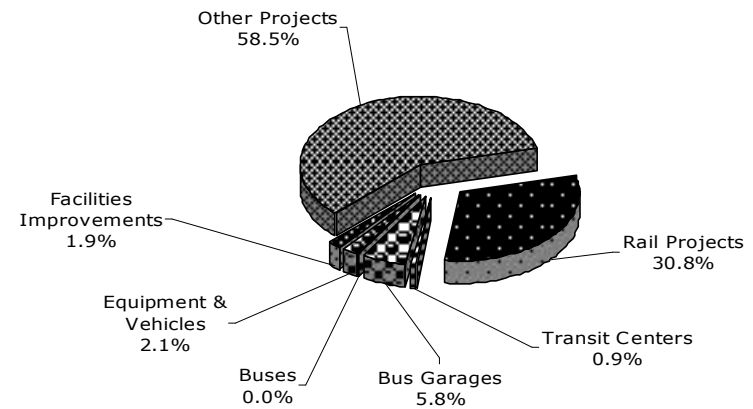
Capital Project Categories

The combined 2011-2015 Capital Improvement Plan (CIP) totals \$491.5 million. Projects included in the CIP are sorted into seven project categories. Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other, Rail Projects, and Transit Centers.

As reflected in Figure CIP-6, the Other Projects category totals \$55.58 million or well over half, 58.5 percent, of the 2011 Capital Budget. This includes \$30.2 million for Capitalized Operating Expenses - the single largest capital project not only in 2011, but also in every year within the 2011-2015 CIP. This is followed by the Rail projects category, with \$29.27 million, or 30.8 percent of the total, and various improvements at three Bus Garages with \$5.6 million, or 5.8 percent. The remaining 2011 CIP budget authority is for projects within Equipment & Vehicles category with \$1.99 million, or 2.1%, Facilities Improvements projects with \$1.80 million, or 1.9 percent, and Transit Centers with \$850,000, or 0.9 percent.

The largest budgeted category over the five-year period remains Other Projects, due to programmed reimbursements for preventive maintenance and other operating expenses at \$238.56 million, or 48.54% percent of the 2011-15 CIP. The Rail Projects category, which includes a partial budget of \$33.77 million for a proposed extension of the Blue Line, is the second largest category within the total five-year CIP of \$140.77 million, or 28.64 percent. The Bus Improvement Program with \$40.00 million, or 8.14 percent, Transit Centers with \$31.87 million, or 6.48 percent, Facilities Improvements at \$22.22 million, or 4.52 percent, Equipment & Vehicle purchases at \$12.53 million, or 2.55 percent, and Bus Garages with \$5.56 million, or 1.13%, makes up the difference.

2011 Capital Projects by Category (Millions)



	2011	2012	2013	2014	2015	2011 - 15
Bus Garages	\$5.56	\$0.00	\$0.00	\$0.00	\$0.00	\$5.56
Buses	\$0.00	\$0.10	\$13.71	\$13.71	\$12.50	\$40.01
Equipment & Vehicles	\$1.99	\$2.95	\$4.11	\$1.56	\$1.91	\$12.53
Facilities Improvements	\$1.80	\$3.75	\$3.99	\$7.99	\$4.70	\$22.22
Other	\$55.58	\$45.24	\$45.87	\$45.93	\$45.93	\$238.56
Rail Projects	\$29.27	\$13.25	\$14.65	\$29.39	\$54.22	\$140.77
Transit Centers	\$0.85	\$10.28	\$2.69	\$4.51	\$13.54	\$31.87
Total	\$95.05	\$75.56	\$85.02	\$103.07	\$132.81	\$491.52

Figure CIP-6: Capital Projects by Category

2011 - 2015 Capital Improvement Plan

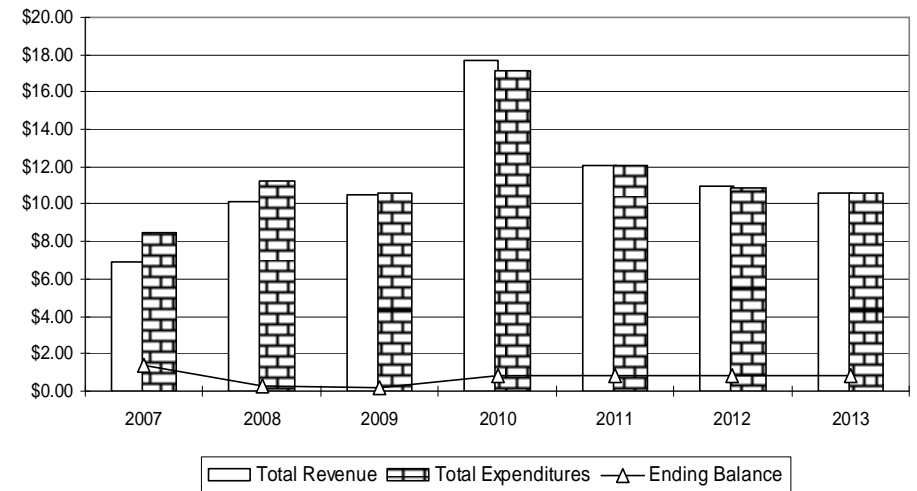
RTA Capital Fund

The RTA Capital Fund is a smaller fund for 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. Items included in RTA Capital Fund are segregated into two types: Routine Capital, which includes the acquisition of non-revenue vehicles and small equipment, and Asset Maintenance, which cover small rehabilitation projects to maintain the Authority's existing assets. The RTA Capital Fund is 100 percent locally funded, almost exclusively through sales tax contributions by way of a transfer from the Operating Budget.

Figure CIP-7 presents the fund balance analysis for the RTA Capital Fund. The sales tax set aside as corresponding transfer from the General Fund to RTA Capital began in 1989, is the only source of revenue into this fund other than investment income. In 2011, transfers from the General Fund are estimated at \$12.1 million, or 7.4 percent of expected sales tax revenues along with anticipated investment income of \$2,500. The transfer amount, in combination with a planned \$19.2 million transfer from the Operating Budget to the Bond Retirement Fund, bring the total commitment to Capital to nearly \$31.3 million or 19.1 percent of the projected 2011 sales tax revenue.

Total 2011 budgeted expenditures or cash flows of over \$12.1 million include \$1.45 million for Asset Maintenance projects, \$1.05 million for Routine Capital purchases and a \$9.6 million transfer into the RTA Development Fund. The estimated 2011 ending balance of \$800 thousand, has stabilized prior year's draw downs in this fund balance, but remains well below the \$1.4 million fund balance at the end of 2007 and in earlier years.

RTA Capital Fund Balance Analysis (Millions)



	2007 Actual	2008 Actual	2009 Actual	2010 Estimate	2011 Budget	2012 Estimate	2013 Estimate
Beginning Balance	\$2.90	\$1.37	\$0.27	\$0.20	\$0.80	\$0.80	\$0.80
Total Revenue	\$6.92	\$10.13	\$10.55	\$17.70	\$12.10	\$10.92	\$10.59
Total Resources	\$9.82	\$11.51	\$10.82	\$17.90	\$12.90	\$11.73	\$11.39
Total Expenditures	\$8.45	\$11.24	\$10.62	\$17.10	\$12.10	\$10.92	\$10.58
Ending Balance	\$1.37	\$0.27	\$0.20	\$0.80	\$0.80	\$0.80	\$0.81

Figure CIP-7: RTA Capital Fund Balance Analysis

RTA Capital Fund Balance Analysis

	2007 Actual	2008 Actual	2009 Actual	2010 Estimate	2011 Budget	2012 Budget	2013 Budget
Beginning Balance	2,899,226	1,374,346	270,264	197,782	797,915	800,415	804,915
Revenue							
Transfer from General Fund	6,825,687	10,065,882	10,550,000	17,703,853	12,101,441	10,920,255	10,584,255
Investment Income	96,409	65,557	370	126	2,500	4,500	4,500
Other Revenue	0	0	0	8	0	0	0
Total Revenue	6,922,096	10,131,439	10,550,370	17,703,987	12,103,941	10,924,755	10,588,755
Total Resources	9,821,322	11,505,785	10,820,634	17,901,768	12,901,856	11,725,170	11,393,670
Expenditures							
Asset Maintenance	1,394,482	1,630,502	1,197,531	1,425,000	1,450,000	1,000,000	1,000,000
Routine Capital	2,052,494	2,004,137	1,079,267	1,025,000	1,050,000	750,000	750,000
Other Expenditures	0	0	0	0	0	0	0
Transfer to RTA Development Fund	5,000,000	7,600,882	8,346,054	14,653,853	9,601,441	9,170,255	8,834,255
Total Expenditures	8,446,976	11,235,521	10,622,852	17,103,853	12,101,441	10,920,255	10,584,255
Ending Balance	1,374,346	270,264	197,782	797,915	800,415	804,915	809,415

2011 - 2015 Capital Improvement Plan

RTA Capital Fund (continued)

Routine Capital Projects

This category includes the purchase of vehicles and equipment, where each unit has a value of at least \$5,000 and a useful life greater than one year. Furthermore, these items are generally less than \$150,000 and have a useful life of five years or less. Thus, budget appropriation for routine capital projects are approved annually.

As indicated in Figure CIP-8 on the following page and the charts on pages CIP-26 & CIP-27, the budget appropriation for Routine Capital projects accounts for \$1.00 million, or 1.05 percent, of the 2011 Capital Improvement Budget. This is a decrease in budget appropriation, relative to years prior to 2010, for both Routine Capital and Asset Maintenance projects remains a direct result of the historic downturn in Sales & Use Tax Revenue and the need to cover increasing debt service costs.

The greatest portion of Routine Capital projects in FY2011 is within the Operations Division, which has \$604,000, or 60.3 percent of the total budget appropriated for this purpose. The Fleet Management Department, which includes the non-revenue vehicle program, has the largest single department appropriation for Routine Capital purchases in 2011 with \$375,000, or 37.4%.

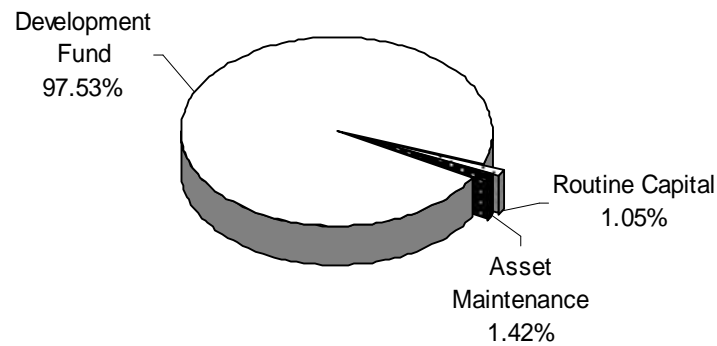
Asset Maintenance Projects

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

The 2011 budget appropriation for Asset Maintenance projects is \$1.35 million, representing 1.42 percent of the overall 2011 Capital Improvement Budget (see Figure CIP-8). Again, this is a decrease in this amount, relative to past years' budgets, as a result of declining revenue from the Sales & Use Tax. The largest portion of these projects, \$920,000, or 68.4 percent, is within the Engineering and Project Development Department, which coordinates larger construction-related routine improvements. This is followed by the Service Management Department with \$250,000, or 18.6 percent, of all Asset Maintenance projects. The remaining amount of \$175,000 is budgeted in the Fleet Management Department for the rehabilitation of bus lifts (\$100,000) and in an emergency contingency project for asset maintenance projects (\$75,000).

2011 - 2015 Capital Improvement Plan

2011 Capital Improvement Projects by Funding Type (Millions)



	2011	2012	2013	2014	2015	2011-2015
Routine Capital	\$1.00	\$0.83	\$0.80	\$0.79	\$0.74	\$4.16
Asset Maintenance	\$1.35	\$0.95	\$0.97	\$1.00	\$1.05	\$5.31
Development Fund	\$92.71	\$73.78	\$83.25	\$101.28	\$131.02	\$482.04
Total	\$95.05	\$75.56	\$85.02	\$103.07	\$132.81	\$491.52

Figure CIP-8: Capital Improvement Projects by Funding Type

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011-2015 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2011 Budget	2012 Plan	2013 Plan	2014 Plan	2015 Plan	2011-15 Total
<u>12 EXECUTIVE</u>							
NOACA Dues	49120199	54,834	56,250	57,700	59,250	60,750	288,784
Build-up Greater Cleveland Dues	49120299	42,000	44,100	46,300	48,600	51,000	232,000
Outside Legal Services - Legislative Review	49120399	86,000	86,000	86,000	86,000	86,000	430,000
		182,834	186,350	190,000	193,850	197,750	950,784
<u>31 PARATRANSIT DISTRICT</u>							
Paratransit District Equipment Pool	47310109	12,500	12,500	15,000	15,000	17,500	72,500
		12,500	12,500	15,000	15,000	17,500	72,500
<u>32 RAIL DISTRICT</u>							
Rail District Equipment Pool	47320199	31,500	72,000	20,000	17,500	20,000	161,000
		31,500	72,000	20,000	17,500	20,000	161,000
<u>34 TRANSIT POLICE</u>							
Security Improvements Pool	44340199	185,000	200,000	200,000	225,000	225,000	1,035,000
		185,000	200,000	200,000	225,000	225,000	1,035,000
<u>39 FLEET MANAGEMENT</u>							
NRVIP - Transit Police Vehicles	46390199	50,000	0	0	0	0	50,000
NRVIP - Support Vehicles	46390299	250,000	0	0	0	0	250,000
Fleet Management District Equipment Pool	47390199	75,000	80,000	50,000	20,000	20,000	245,000
		375,000	80,000	50,000	20,000	20,000	545,000
<u>46 HAYDEN DISTRICT</u>							
Hayden District Equipment Pool	45460179	0	60,000	90,000	60,000	0	210,000
		0	60,000	90,000	60,000	0	210,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011-2015 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2011 Budget	2012 Plan	2013 Plan	2014 Plan	2015 Plan	2011-15 Total
<u>61 INFORMATION SYSTEMS</u>							
Systems Development Pool	42610199	120,000	120,000	140,000	140,000	140,000	660,000
		120,000	120,000	140,000	140,000	140,000	660,000
<u>62 SUPPORT SERVICES</u>							
Office Equipment/Furniture Replacement Pool	43620199	20,000	20,000	20,000	22,500	22,500	105,000
		20,000	20,000	20,000	22,500	22,500	105,000
<u>67 OFFICE OF MANAGEMENT & BUDGET</u>							
Routine Capital Contingency	49990159	75,000	75,000	75,000	100,000	100,000	425,000
		75,000	75,000	75,000	100,000	100,000	425,000
TOTAL ROUTINE CAPITAL		1,001,834	825,850	800,000	793,850	742,750	4,164,284

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011-2015 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ASSET MAINTENANCE							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2011 Budget	2012 Plan	2013 Plan	2014 Plan	2015 Plan	2011-15 Total
<u>35 SERVICE MANAGEMENT</u>							
Passenger Facilities Maintenance Pool	32355099	110,000	110,000	110,000	110,000	110,000	550,000
Administration Facilities Maintenance Pool	32355199	30,000	30,000	30,000	30,000	30,000	150,000
Operating Facilities Maintenance Pool	32355299	110,000	110,000	110,000	110,000	110,000	550,000
		250,000	250,000	250,000	250,000	250,000	1,250,000
<u>39 FLEET MANAGEMENT</u>							
Woodhill Garage Overhead Door Replacements	32390119	0	58,000	0	0	0	58,000
Bus Lift Rebuilds/Rehabilitations - All Districts	47395099	100,000	100,000	125,000	125,000	125,000	575,000
		100,000	158,000	125,000	125,000	125,000	633,000
<u>80 ENGINEERING & PROJECT DEV.</u>							
Bridge Maintenance Pool	20805099	50,000	50,000	50,000	50,000	50,000	250,000
Track Maintenance Pool	23805099	40,000	40,000	40,000	40,000	40,000	200,000
Facilities - ADA Projects	32805099	120,000	100,000	100,000	100,000	100,000	520,000
Passenger Facilities Maintenance Pool	32805199	300,000	120,000	120,000	120,000	120,000	780,000
Operating Facilities Maintenance Pool	32805299	350,000	100,000	150,000	150,000	200,000	950,000
Bus Pad Replacement Pool	33805099	40,000	40,000	40,000	40,000	40,000	200,000
Authority-Wide Sign Replacement	47805099	20,000	20,000	20,000	20,000	20,000	100,000
		920,000	470,000	520,000	520,000	570,000	3,000,000
<u>99 OFFICE OF MANAGEMENT & BUDGET</u>							
Asset Maintenance Contingency	49995059	75,000	75,000	75,000	100,000	100,000	425,000
		75,000	75,000	75,000	100,000	100,000	425,000
TOTAL ASSET MAINTENANCE		1,345,000	953,000	970,000	995,000	1,045,000	5,308,000
RTA CAPITAL FUND TOTAL		2,346,834	1,778,850	1,770,000	1,788,850	1,787,750	9,472,284

2011 - 2015 Capital Improvement Plan

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 includes both a majority of the larger rehabilitation and expansion projects and the Authority's Long Range projects. Generally, RTA Development Fund projects are greater than \$150,000 and have a useful life of more than five years. This Fund is primarily supported through grants.

Federal Capital grants require that local match funds be set aside and available for Capital Improvement projects. During the budget process, local match requirements are reviewed and resources provided through sales tax contributions transferred from the RTA Capital Fund, debt sales, and interest income.

In 2005, 2006, and 2007 \$5.0 million was transferred from the RTA Capital Fund to the RTA Development Fund to cover the local match for the Capitalized Operating Expenses (C.O.E.) project and to cover other expenses within the fund not covered by other revenue sources. This increased to \$7.6 million in 2008 and again in 2009 to \$8.4 million. It grew to an estimated \$14.7 million in 2010 and then is projected to decrease to \$9.6 million in 2011, and further decrease to \$9.2 million and then to \$8.8 million respectively in 2012 and 2013. Recent debt services include a \$25.0 million bond issue in 2006, followed by a \$35.0 million bond issue in 2008. A planned debt sale in FY2010 of \$25.0 million was deferred until FY 2011. Interest income has varied over the years due to fluctuations in the fund balance with \$350,000 expected in 2011, followed by a small increase in the following years.

Figure CIP-9, on the following page, presents the fund balance analysis for the RTA Development Fund. In 2007, the balance had increased to \$22.8 million due to proceeds from a \$25.0 million capital lease that offset an increase in capital activities. It again increased to \$33.5 million in 2008, primarily due to proceeds from a \$35.0 million bond issuance, but again was drawn down to \$30.5 million in 2009 as proceeds began to be drawn down by capital activities. A planned debt issuance of \$25.0 million in 2011 will, in part, increase the fund balance to \$51.7 million in 2011, followed by a downturn in the fund balance in both 2012 and 2013 due to anticipated capital activities.

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 on page CIP-32, various funding sources including but not limited to Federal capital grants, a planned debt service, State Capital grants, and 100 percent local funds will help support expected outlays of \$102.62 million in 2011. Please note that the Fund Balance Analysis is presented on a cash basis and attempts to estimate the actual flow of revenue and expenditures. Thus, expenditure estimates differ from the levels presented in the 2011-15 Capital Improvement Plan, which are based on the establishment of budget appropriation authority for the projects.

2011 - 2015 Capital Improvement Plan

RTA Development Fund (continued)

RTA Development Fund Projects

In 2011, the combined budget appropriation for RTA Development Fund projects accounts for most, 97.5 percent, or \$92.7 million, of the entire Capital Improvement Budget for the year. The listing of 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 application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 2011 local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2011. Please refer to pages CIP-33 through CIP-46 for a complete list of projects included within the RTA Development CIP.

Bus Garages - \$5.56 million

A Federal State of Good Repair grant will fund facility improvements and equipment replacement projects at three bus garages in FY2011. Work will commence upon execution and award of the grant at the Paratransit and Hayden Bus Garages and at the Central Bus Maintenance Facility and be completed in 18 months.

Bus/Paratransit Improvement Programs - \$0.0 million

No bus purchases are scheduled for the 2011 budget year. Any future programmed bus purchases, included in the out-years of the 2011-15 CIP, will be re-evaluated and/or revised to account for any changes in service levels that may occur before their scheduled year.

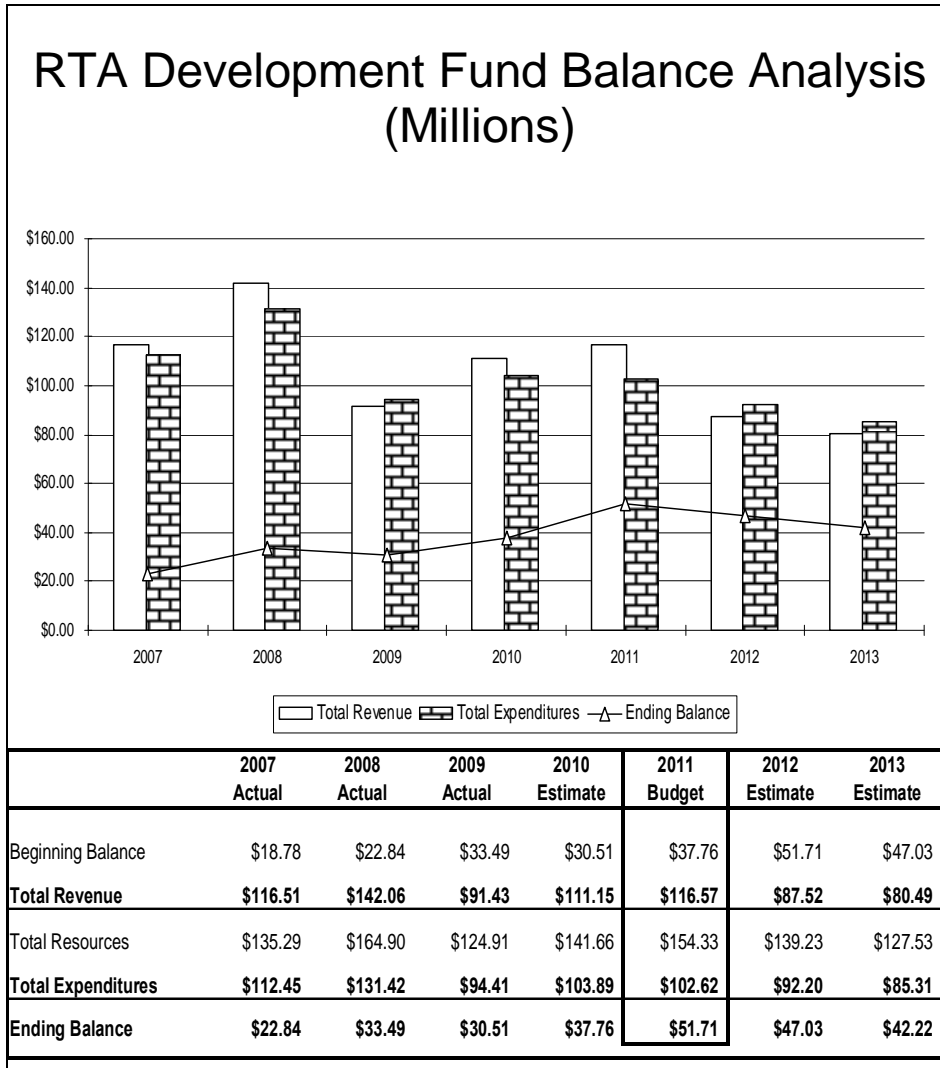


Figure CIP-9: RTA Development Fund Balance Analysis

2011 - 2015 Capital Improvement Plan

RTA Development Fund (continued)

Bus Rapid Transit (BRT) - \$0.0 million

The HealthLine, formerly the Euclid Corridor Transportation Project (ECTP), is the only project within this category. It opened for service in the fourth quarter of 2008. At present, no further budget appropriations will be required as the remaining punch-list items were substantially complete by the end of the 2009 Fiscal Year. Final closeout of remaining contract will occur by mid-2011.

Equipment & Vehicles - \$1.25 million

FY2011 projects included within this category include an upgrade of the Authority's Fleetwatch System, the final scheduled payment for the Authority's Radio System, and remaining budget necessary for the planned upgrade of the Authority's Oracle, or Financial Management System.

Facilities Improvements - \$533 thousand

One project, engineering and design work for the West 81st & W. 83rd Street Track Bridges, is included for FY2011 within this category to the projects currently underway. Remaining budget is to address a needed change order to an on-going engineering and design project.

Other Projects - \$55.25 million

This category includes budget authority for preventive maintenance reimbursements to the Operating Budget, as well as various Operating expense reimbursement projects and contains the largest portion of budget authority, both within FY2011, as well as over the five years of the planned 2011-15 CIP. The largest, for preventive maintenance reimbursements with a budget appropriation of \$30.18

million, makes up nearly 32.6 percent of the entire RTA Development Fund appropriation for the upcoming Budget Year. Other large budgeted projects within this category in FY2011 include a combined \$14.2 million for the reimbursement of various Operating Budget expenses; \$4.07 million for JARC, or reverse commute services, and payment of a \$3.4 million fare collection equipment lease.

Rail Projects- \$29.27 million

The Rail Projects category continues to be the most diverse category within the RTA Development Fund. The FY2011 CIP includes rail station rehabilitation & construction projects, vehicle rehabilitations, signalization & electrical work, and on-going rail infrastructure & track rehabilitation projects.

Major budgeted 2011 projects within this category include the reconstruction of the University Circle and Lee/Van Aken Stations, programmed budget for the Heavy Rail Vehicle Overhaul project, and for an on-going rail infrastructure program.

Three Rail projects, reconstruction of the S-Curve on the Authority's Red Line between the West Boulevard and W. 117th Street Stations, a larger scale reconstruction project on the Airport Tunnel at the west end of the Red Line, and preliminary construction work on the Brookpark Station, that total a combined \$14.9 million were included in the 2010 CIP as ~~an~~ alternative+projects without an identified funding source. Still unfunded, they remain in the current budget, but will only be done if non-traditional funding sources can be identified.

Transit Centers / Bus Loops - \$845 thousand

There are two projects included for the 2011 Budget Year for various passenger enhancements and for preliminary work on the Clifton Enhancement project.

2011 - 2015 Capital Improvement Plan

Transit 2025 Long Range Plan

The purpose of the Long Range Plan of the Authority is to support its Mission and Policy goals. The plan accomplishes this by providing a guide 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 original plan was drafted in 1998. RTA updated the plan in 2004 to reflect the existing system's state of repair, the future plans of key stakeholders, and the economic conditions of the region. In 2008, RTA initiated an update of the Long Range Plan, titled the "GCRTA Strategic Plan" that will be completed in mid-2011.

The updated GCRTA Strategic Plan will provide focus on strategic initiatives from 2011 . 2015. The goals of the Plan are to help determine the course of projects and services within GCRTA that can result in the increase of ridership, increase in revenues, and bring the system into a state of good repair while being grounded in the economic and the financial reality of public transportation funding in Northeast Ohio.

The existing Key Transit 2025 project elements include:

- Exploring additional Bus Rapid Transit projects in other major travel corridors;
- Completing the Transit Center Network;
- Initiating Transit-Oriented Development Projects;
- Implementing the Transit Waiting Environment Program; and

- Reconstructing various Rapid Transit Stations as part of the FTA ADA Key Station requirement agreement.

The GCRTA Strategic Plan, now under final evaluation and acceptance, will review these goals and develop objectives that will support them.

RTA Development Fund Balance Analysis

	2007	2008	2009	2010	2011	2012	2013
	Actual	Actual	Actual	Estimate	Budget	Budget	Budget
Beginning Balance	18,784,966	22,837,466	33,485,254	30,508,300	37,768,392	51,657,933	46,979,983
Revenue							
General Obligation Debt Proceeds	0	35,472,559	0	0	25,000,000	0	0
Transfer from RTA Capital Fund	5,000,000	7,600,882	8,346,054	14,653,853	9,601,441	9,170,255	8,834,255
Investment Income	844,393	1,672,096	271,990	261,579	350,000	375,000	400,000
Federal Capital Grants	74,319,702	86,109,609	65,807,459	65,106,807	66,994,100	70,699,040	63,981,780
ARRA Federal Capital Grants	0	0	7,840,623	28,823,088	7,284,988	0	0
State Capital Grants	8,532,391	9,370,685	9,162,154	1,807,284	6,776,795	6,776,795	6,776,795
Capital Lease	25,000,000	0	0	0	0	0	0
Other Revenue	2,810,906	1,837,731	0	500,000	500,000	500,000	500,000
Total Revenue	116,507,392	142,063,562	91,428,280	111,152,611	116,507,324	87,521,090	80,492,830
Total Resources	135,292,358	164,901,028	124,913,534	141,660,911	154,275,715	139,179,022	127,472,812
Expenditures							
Capital Outlay	109,944,506	128,830,215	93,705,234	103,192,519	102,617,783	92,199,040	85,309,040
Other Expenditures	2,000,000	472,559	0	0	0	0	0
Transfer to Bond Retirement Fund	510,386	2,113,000	700,000	700,000	0	0	0
Total Expenditures	112,454,892	131,415,774	94,405,234	103,892,519	102,617,783	92,199,040	85,309,040
Ending Balance	22,837,466	33,485,254	30,508,300	37,768,392	51,657,933	46,979,983	42,163,773

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>RAIL PROJECTS</u>							
<u>ELECTRICAL SYSTEM</u>							
Substation Replacement - West 117th Street FFY 2014 Federal Formula Grant	21800160	0	0	0	0	151,000	151,000
151,000							
Substation Replacement - West 65th Street FFY 2010 Federal Formula Grant FFY 2013 Federal Formula Grant	21800190	114,000	0	0	3,198,200	0	3,312,200
114,000 3,198,200							
Sectionalize Tower City Catenary System FFY 2012 Federal Formula Grant FFY 2014 Federal Formula Grant	21800260	0	0	34,000	660,000	0	694,000
34,000 660,000							
Substation Replacement - Fairhill Avenue FFY 2010 Federal Formula Grant FFY 2011 Federal Formula Grant	21800290	145,000	2,929,500	0	0	0	3,074,500
145,000 3,000,000							
Second Independent Feed for E. 55th Street Substation FFY 2014 Federal Formula Grant	21800360	0	0	0	0	66,000	66,000
66,000							
Substation Replacement - Puritas Avenue FFY 2013 Federal Formula Grant FFY 2015 Federal Formula Grant	21800390	0	0	0	142,000	3,717,600	3,859,600
142,000 3,717,600							
Sub-Total - Electrical System		259,000	2,929,500	34,000	4,000,200	3,934,600	11,157,300

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	2011-2015
<u>RAIL PROJECTS - Cont.</u>							
<u>TRACK REHABILITATION</u>							
Rail Infrastructure Program	23320190	1,858,105	1,500,000	1,500,000	1,500,000	1,500,000	7,858,105
FFY 2010 Federal Formula Grant	1,500,000						
FFY 2011 Federal Formula Grant	1,500,000						
FFY 2012 Federal Formula Grant	1,500,000						
FFY 2013 Federal Formula Grant	1,500,000						
FFY 2014 Federal Formula Grant	1,500,000						
Light Rail Retaining Wall - Buckeye/Woodhill to Shaker Square	23800130	0	0	652,200	1,148,200	0	1,800,400
FFY 2012 Federal Formula Grant	652,200						
FFY 2013 Federal Formula Grant	1,148,200						
S-Curve Reconstruction on Heavy Rail Line	23800170	175,000	0	1,623,000	0	0	1,798,000
FFY 2010 Federal Formula Grant	175,000						
FFY 2012 Federal Formula Grant	2,380,080						
Airport Tunnel Rehabilitation	23800180	12,700	1,175,000	0	0		1,187,700
FFY 2010 Federal Formula Grant	2,029,914						
FFY 2011 Federal Formula Grant	1,825,000						
Light Rail Crossings Improvements	23800190	255,991	2,011,991	596,400	4,178,000	4,391,400	11,433,782
FFY 2010 Federal Formula Grant	2,345,000						
FFY 2011 Federal Formula Grant	2,485,605						
FFY 2012 Federal Formula Grant	596,400						
FFY 2013 Federal Formula Grant	4,178,000						
FFY 2015 Federal Formula Grant	4,391,400						

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	2011-2015
<u>RAIL PROJECTS - Cont.</u>							
<u>TRACK REHABILITATION - Cont.</u>							
Replace Shaker Square Grade Crossing	23800270	0	815,000	1,600,000	0	0	2,415,000
FFY 2011 Federal Formula Grant	752,500						
FFY 2012 Federal Formula Grant	1,600,000						
Sub-Total - Track Rehabilitation		2,301,796	5,501,991	5,971,600	6,826,200	5,891,400	26,492,987
<u>RAIL STATION REHABILITATION</u>							
Mayfield Road HRV Station	24570140	272,000	2,500,000	0	9,595,000	0	12,367,000
FFY 2010 Federal Formula Grant	50,000						
FFY 2011 Federal Formula Grant	125,000						
FFY 2011 Section 5309 Earmark	2,500,000						
FFY 2014 Federal Formula Grant	9,595,000						
University Circle Station Rehabilitation	24570160	16,802,000	0	0	0	0	16,802,000
FFY 2010 Federal Formula Grant	175,000						
FFY 2010 Section 5309 Earmark	2,500,000						
FFY 2011 Federal Formula Grant	300,000						
FFY 2011 TIGER Grant Competitive Program	13,125,000						
FFY 2011 Trans. Enhancement Competitive Program	750,000						
Lee Road/Van Aken Blvd. LRV Station Rehabilitation	24570240	4,325,000	0	0	0	0	4,325,000
FFY 2010 Federal Formula Grant	4,375,000						
Light Rail Station Platform Reconstruction	24800120	0	297,050	290,460	316,350	345,850	1,249,710
FFY 2011 Federal Formula Grant	297,050						
FFY 2012 Federal Formula Grant	290,460						
FFY 2013 Federal Formula Grant	316,350						
FFY 2014 Federal Formula Grant	345,850						

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>RAIL PROJECTS - Cont.</u>							
<u>RAIL STATION REHABILITATION - Cont.</u>							
Woodhill Road LRV Station Rehabilitation FFY 2010 Federal Formula Grant 100,000 FFY 2011 Federal Formula Grant 322,725	24800220	322,723	0	0	0	0	322,723
Brookpark Road HRV Station Rehabilitation FFY 2010 Federal Formula Grant 39,000 FFY 2011 Federal Formula Grant 122,000 FFY 2012 Alternate Funding Not Yet Identified 13,240,100	24800260	39,000	122,000	0	0	13,240,100	13,401,100
Replace Tower City Escalators FFY 2014 Federal Formula Grant 1,624,000	24800270	0	0	0	1,624,000	0	1,624,000
East 116th Street LRV Station Rehabilitation FFY 2012 Federal Formula Grant 846,200 FFY 2015 Federal Formula Grant 4,720,000	24800370	0	0	846,200	4,720,000	0	5,566,200
Sub-Total - Rail Station Rehabilitation		21,760,723	2,919,050	1,136,660	16,255,350	13,585,950	55,657,733
<u>TRAIN CONTROL / SIGNAL SYSTEM</u>							
HRV Microprocessor Replacement - Eng. Study FFY 2012 Federal Formula Grant 338,125	15320130	0	0	338,125	0	0	338,125
Cab Signal System Replacement Program FFY 2012 Federal Formula Grant 956,500 FFY 2013 Federal Formula Grant 938,500 FFY 2017 Federal Formula Grant 985,750	26320130	0	0	956,500	938,500	985,750	2,880,750
Signal System Replacement - Red Line FFY 2012 Federal Formula Grant 1,000,000	26800130	0	0	1,000,000	0	0	1,000,000
Sub-Total - Train Control / Signal System		0	0	2,294,625	938,500	985,750	4,218,875

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	2011-2015
<u>RAIL PROJECTS - Cont.</u>							
<u>RAIL EXPANSION</u>							
Blue Line Extension	34800190	0	100,000	5,210,000	0	28,460,500	33,770,500
FFY 2011 Federal Formula Grant	100,000						
FFY 2012 Federal New Starts Grant	5,210,000						
FFY 2014 Federal New Starts Grant	28,460,500						
FFY 2015 Federal New Starts Grant	29,880,000						
Sub-Total - Rail Expansion		0	100,000	5,210,000	0	28,460,500	33,770,500
<u>RAIL VEHICLE FLEET</u>							
State of Good Repair - LRV Fleet Reliability	15320140	0	0	0	1,365,500	1,365,500	2,731,000
FFY 2013 Federal Formula Grant	1,365,500						
FFY 2014 Federal Formula Grant	1,365,500						
Tokyu Car (HRV) Overhaul	47291550	4,945,000	1,800,000	0	0	0	6,745,000
FFY 2010 Federal Formula Grant	4,945,000						
FFY 2011 Federal Formula Grant	1,800,000						
Sub-Total - Rail Vehicle Fleet		4,945,000	1,800,000	0	1,365,500	1,365,500	9,476,000
TOTAL - RAIL PROJECTS		29,266,519	13,250,541	14,646,885	29,385,750	54,223,700	140,773,395
<u>TRANSIT CENTERS</u>							
<u>BUS SHELTERS</u>							
Passenger Shelters	28350190	25,000	0	332,000	0	345,000	702,000
FFY 2010 Federal Formula Grant	25,000						
FFY 2012 Federal Formula Grant	332,000						
FFY 2014 Federal Formula Grant	345,000						
Sub-Total - Bus Shelters		25,000	0	332,000	0	345,000	702,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>TRANSIT CENTERS - Cont.</u>							
<u>TRANSIT WAITING ENVIRONMENT</u>							
Transit Waiting Environment Program FFY 2013 Federal Formula Grant	30570160	0	0	0	338,000	0	338,000
338,000							
Passenger Enhancements FFY 2010 Federal Formula Grant FFY 2011 Federal Formula Grant	30570180	100,000	243,286	0	0	0	343,286
100,000 243,286							
Sub-Total - Transit Waiting Environment		100,000	243,286	0	338,000	0	681,286
<u>TRANSIT CENTERS</u>							
Intermodal Station - Natural History Museum FFY 2012 Section 5309 Earmark	30570130	0	0	550,000	0	0	550,000
550,000							
Brecksville Transit Center FFY 2012 Federal Formula Grant FFY 2013 Alternate Funding Not Yet Identified FFY 2014 Alternate Funding Not Yet Identified	30570540	0	0	368,400	2,356,200	3,936,300	6,660,900
368,400 2,356,200 3,936,300							
West Side Transit Center FFY 2012 Federal Formula Grant FFY 2013 Alternate Funding Not Yet Identified FFY 2014 Alternate Funding Not Yet Identified	30570640	0	0	1,443,100	1,819,400	9,261,900	12,524,400
1,443,100 1,819,400 9,261,900							
Clifton Transit Enhancement Program FFY 2011 Section 5309 Enhancement Earmark FFY 2011 Trans. Enhancement Competitive Program FFY 2011 Federal New Starts Grant	61800190	720,000	10,035,000	0	0	0	10,755,000
937,500 750,000 8,900,000							
Sub-Total - Transit Centers		720,000	10,035,000	2,361,500	4,175,600	13,198,200	30,490,300
TOTAL - TRANSIT CENTERS/SHELTERS		845,000	10,278,286	2,693,500	4,513,600	13,543,200	31,873,586

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	2011-2015
<u>FACILITIES IMPROVEMENTS</u>							
<u>BRIDGE REHABILITATION</u>							
Track Bridge Rehabilitation - East Boulevard FFY 2010 Federal Formula Grant 35,000 FFY 2012 Federal Formula Grant 1,966,250	20800150	30,000	0	1,966,250	0	0	1,996,250
Track Bridges Rehabilitation - E. 81st & 83rd Streets FFY 2010 Federal Formula Grant 448,000 FFY 2011 Federal Formula Grant 55,000 FFY 2013 Federal Formula Grant 4,160,000	20800160	503,000	0	0	4,160,000	0	4,663,000
Track Bridge Rehabilitation - CSX & East 92nd Street FFY 2012 Federal Formula Grant 378,000 FFY 2015 Federal Formula Grant 3,000,000	20800170	0	0	378,000	0	3,000,000	3,378,000
Track Bridge Rehabilitation - Mayfield Road FFY 2014 Federal Formula Grant 2,180,100	20800340	0	0	0	2,180,100	0	2,180,100
Sub-Total - Bridge Rehabilitation		533,000	0	2,344,250	6,340,100	3,000,000	12,217,350
<u>System-Wide Facilities</u>							
Bus & Rail State of Good Repair FFY 2011 Federal Formula Grant 600,000 FFY 2012 Federal Formula Grant 750,000 FFY 2013 Federal Formula Grant 750,000 FFY 2014 Federal Formula Grant 750,000	32800120	0	600,000	750,000	750,000	750,000	2,850,000
Central Rail Roof Replacements FFY 2010 Federal Formula Grant 975,000 FFY 2011 Federal Formula Grant 2,267,900	32800210	0	2,267,900	0	0	0	2,267,900
Sub-Total - System-Wide Facilities		0	2,867,900	750,000	750,000	750,000	5,117,900
TOTAL - FACILITIES IMPROVEMENTS		533,000	2,867,900	3,094,250	7,090,100	3,750,000	17,335,250

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>BUS GARAGES</u>							
<u>BUS STATE OF GOOD REPAIR PROGRAM</u>							
Bus State of Good Repair Program - Paratransit FFY 2011 Federal Formula Grant 100,000 FFY 2011 Competitive State of Good Repair Program 1,669,059	22800110	1,769,059	0	0	0	0	1,769,059
Bus State of Good Repair Program - Central Bus FFY 2011 Federal Formula Grant 100,000 FFY 2011 Competitive State of Good Repair Program 2,763,071	22800210	2,863,071	0	0	0	0	2,863,071
Bus State of Good Repair Program - Hayden FFY 2011 Federal Formula Grant 50,000 FFY 2011 Competitive State of Good Repair Program 876,910	22800310	926,910	0	0	0	0	926,910
Sub-Total - Bus State of Good Repair Program		5,559,040	0	0	0	0	5,559,040
TOTAL - BUS GARAGES		5,559,040	0	0	0	0	5,559,040
<u>BUSES</u>							
<u>BUS IMPROVEMENT PROGRAM</u>							
2010-14 Bus Improvement Program FFY 2012 CMAQ-ODOT Grant 6,250,000 FFY 2012 CMAQ-NOACA Grant 6,250,000 FFY 2013 CMAQ-ODOT Grant 6,250,000 FFY 2013 CMAQ-NOACA Grant 6,250,000 FFY 2014 CMAQ-ODOT Grant 6,250,000 FFY 2014 CMAQ-NOACA Grant 6,250,000	10390130	0	0	12,500,000	12,500,000	12,500,000	37,500,000
Sub-Total - Bus Improvement Program		0	0	12,500,000	12,500,000	12,500,000	37,500,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>BUSES - Cont.</u>							
<u>PARATRANSIT IMPROVEMENT PROGRAM</u>							
2010-14 Paratransit Bus Improvement Program	12390120	0	95,000	1,205,000	1,205,000	0	2,505,000
FFY 2012 Federal Formula Grant	1,205,000						
FFY 2013 Federal Formula Grant	1,205,000						
Sub-Total - Paratransit Improvement Program		0	95,000	1,205,000	1,205,000	0	2,505,000
TOTAL - BUSES		0	95,000	13,705,000	13,705,000	12,500,000	40,005,000
<u>EQUIPMENT & VEHICLES</u>							
<u>Management Information System</u>							
Fleetwatch Upgrade to Version 3.0	42390110	650,000	0	0	0	0	650,000
FFY 2011 Federal Formula Grant	650,000						
Oracle Upgrade to Version 12	42610100	200,000	0	0	100,000	50,000	350,000
FFY 2010 Federal Formula Grant	350,000						
FFY 2011 Federal Formula Grant	200,000						
FFY 2013 Federal Formula Grant	100,000						
FFY 2014 Federal Formula Grant	50,000						
Network Infrastructure - Networks	42610120	0	205,000	445,000	98,000	58,000	806,000
FFY 2011 Federal Formula Grant	205,000						
FFY 2012 Federal Formula Grant	445,000						
FFY 2013 Federal Formula Grant	98,000						
FFY 2014 Federal Formula Grant	58,000						
Network Infrastructure - Data Center	42610220	0	200,000	110,000	145,000	65,000	520,000
FFY 2011 Federal Formula Grant	200,000						
FFY 2012 Federal Formula Grant	105,000						
FFY 2013 Federal Formula Grant	145,000						
FFY 2014 Federal Formula Grant	65,000						

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	2011-2015
<u>EQUIPMENT & VEHICLES - Cont.</u>							
<u>Management Information System - Cont.</u>							
Network Infrastructure - Phone System	42610320	0	80,000	10,000	10,000	845,000	945,000
FFY 2011 Federal Formula Grant	80,000						
FFY 2012 Federal Formula Grant	10,000						
FFY 2013 Federal Formula Grant	10,000						
FFY 2014 Federal Formula Grant	845,000						
Microsoft Enterprise	42610420	0	300,000	0	200,000	0	500,000
FFY 2011 Federal Formula Grant	300,000						
FFY 2013 Federal Formula Grant	200,000						
Internet - Intranet Development	42610520	0	150,000	100,000	50,000	50,000	350,000
FFY 2011 Federal Formula Grant	150,000						
FFY 2012 Federal Formula Grant	100,000						
FFY 2013 Federal Formula Grant	50,000						
FFY 2014 Federal Formula Grant	50,000						
Absence Management (FMLA)	42610620	0	150,000	50,000	0	0	200,000
FFY 2011 Federal Formula Grant	150,000						
FFY 2012 Federal Formula Grant	50,000						
Oracle Procurement Modules	42610130	0	0	560,000	0	0	560,000
FFY 2012 Federal Formula Grant	560,000						
Reporting Tools	42610230	0	0	150,000	0	0	150,000
FFY 2012 Federal Formula Grant	150,000						
SBS to Oracle HR Integration	42610330	0	0	70,000	0	0	70,000
FFY 2012 Federal Formula Grant	70,000						
Sub-Total - Management Information System		850,000	1,085,000	1,495,000	603,000	1,068,000	5,101,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>EQUIPMENT & VEHICLES - Cont.</u>							
<u>Equipment</u>							
Radio System FFY 2011 Federal Formula Grant	44081550	400,000	0	0	0	0	400,000
400,000							
Event Recorders - Rail FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant	44150120	0	903,000	949,000	0	0	1,852,000
903,000 949,000							
Bus Camera System Retrofits Program FFY 2012 Federal Formula Grant	44390130	0	0	290,000	0	0	290,000
290,000							
Print Shop Equipment Replacement FFY 2012 Federal Formula Grant	45620130	0	0	442,400	0	0	442,400
442,400							
Sub-Total - Equipment		400,000	903,000	1,681,400	0	0	2,984,400
<u>Vehicles</u>							
Non-Revenue Vehicle Replacement Program FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant	46390120	0	400,000	400,000	452,000	400,000	1,652,000
400,000 400,000 452,000 400,000							
Sub-Total - Vehicles		0	400,000	400,000	452,000	400,000	1,652,000
TOTAL - EQUIPMENT & VEHICLES		1,250,000	2,388,000	3,576,400	1,055,000	1,468,000	9,737,400

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>OTHER PROJECTS</u>							
<u>Operating Assistance</u>							
2008 New Freedom Program (SNAPS - 11.7L.00)	49310180	2,077,985	2,080,000	2,080,000	2,080,000	2,080,000	10,397,985
FFY 2011 Section 5317 New Freedom Comp. Pro.	2,077,985						
FFY 2012 Section 5317 New Freedom Comp. Pro.	2,080,000						
FFY 2013 Section 5317 New Freedom Comp. Pro.	2,080,000						
FFY 2014 Section 5317 New Freedom Comp. Pro.	2,080,000						
FFY 2015 Section 5317 New Freedom Comp. Pro.	2,080,000						
Job Access Reverse Commute Program (JARC)	49350100	4,068,932	4,068,932	4,068,932	4,068,932	4,068,932	20,344,660
FFY 2011 Section 5316 JARC	4,068,932						
FFY 2012 Section 5316 JARC	4,068,932						
FFY 2013 Section 5316 JARC	4,068,932						
FFY 2014 Section 5316 JARC	4,068,932						
FFY 2015 Section 5316 JARC	4,068,932						
Senior Transportation Connection	49350160	1,100,000	0	0	0	0	1,100,000
FFY 2011 Section 5309 Earmark	1,100,000						
CMAQ Trolley Reimbursements	49370300	980,980	0	0	0	0	980,980
FFY 2011 CMAQ Grant	980,980						
Paratransit Operating Expenses Reimbursement	49670100	3,109,000	3,089,000	3,089,000	3,089,000	3,089,000	15,465,000
FFY 2011 STP Grant	3,109,000						
FFY 2012 STP Grant	3,089,000						
FFY 2013 STP Grant	3,089,000						
FFY 2014 STP Grant	3,089,000						
FFY 2015 STP Grant	3,089,000						

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>OTHER PROJECTS - Cont.</u>							
<u>Operating Assistance - Cont.</u>							
ODOT Next Generation Operating Assistance	49670210	5,085,901	6,776,795	6,776,795	6,776,795	6,776,795	32,193,081
FFY 2011 STP Grant		5,085,901					
FFY 2012 STP Grant			6,776,795				
FFY 2013 STP Grant				6,776,795			
FFY 2014 STP Grant					6,776,795		
FFY 2015 STP Grant						6,776,795	
CMAQ HealthLine Reimbursements	49670300	6,005,000	0	0	0	0	6,005,000
FFY 2011 CMAQ Grant		6,005,000					
2011 Preventive Maintenance Expenses	51670110	30,184,000	26,250,000	27,000,000	27,000,000	27,000,000	137,434,000
FFY 2010 Federal Formula Grant		30,184,000					
FFY 2011 Federal Formula Grant			26,250,000				
FFY 2012 Federal Formula Grant				27,000,000			
FFY 2013 Federal Formula Grant					27,000,000		
FFY 2014 Federal Formula Grant						27,000,000	
Sub-Total - Operating Assistance		52,611,798	42,264,727	43,014,727	43,014,727	43,014,727	223,920,706
<u>Other</u>							
TSA - Canine Teams	49340290	120,000	120,000	0	0	0	240,000
FFY 2011 Transit Security Grant		120,000					
FFY 2012 Transit Security Grant			120,000				
Planning Studies (Transportation for Livable Communities Initiative)	49570170	93,750	93,750	93,750	93,750	93,750	468,750
FFY 2011 STP Grant		93,750					
FFY 2012 STP Grant			93,750				
FFY 2013 STP Grant				93,750			
FFY 2014 STP Grant					93,750		
FFY 2015 STP Grant						93,750	

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2011 - 2015 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2011	2012	2013	2014	2015	TOTALS 2011-2015
<u>OTHER PROJECTS - Cont.</u>							
<u>Other - Cont.</u>							
Fare Collection Equipment Lease	49650180	2,426,110	2,426,110	2,426,110	2,426,110	2,426,110	12,130,550
FFY 2010 Federal Formula Grant	2,426,110						
FFY 2011 Federal Formula Grant	2,426,110						
FFY 2012 Federal Formula Grant	2,426,110						
FFY 2013 Federal Formula Grant	2,426,110						
FFY 2014 Federal Formula Grant	2,426,110						
Sub-Total - Other		2,639,860	2,639,860	2,519,860	2,519,860	2,519,860	12,839,300
TOTAL - OTHER PROJECTS		55,251,658	44,904,587	45,534,587	45,534,587	45,534,587	236,760,006
TOTAL RTA DEVELOPMENT FUND		92,705,217	73,784,314	83,250,622	101,284,037	131,019,487	482,043,677
TOTAL RTA CAPITAL FUND (Page CIP-30)		2,346,834	1,778,850	1,770,000	1,788,850	1,787,750	9,472,284
GRAND TOTAL CAPITAL IMPROVEMENT PLAN		95,052,051	75,563,164	85,020,622	103,072,887	132,807,237	491,515,961