GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

LEGISLATIVE UPDATE 2020

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I. LEGISLATIVE PRIORITIES - 2020/2021

The following represents GCRTA’s Federal and State legislative priorities for Federal Fiscal Years (FFY) 2020 and 2021.

- GCRTA requests support in seeking and obtaining multi-year funding commitments from FTA, ODOT and others for the replacement of our **Rail Car Fleet**. GCRTA has already identified $118 million of the $240 million total program cost. We are seeking the remaining $122 million over the next six to eight years (See Page 4)

- GCRTA requests additional support in obtaining additional federal and state funding for our highest priority State of Good Repair programs:
  - $13.5 million for our 2021-2023 Bus Replacement Program
  - $45.5 million for our Light Rail Track Reconstruction Program
  - $26.0 million for our Rail Infrastructure Systems Program
  - $32.6 million for our 2024-2026 Bus Replacement Program

- GCRTA asks that the reauthorization of the Surface Transportation Act include a significant increase to the Mass Transit Account of the Highway Trust Fund than included in the current FAST Act, with additional sources of funding dedicated to funding public transit at levels needed to achieve a “State of Good Repair”.

- GCRTA requests that the State of Ohio act on and update ODOT’s “Ohio Statewide Transit Needs Study” by identifying dedicated funding in the State’s 2020-21 and 2022-23 biennial budgets to close the funding gap identified in the study.

- GCRTA requests that Cuyahoga County Council act on the Cuyahoga County Council Regional Transportation Subcommittee’s “Final Report” by identifying and securing dedicated transit funding sources for GCRTA.

- GCRTA has prepared a priority list of $64.1 million in design and construction projects that are included in our Capital Improvement Program but are either partially funded or have been delayed due to lack of funding. They are included in the current 2018-2021 and pending 2021-2024 State of Ohio Transportation Improvement Program (STIP) and can be awarded quickly as Competitive Grants are awarded. (Exhibit C)

- GCRTA has also prepared a partial list totaling $220.6 of our $438.9 million **backlog of unfunded projects** that are not included in our 2020-2024 Capital Improvement Program. They continue to be delayed due to lack of capital project funding. (Exhibit D)
II. 2019 HIGHLIGHTS

**Infrastructure Upgrades**

- Completed construction of the E. 116-St. Luke’s Station ADA rehabilitation
- Completed construction of the Farnsleigh Station ADA rehabilitation
- Completed repairs to the Red Line “S Curve” retaining wall
- Completed design of Red Line Fiber Optic System replacement and advertised for bids
- Completed construction of the Red Line West Park to Airport track rehabilitation
- Completed electrical upgrades to Brookpark Shop and track bonding in yard
- Completed construction of E. 116th bridge deck rehabilitation
- Completed light rail system track bonding and switch circuit controller installation
- Completed W. 65th St. substation reconstruction
- Commenced Viaduct and Tower City East portal repairs investigation and design
- Commenced replacement of Tower City Tracks 10E/10W and 13 with Low Vibration Track (LVT)

**Safety and Security**

- Achieved goal in on-the-job injury rate, proving the best year on record since 2002.
- Reduced Part 1 Crimes on the system 56.5% since 2016 and 73.3% since 2013.
- Lisa Townes won 3rd place nationally in the Lytx DriveCam Coach of the Year recognition program for bus operator safety improvement.
- Received a tactical vest for K-9 Officer Kubo through a donation from Brady’s K-9 Fund and MMI Textiles.

**Strong Financial Management**

- Issued $30 million of Sales Tax supported bonds.
- Received excellent credit ratings from Standard & Poors (AA+) and Moody’s (Aa1).
- Managed successful completion of Triennial Comprehensive Review conducted by the Federal Transit Administration (FTA) with no major findings.
- Obtained approximately $40 million in competitive grants.
- Managed 2019 expenditures to increase transfer to Reserve Fund by $6 million for rail car replacement. Total identified funding is currently at $118 million, includes awards and commitments from NOACA, ODOT, Federal Formula Funding and rolling balance from RTA’s Reserve Fund.
- Received Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR) from the Government Finance Officer’s Association (GFOA)
- Received Distinguished Budget Presentation Award from the GFOA for the 2019 Budget Document
Customer Service

- Made service adjustments on 36 of RTA’s 52 bus and rail routes, having minimal impact on customer convenience while promoting better job connectivity.
- Stimulated ridership with RTA’s Kids Ride Free program which offered rides to children under 12 when accompanied by a fare-paying adult, generating an additional 80,000 rides throughout the summer.
- Held over 50 community meetings to receive public input on the System Redesign and Fare Equity Studies.
- Completed customer satisfaction surveys for RTA’s Light Rail, CSU Line and MetroHealth Lines.
- Installed free WiFi at select transit centers and rail stations to provide an amenity of better connectivity to riders.

Recognitions

- Awarded first place recognition award from Greater Cleveland Safety Council and the Bureau of Worker’s Compensation for our efforts in preventing accidents and injuries in the workplace.
- Received APTA Gold Award for Bus Security for our Transit Police efforts to train staff in active shooter situations.
- Awarded the Healthy Workplace Silver Award by Healthy Business Council of Ohio, recognizing employers who demonstrate a commitment to employee wellness through comprehensive health promotions and wellness programs.
- RTA was recognized for our partnership and participation in the 5th Annual Greater Summit Business Conference.

Other Achievements

- Welcomed new CEO and General Manager, India Birdsong in September.
- Completed several studies leading up to the update of the strategic plan in 2020
  - Economic Impact
  - Rail Car Evaluation
  - Fare Equity
  - System Redesign
  - Operational Efficiency
- Continued the installation of WiFi and new radio systems on the entire fleet of bus and rail vehicles.
III. STATUS OF KEY PROJECTS

Rail Car Replacement Program

The GCRTA Rail Car Replacement Program is a $240 million program that consists of the replacement of 40 Tokyu heavy rail vehicles (HRV’s) with 34 HRV’s, the replacement of 34 Breda light rail vehicles (LRV’s) with 24 LRV’s, associated infrastructure upgrades to the rail maintenance facility, equipment and stations to accommodate the new rail vehicles, and design, inspection, testing and force account costs. The current HRV fleet is 35 years old and the LRV fleet is 38 years old with both fleets exceeding their design lives. This program is currently listed in NOACA’s Long Range Plan. GCRTA has included the first four years of the program in the upcoming SFY 2021-2024 TIP.

GCRTA contracted with LTK Engineering Services for a Rail Car Evaluation which concluded that the current HRV’s have approximately five years of remaining useful life and the LRV’s have approximately ten years of remaining useful life. They recommend that GCRTA begin procuring HRV’s by 2020 for delivery no later than 2023 followed by procuring LRV’s by 2025 for delivery no later than 2028. The LTK report also includes recommendations for the ongoing maintenance of both fleets until the vehicles are replaced.

GCRTA is proposing a multi-year potential funding program from federal, state, and local sources including FTA, ODOT, and NOACA similar to the funding commitments that were used to successfully implement the HealthLine BRT project. In anticipation of the need to replace the rail cars GCRTA has already placed $28.8 million in a Rolling Stock Reserve Fund and plan on adding another $7.2 million over the next two years for use as local match towards grants. GCRTA has also committed $48 million of federal formula grants over the next ten years. NOACA has committed $24 million over the next ten years, and the State of Ohio has awarded $5 million with another $5 million committed.

We are requesting multi-year funding commitments for the remaining $122.0 million as follows:

- Federal funding of $12.0 million per year for six years beginning in FFY2021 for a total of $72.0 million.
- State funding of $10.0 million per year for five years beginning in SFY2022 for a total of $50.0 million.
Station Rehabilitation Program

A vital part of GCRTA’s capital program is the rehabilitation of its rapid transit stations allowing them to meet the Americans with Disabilities Act (ADA) requirements, maintain the structural integrity of its facilities, and engage the communities in a dialogue regarding the design and future development surrounding each facility. This initiative is providing neighborhoods with an opportunity to link the transit station with the community through the implementation of transit-oriented design and development principles.

In 2013, GCRTA committed to an implementation schedule for rehabilitation of all remaining ADA Key Stations with funding originally included in the 2015-2019 Capital Improvement Program (CIP). That funding is also included in our 2020-2024 CIP. Recently completed and ongoing projects are described below.

- **East 34th Street (Red, Blue and Green Lines)** design contract was awarded on August 18, 2015 with the design completed at the end of 2016. The construction started on June 14, 2017 and the station was substantially completed and ADA compliant on October 3, 2018. The overall budget was $7.5 million.

- **East 116th Street Station (Blue/Green Lines)** area-planning project has been completed and the final public meeting was held on March 4, 2010. The design and environmental document contracts were both awarded on March 18, 2014. The environmental was approved in September 2015 and the design was approved in December 2015. The construction unsuccessfully bid twice in 2016. The design was revised in 2017 resulting in a successful bid opening on December 14, 2017. The construction began on March 5, 2018 and the station was substantially completed and ADA compliant on April 26, 2019. The overall budget was $7.2 million.

- **Farnsleigh Station (Blue Line)** design and environmental documentation began in late 2016. The environmental was completed in 2017 and the design was completed in early 2018. The project bid and construction began on June 1, 2018 and the station was substantially completed and ADA compliant on March 28, 2019. The overall budget was $1.1 million.

- **East 79th Street Station (Red Line)** in 2015 we completed a Transit Service Alternative Analysis to assess options to best serve our customers. The conclusion and Board direction was to move ahead with the station design, while working with City of Cleveland and local development agencies to increase density and transit oriented developments around the station so that the future investment in a new station will likely yields positive results. RTA has $1.8 million budgeted for the design and environmental documentation phase of the project which was on hold while the City of Cleveland completed its study of future land use near the station. In 2018, we explored various station design concepts to reduce the overall project cost from $17.0 million to $10.0 million. The construction phase was funded and included in our 2020-2024 CIP. The design was completed by the GCRTA staff with support from various on-call consultants in October 2019. The project successfully
bid and the construction contract was awarded on January 21, 2020. We anticipate that the construction will begin in March 2020 and be completed in late 2021.

- **Lee-Shaker Station (Green Line)** design and environmental document contracts were awarded in 2015 and both are completed. The station construction started on October 18, 2016 and was completed on September 14, 2017. The overall budget was $1.7 million.

- **Brookpark Station** design began in 2009 utilizing $0.87 million of ARRA funds toward the project. The design and construction are 100% complete. The overall budget was $16.5 million and we were awarded $2.5 million of Bus State of Good Repair funding to advance the construction of the eastern parking lot, which was completed in December 2013. The station project construction started on May 11, 2015 and the new station opened on April 10, 2017.
Rail Infrastructure Program

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

Since 2008 we have completed a $7 million multi-year reconstruction of eleven grade crossings, and completed a second $7 million reconstruction of nine grade crossings with the final three crossings reconstructed in 2017.

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

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

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

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

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

In 2019 we began the $12.0 million Tower City Station Track 10 and 13 reconstruction. The project was awarded in April 2019 and construction started on May 13, 2019. Track 10 East has been completed and Track 10 West is currently under construction. The project will be completed by the end of 2020.

In 2020 we will be bidding and constructing the following projects:

- **Fiber Optic Communication System Improvements** – This $6.5 million project will replace the current fiber optic system primarily along the Red Line with a state of the art 10 GIG 48 pair fiber system. The contract was awarded on January 21, 2020 with construction to start in March 2020 and be completed in April 2021.

- **Light Rail Trunk Line Reconstruction – West 75th to the Buckeye-Woodhill Station** – This $9.0 million project will reconstruct this section of the Light Rail Track which was last rehabilitated in 1980. The design was completed in 2019 and the project is currently in the bidding process. The construction will begin in April 2020 and be completed by December 2020. It is being funding by a combination of Federal and State grants, along with remaining funds from the previous Red Line projects being completed under budget.
We have identified significant sections of track on our light rail system with poor drainage, deteriorated ties, fouled ballast and rail in need of replacement and reconstruction. We will be seeking additional funding sources to address these needs as identified below:

- **Light Rail Track Reconstruction** – This $54.5 million program will reconstruct the Light Rail Track which was last rehabilitated in 1980. It will be a four-six phase program starting with the two $10.0 million Trunk Line sections and one $3.0 million special track work contract from Kinsman to the Shaker Junction, followed by the $12.6 million Green Line section, and the $13.9 million Blue Line section, and another $5.0 million of special track work. We are have funded the first project noted above and are seeking $45.5 million of funding for the remaining projects.

In addition to track work, we have identified significant rail system network replacements and upgrades needed to maintain the integrity and safety of our rail system. The following projects total $50 million and we are seeking $26 million for these programs as identified below:

- **Trunk Line Wayside Signaling System** – This $8.0 million project funds the installation and construction of a new signal system between East 75th Street and Shaker Square. A design was competed in 2014, and on December 17, 2019 we awarded a contract to re-evaluate the design concept to include newer technology. We have $3.0 million of funding for this project in existing grants.

- **Catenary Improvement Program** – In 2017 we completed a detailed inspection of the entire Overhead Catenary System (OCS) to determine its current condition. As a result we have identified $14.0 million in improvements necessary to bring the OCS to a State of Good Repair. This is a multi-year program and is now fully funded in the 2020-2024 CIP. The majority of the cost will be the repair/replacement of over 2000 structures that support the OCS. The design for this project began in late 2018 and the first phase of the construction will begin in mid 2020.

- **Signal System Upgrade Program** – in 2018 we completed a detailed inspection of the entire Signal System to determine its current condition. As a result we have identified $28.0 million in improvements to bring the Signal System to a State of Good Repair. This will be a multi-year program that will be developed as funding is identified and obtained. We currently have $7.0 million programmed in the 2020-2024 CIP.
Fixed Route and Paratransit Bus Replacement

The 2018 - 2020 BIP is for 105 buses to be contracted in 2017 and 2018 for delivery in 2019 and 2020 at a cost of $60.0 million. Currently we have identified $52.6 million of funding and are seeking the remaining $7.4 million to fund the program.

GCRTA purchased 277 “clean fuel” 40 foot buses that began operating in 2002 and 2004. Many of these buses have reached the end of their useful life with their retirement and replacement the focus of our current Bus Improvement Program (BIP).

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

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

In 2013, we also awarded a $28.9 million contract for 60 Compressed Natural Gas (CNG) vehicles that began operating in August 2015, and in 2014 we exercised a $14 million option for 30 additional CNG vehicles that began operating in December 2015. In 2015 we exercised a $7.7 million option for 16 additional CNG vehicles that began operating in early 2017. In January 2017 the budget was amended to include a $12.7 million option for 29 diesel vehicles that began operating in December 2017, and are primarily in use on the MetroHealth Line. In November 2017 we exercised a $16.2 million option for 33 additional CNG vehicles which began operating in November and December 2018. In April 2019 we exercised a $13.3 million option for 25 additional CNG vehicles which will be delivered in 2020. That contract has expired and a new CNG vehicle contract will be advertised and awarded in 2020.

In 2015, we awarded a $4.2 million contract and $2.1 million option for a total of 12, 35 foot long replica trolley vehicles that were delivered in June 2016 prior to the Republican National Convention. Funding was obtained from the Ohio Department of Natural Resources and NOACA.

In 2018, we awarded a $5.1 million contract for the delivery of 9 45 foot commuter coaches with an option to purchase an additional 11 at a later date. These vehicles were delivered in November 2019 and placed into service in February 2020 replacing buses that were placed into service in 2001. Funding for the initial nine is from three ODOT UTP program grants. In October 2019 we were awarded another ODOT UTP grant. In December 2019 we executed an option to purchase three additional 45 foot commuter coaches for delivery in late 2020.
Our long term approach to the BIP is to replace approximately 105 buses every three years or 35 per year. This would require identifying $20.0 -- 22.0 million in annual funding for the BIP. Our financial plan is to utilize a combination of NOACA CMAQ, ODOT UTP, ODOT OTPPP, OEPA, FTA Urban Formula, FTA State of Good Repair grant funding along with GCRTA local matching and rolling stock replacement funds.

The 2021 - 2023 BIP is for 105 buses to be contracted in 2020 and 2021 for delivery in 2022 and 2023 at a cost of $60.0 million. Currently we have identified $46.5 million of funding and are seeking the remaining $13.5 million to fund the program.

The 2024 - 2026 BIP is for 105 buses to be contracted in 2023 and 2024 for delivery in 2025 and 2026 at a cost of $62.0 million. We have identified $29.4 million of funding and will be seeking the remaining $32.6 million to fund the program. The project will be included in the upcoming SFY 2021-2024 TIP update.

The current Paratransit Improvement Program (PIP) has a total of 80 vehicles. The fleet consists of 20 vehicles placed in service in early 2008, 57 placed into service in 2010, and 3 vans placed into service in 2012. In addition, GCRTA has subcontracts for 30 additional vehicles through a private operation. In 2012, we secured competitive grant funding of $0.8 million of the $1.9 million to replace the 20 older vehicles. In 2013, we awarded two contracts for 20 propane powered vehicles that were placed into service in 2014. In 2015 we awarded a $1.2 million contract for 20 Mobile Access Paratransit Vehicles that were placed into service in 2016. In 2017 we awarded two contracts totaling $2.8 million for the purchase of 37 vehicles that were placed into service in March 2018. In late 2018 and again in late 2019 we secured NOACA Section 5310 funding for a total of 20 replacement vehicles. Our goal is to continue to secure approximately $0.9 million of funding for 10 replacement vehicles each year and to purchase 20 vehicles every two years as funding is secured.
Priority Corridor Studies

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

Following a study completed in 2015, RTA launched a follow-up study on the W.25th Street Corridor. In 2017 we launched our MetroHealth Line Service along the West 25th Street corridor in anticipation of creating a BRT service within the corridor. RTA is working with key stakeholders, neighborhood groups, and the City of Cleveland to develop a more detailed plan that would potentially be federally fundable by FTA programs such as New Starts/Small Starts to include additional BRT amenities to this corridor such as intersection improvements, signalization, and the construction of new bus stations. The study was concluded in late 2018 recommending $40 million of improvements to the corridor to create the proposed BRT project. In late 2018 we were awarded a $336,000 FTA TOD grant that will focus on improving the land use and zoning along the corridor to encourage TOD. We will be awarding the consultant contract funded by the FTA TOD grant in February 2020.

The City of Cleveland completed and recently adopted its “Thrive E. 105 Plan.” A TIGER funded plan that analyzed the entirety of East 93rd, Woodhill and East 105th corridor. The plan comprehensively looked at development potential, housing, health, and transportation along this vital corridor. The plan provided a comprehensive transportation solution that incorporates bike lanes, wider sidewalks and intersection improvements, and a bus rapid transit project similar to the Cleveland State Line. In support of this effort, RTA has incorporated the design themes determined in the project into its E. 105/Opportunity Corridor Improvements funded by ODOT. RTA supported the City’s BUILD Construction project application and is continuing its work with the City towards federally funding of this project through other FTA programs such as New Starts/Small Starts. In 2019 the City was awarded $3 million of ODOT TRAC funding for the design phase of the project.
The following is a list of design and construction projects planned for year 2020 based upon the current availability of Capital Grant Funds. Additional projects may be added if additional funding becomes available. The key stakeholders and neighborhood groups that GCRTA will be coordinating with on specific projects are identified in parenthesis. These are listed in order of priority.

I. RAIL STATION PROJECTS

- Design
  - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)

- Construction
  - East 79th Street Red Line Station (City of Cleveland)
  - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)

II. FACILITY IMPROVEMENTS

- Design
  - Red Line Track Bridge over West 117th Street (Cities of Cleveland and Lakewood)
  - Tower City East Portal Concrete Repairs (City of Cleveland)
  - Wayside Signal Design – East 79th to Shaker Square (City of Cleveland)

- Construction
  - Tower City Track 10 and 13 Replacement (City of Cleveland)
  - Puritas Substation (Bellaire-Puritas Development Corporation, City of Cleveland)
  - Warrensville/Van Aken Substation (City of Shaker Heights)
  - Fiber Optic System Upgrade (Various Cities)
  - Triskett Garage CNG Storage Facility and Building Upgrades (City of Cleveland)
  - Light Rail Track Reconstruction – Kingsbury to Buckeye-Woodhill (City of Cleveland)
EXHIBIT B
HISTORY OF FEDERAL FUNDING BY FEDERAL FISCAL YEAR
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
As of February 2020

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EXHIBIT C

COMPETITIVE GRANT PROGRAMS
PROJECT PRIORITIES – SEEKING $64.1 MILLION

5307 Urban Formula and 5337 State of Good Repair Programs

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

2021 - 2023 Bus Improvement Program - Funds are needed to replace 105 buses including 17 60 ft articulated diesel buses, and 88 - 40 ft. low floor diesel buses that will be reaching the end of their useful lives. We anticipate contracting for these replacement vehicles in 2021 and 2022 with delivery in 2022 and 2023 as funds are secured. We have secured $18.8 million from ODOT in a statewide allocation of CMAQ funding to be received in 2021, 2022, and 2023, and $12.3 million of federal and local funding. The remaining $13.5 million is unfunded.

Rail Infrastructure Upgrade Program (Track) - This project funds the acquisition of equipment and materials required to upgrade the rail line infrastructure on RTA’s 34 miles of rail track. It will be used to contract for four-six larger track, tie replacement, and special Track projects. It will assist RTA in providing safer, faster rail service along the Blue and Green rail lines. There is currently a budget shortfall of $45.5 million on this project.

Hayden Garage Roof Replacement - This project is to replace the 22 year old roof of the 212,000 square foot Hayden Bus Facility which houses approximately 200 buses. The design will be complete in late 2020 and will be ready for construction in 2021. There is currently a budget shortfall of $3.6 million on this project.

Brookpark Station West Parking Lot Replacement - This project is to upgrade the 45 year old west parking lot serving the station that was recently completed. The design is complete and was included as an alternative bid item in the station project, but was not awarded due to lack of funding. There is currently a budget shortfall of $1.5 million on this project.
EXHIBIT D

UNFUNDED PROJECTS - $220.6 MILLION OF $438.9 MILLION BACKLOG

Future 5307 Urban Formula and 5337 State of Good Repair Programs

The following projects are PARTIAL listing of our $542.6 million backlog of unfunded projects that have been identified through our inspection and evaluation of our assets. These projects will be added to our Capital Improvement Program when additional funds from formula and competitive grant programs such as Bus State of Good Repair, Rail State of Good Repair, BUILD, TIGGER, ODOT TRAC, ODOT Office of Transit, OEPA, NOACA or other sources become available:

**Rail Car Replacement** – RTA’s rail fleet of 108 rail cars now average over 30 years old and is the oldest average age fleet in the nation. Midlife rehabilitation has been completed. In 2018 we contracted to have an outside firm conduct a formal analysis of the remaining useful life of the rail fleet and determine how many and what type of replacement vehicles will be needed. Based upon their analysis the HRV fleet should be replaced by 2023 and the LRV fleet should be replaced by 2028. We are proposing to reduce the number of new cars needed from the current fleet of 108 to approximately 34 HRV and 24 LRV. **Even with a smaller fleet, and new rail cars costing $3 to $4 million, this is a $240 million program with $122 million unfunded.**

**Rail Infrastructure Upgrade Program (Systems)** - RTA has $26.0 million of unfunded rail system network repairs. These are needed in the next 36 months to maintain the integrity and safety of our system as listed below:

- Trunk Line Wayside Signaling System - $8.0 million total ($5.0 million unfunded)
- Signal System Upgrade Program - $28.0 million total ($21.0 unfunded)

**2024 - 2026 Bus Improvement Program** - Funds are needed to replace 105 buses that will be reaching the end of their useful lives. We anticipate contracting for these replacement vehicles in 2024 and 2025 with delivery in 2025 and 2026 as funds are secured. **The $32.6 million program is unfunded.**

**West 25th Street/Metrohealth Line BRT** – Funds are needed to implement this project which would significantly enhance the ridership, operations, and speed of the current Number 51 family of routes along the West 25th Street Corridor from Detroit Avenue to Broadview Road. **The $40.0 million program is unfunded.**
2015 Expenditures by Congressional Districts

Created by: Programming & Planning Department
Source: US Census 2010, RTA Expenditures, Ohio Secretary of State

Top 5 Congressional Districts:

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<th>District</th>
<th>Amount</th>
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Expenditures:
- Up to $1,500,000
- $1,500,001 - $5,000,000
- $5,000,001 - $10,000,000
- $10,000,001 - $40,000,000
- Greater than $40,000,001
2016 Expenditures by Congressional Districts

Top 5 Congressional Districts:

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

Created by: Programming & Planning Department
Source: US Census 2010, RTA Expenditures, Ohio Secretary of State
2017 Expenditures by Congressional Districts

Created by: Programming & Planning Department
Source: US Census 2010, RTA Expenditures, Ohio Secretary of State

Top 5 Congressional Districts:

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

Map showing congressional districts with varying expenditure amounts.
2018 Expenditures by Congressional Districts

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

Top 5 Congressional Districts:

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Expenditures

- Yellow: Up to $1,500,000
- Light Green: $1,500,001 - $5,000,000
- Dark Green: $5,000,001 - $10,000,000
- Blue: $10,000,001 - $40,000,000
- Dark Blue: Greater than $40,000,001
2019 Expenditures by Congressional Districts

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

Top 5 congressional Districts:

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Expenditures:
- Up to $1,500,000
- $1,500,001 - $5,000,000
- $5,000,001 - $10,000,000
- $10,000,001 - $40,000,000
- Greater than $40,000,001
5-year Expenditures by Congressional District

2015-2019 Total Expenditures

- Up to $5,000,000
- $5,000,001 - $25,000,000
- $25,000,001 - $50,000,000
- $50,000,001 - $100,000,000
- $100,000,001 - $250,000,000
- Greater than $250,000,001

Top 5 congressional Districts:

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