

## Capital Improvement Plan

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### Capital Improvement Plan

What is the Authority's plan for maintaining, repairing and replacing its fleet of bus and rail vehicles, bus garages, rail stations and track and other equipment and 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 2010 activity. The detailed list of proposed capital improvement projects is provided, in addition to a discussion of the impact of the 2010 Capital Improvement Plan on the Operating Budget and the Authority's current outstanding debt obligations.

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# 2010 - 2014 Capital Improvement Plan

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## Introduction

The GCRTA Capital Improvement Plan (CIP) relates to the process of maintaining, replacing, or upgrading the Authority's capital assets. Capital assets are properties such as buses, rail cars, facilities, and equipment, the life of which extends over a period of years. Due to the size of the expenditures involved and the length of time required to complete them, the CIP covers a five-year period.

The capital-intensive nature of the Authority's operations makes long-term financial planning indispensable. Effective services depend on the maintenance and upkeep of transportation vehicles, rail infrastructure, passenger stations, maintenance facilities, and other Authority assets. When the conditions of these assets is not maintained & are allowed to deteriorate, maintenance and operating costs increase, ridership declines, and the eventual cost of replacement or rehabilitation multiplies.

Capital improvement planning facilitates the process of maintaining these assets and provides a framework for scheduling improvements based on the availability of resources, the condition of assets, and priorities between projects.

## Organization of the Capital Improvement Plan

This chapter contains the 2010-2014 Capital Improvement Plan. The first year of the plan reflects the 2010 Capital Improvement Budget, which is the guide for approved 2010 capital projects. The following four years of the CIP outlines planned long-term capital plans of the Authority. Projects and budget amounts included in the four-year plan are subject to change in future CIPs based on financial circumstances or changes in project time lines.

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.

# 2010 - 2014 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 2010 Capital Improvement Budget and the overall 2010 - 2014 Capital Improvement Plan. RTA Capital Fund projects are ordered by department and project number, while the RTA Development Fund projects are organized by project category and reflect specific funding sources, which support those projects.

## Capital Assets

The principal share of the Authority's capital expenditures has been invested in operating service facilities, light and heavy rail systems & infrastructure, and revenue vehicle fleets. 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.

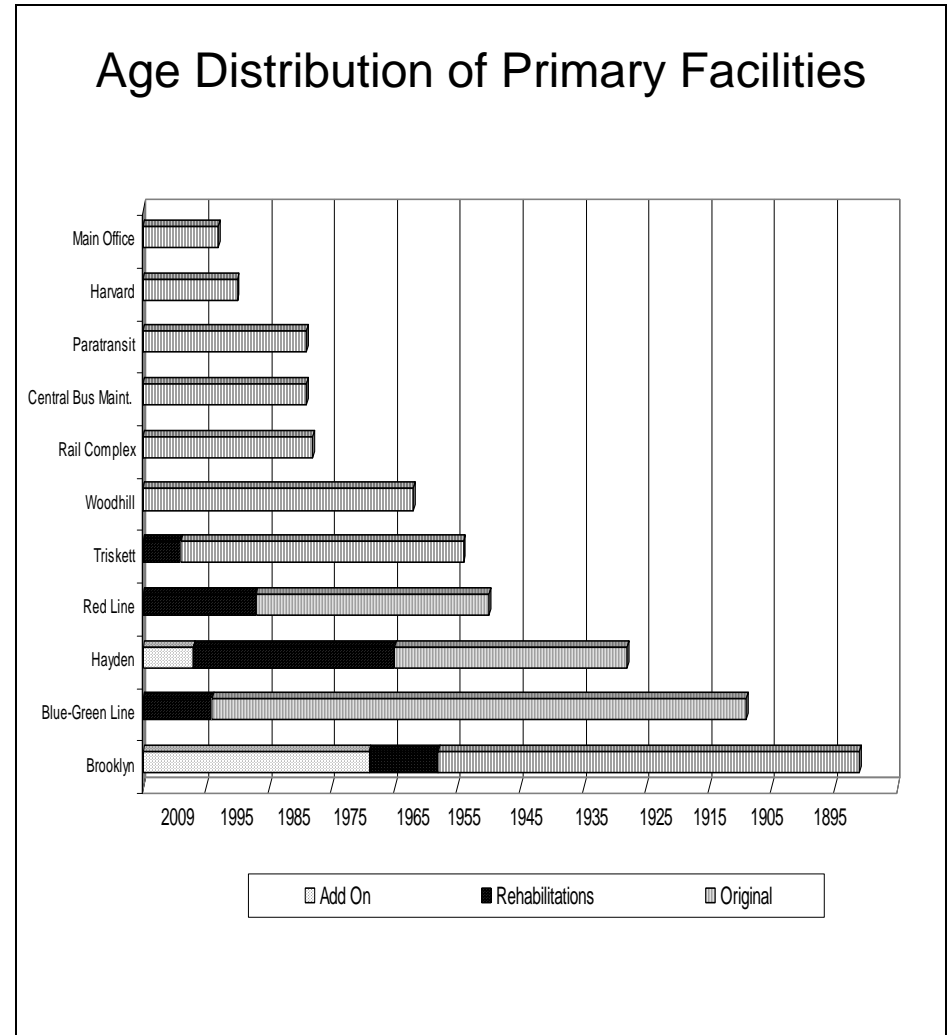


Figure CIP-1: Age Distribution of GCRTA Primary Facilities

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# 2010 - 2014 Capital Improvement Plan

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## Capital Assets (continued)

### Facilities

#### **Central Bus Maintenance Facility**

The Central Bus Maintenance Facility (CBM), located 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.

#### **Bus District Garage Facilities**

The Authority has three 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.
3. **Harvard**, 2501 Harvard Avenue – This garage was put into service in 1995.

#### **Brooklyn 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.

#### **Woodhill 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 bus simulator and the Authority's Print Shop operations.

#### **Paratransit Facility**

The Paratransit Facility, located at 4601 Euclid Avenue, was completed in 1983 and houses all Paratransit functions including scheduling, dispatching, and both revenue and non-revenue vehicle repairs. A planned 18-month rehabilitation project began on this facility in late 2009.

#### **Rail District Complex**

The Rail District Complex, located at 6200 Grand Avenue, was put 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, and the RTA Rail Yards. It is also the location of the Authority's Transit Police Headquarters.

#### **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.

#### **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.

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# 2010 - 2014 Capital Improvement Plan

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## Capital Assets (continued)

### 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, was delayed in 2009, but will be under construction in 2010.

### Passenger Shelters

There are approximately 1,450 shelters for the system's 8,500 bus stops. The Authority's Bus Passenger Shelter Program Policy prescribes the purchase of various types of bus shelters on a regular basis to replace shelters no longer serviceable or at high volume bus stops. The program's goal is to provide new glass shelters at all bus stops, which meet the Program's criteria.

### Transit Centers

Transit Centers are facilities that provide heated customer waiting areas and roadways to allow several bus routes to meet and transfer passengers. RTA has five Transit Centers in Westgate (Fairview Park), Euclid, North Olmsted, Southgate (Maple Heights), and Parmatown, with more than 900 parking spaces. Planned activities for 2010 include on-going construction work on the Stephanie Tubbs Jones Transit Center (formerly the East Side Transit Center) located downtown near the Cleveland State University campus.

## Rail System

### Right-of-Way

RTA owns 65 miles of rail lines (32.5 miles of joint rail), which are 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 power substations, overhead catenary wires, signals, and associated rail infrastructure.

### 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 a  $\frac{3}{4}$  mile long viaduct bridge over the Cuyahoga River. In addition, the GCRTA has joint responsibility for inspecting and maintaining the substructures of 100 city and county highway bridges that span the rail tracks. A majority of these bridges were built before 1930 and now require major repairs.

Since 2000, 14 track bridges and 6 street bridges, including the re-opened Abbey Avenue Bridge, have been rehabilitated or completely replaced. A project to rehabilitate four track bridge crossings (eight bridges) went into construction in mid-2008 and will be completed in early 2010. During 2010, rehabilitation work on the Light Rail Trunk Line Bridge and demolition of the Rockefeller Bridge will begin, as well as a continuation of engineering & design work for a project to rehabilitate the Red Line tunnel going into the Airport Station.

The 2010-14 CIP provides for engineering & design services and/or rehabilitation work on five track bridges, including construction work in 2010 for the Light Rail Trunk Line Bridge between the East 55<sup>th</sup> Street Station and Shaker Square.

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# 2010 - 2014 Capital Improvement Plan

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## Capital Assets (continued)

### 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.

With the recent opening of the reconstructed West 117<sup>th</sup> Street Station, the GCRTA has completely renovated or reconstructed seven of the Red Line stations since 2000. In 2009, reconstruction work began on the Puritas Red Line and East 55<sup>th</sup> Street Red/Blue/Green Lines Stations and replacement of the Westpark Substation was completed.

Scheduled 2010 projects along the Red Line include continuation of projects begun in 2009. This includes engineering & design work; both for reconstructing the Cedar-University and East 120<sup>th</sup>/Mayfield Road Stations and for the reconstruction of the West Side S-Curve track section located between the West Boulevard & West 117<sup>th</sup> Street Stations. The budgeted \$7.2 million to reconstruct the S-Curve is included in scheduled 2010 work, but this is dependent upon identifying additional funding. Otherwise, this project will be delayed until 2011 or 2012.

### The Blue and Green Lines

The Blue and Green Lines comprise the RTA's Light Rail (LR) system. The lines run on joint 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 on the east side at Tower City and the East 34<sup>th</sup>/Campus and East 55<sup>th</sup> Street Stations. The entire light rail system, including tracks, infrastructure, and stations was rebuilt between 1980 and 1984.

In 2010, scheduled projects include replacement of the Fairhill Substation, continuation of an on-going program to reconstruct light rail crossings on the Blue & Green lines, begin reconstruction of the Woodhill Station, and initiate engineering & design work to upgrade the LR signals between East 79<sup>th</sup> Street and Shaker Square.

### 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. Originally constructed and opened in 1930 for passenger rail service, the station was modified in 1955 to accommodate heavy rail service on the Red Line. It was then was rehabilitated in 1981 and then completely reconstructed in the late eighties, reopening in 1990 as a part of the multi-use Tower City Center complex.

# 2010 - 2014 Capital Improvement Plan

## Capital Assets (continued)

### Revenue Vehicle Fleets

#### **Conventional Buses**

There were 490 vehicles in the GCRTA bus fleet at the end of 2009. The Authority's fleet included 404 40-foot transit buses; 23 40-foot commuter buses; 20 60-foot articulated hybrid rapid transit vehicles (RTVs); 17 60-foot articulated diesel buses, 9 45-foot commuter buses; 8 30-foot Trolley buses; 6 29-foot circulator buses; and 3 60-foot articulated diesel RTVs. All Compressed Natural Gas (CNG) vehicles are retired. The average bus vehicle age was 6.3 years at the end of 2009. All buses fifteen years old or older are 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 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

### Age Distribution of Bus Fleet

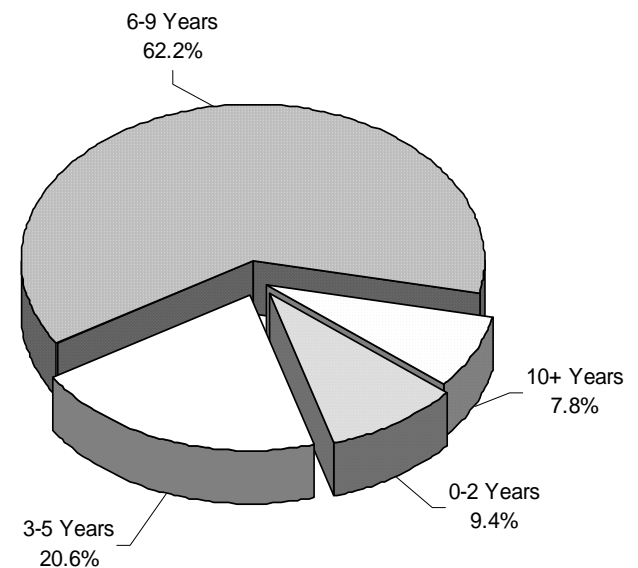


Figure CIP-2: Age Distribution of Bus Fleet

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# 2010 - 2014 Capital Improvement Plan

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## Capital Assets (continued)

In 2009, the Authority put 17, 60-foot articulated buses into service on one of the most populated routes on the west side and three additional RTV-BRT style buses for the HealthLine to meet increases in ridership. Plans for 2010 include putting into service six 40-foot commuter coaches ordered in 2009. All GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolleys and RTVs, 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. At the end of 2009, forty-seven (47) of the fifty-seven (57) Paratransit vehicles on order, including seven vehicles with longer wheelbases to address our jitney service, were delivered with the remaining vehicles expected in early 2010.

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 2009 was 27 years. The mid-life overhaul of the Authority's Light Rail (LR) Vehicle fleet is nearing completion at the end of 2009 and the Heavy Rail (HR) Vehicle fleet mid-life overhaul is currently well underway. 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 are 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, occur during rush hours, are 21 cars, while special events require an increase to 32 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 17 cars, and 26 cars for peak special event services.



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# 2010 - 2014 Capital Improvement Plan

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## 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 & design work to determine the scope and specifications of the project.

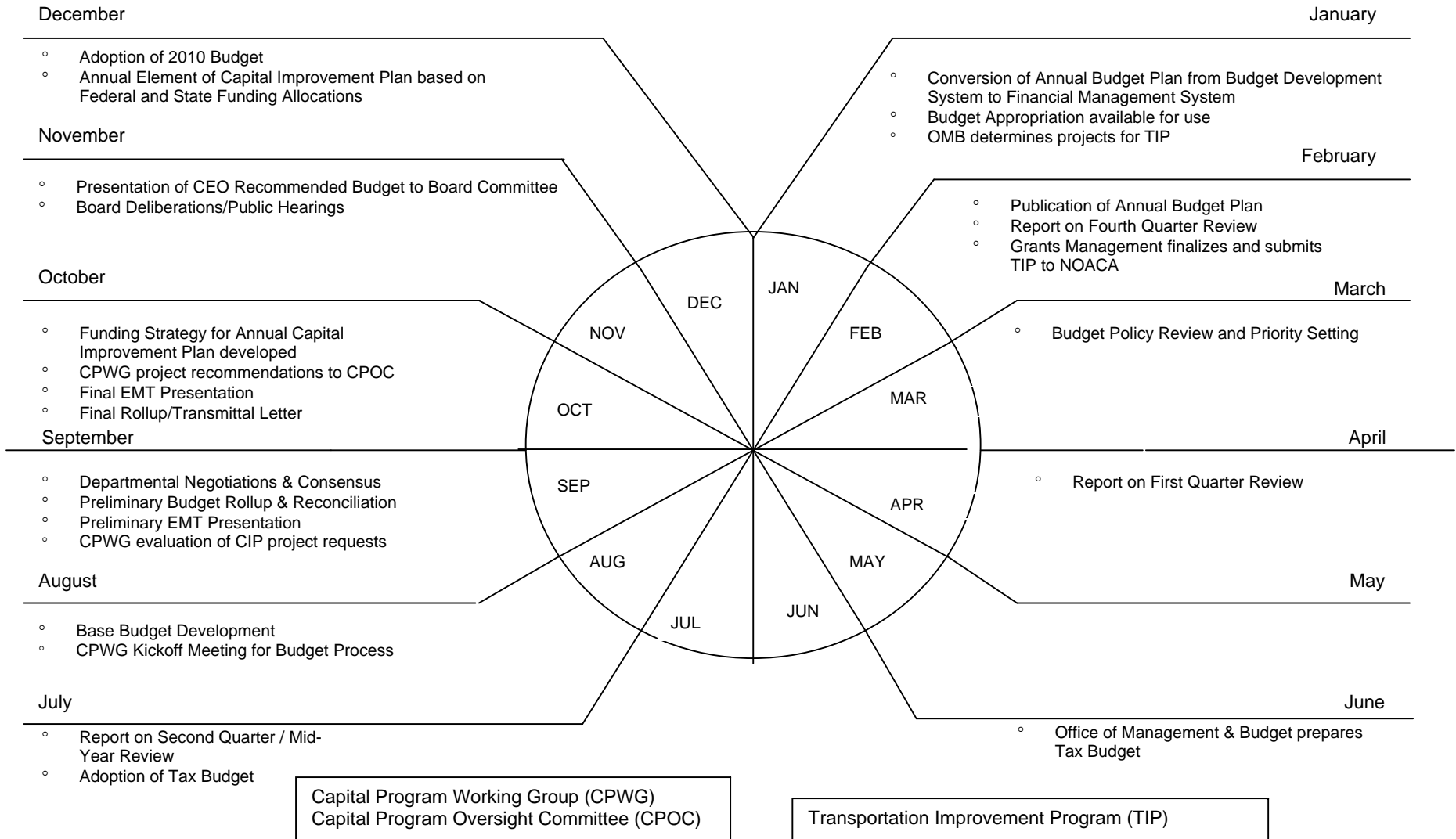
The following Calendar of Events, on page CIP-9, depicts the normal Capital Improvement and TIP planning cycles. The cycle begins in May when the Office of Management and Budget reviews the budgeting policies and sets the parameters for the Capital Budget. Simultaneously, departments use the previous year's Capital Improvement Plan as a starting point to assess the condition of assets and operating priorities. In July, 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.

In July, a comprehensive mid-year review is done to assess the status of the current year's Capital Improvement Budget. This process involves notification to various departments regarding data requirements and resource projects for the upcoming budget. A more detailed set of instructions is provided to the departments in August including a review of the information required for the budget process to capture Capital Budget requests.

In September and October, OMB staff reviews 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 13) to help refine the list. The Capital Program Oversight Committee (CPOC), formed to develop and monitor the Capital program, meets to review budget parameters and requests. 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 Operating and Capital Budgets are finalized.

The proposed Capital Improvement Plan is initially presented to the Board of Trustees' Finance Committee in November. Outstanding issues are resolved in anticipation of the public hearings and the December Board of Trustees meeting at which time it approves the budget for the upcoming year.

# 2010 - 2014 Capital Improvement Plan



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# 2010 - 2014 Capital Improvement Plan

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## Transportation Improvement Program

The planning cycle for grant-funded projects includes 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 completes 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.

Preparation of the TIP begins in August when departments request revisions to the previous year's CIP. The Budget Calendar of Events reflects the TIP process and how it corresponds to the Capital Improvement planning cycle. Based on the requests received in August, the budget year's annual projects are prioritized and, in turn, are submitted to the Capital Program Oversight Committee (CPOC) for review and approval. In December, the annual capital budget and list of projects is further defined depending on funding allocations for the new Federal fiscal year.

In addition to finalizing the annual projects, the adopted CIP is incorporated into the next four-year TIP, which is developed in December and January. The Board then approves the Transit Improvement Program for submittal to NOACA.

## Appropriations

The budget process culminates when the Board approves the budget and establishes appropriation authority. 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.

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# 2010 - 2014 Capital Improvement Plan

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## Appropriations (continued)

Budget appropriation authority for both RTA Capital and RTA Development Fund projects are normally established when the Board of Trustees approves the annual budget. For the 2010 Budget Year, the Board adopted a temporary budget in December and approved the 2010 annual budget in February 2010. 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 to ensure that adequate funds are invested in maintaining the Authority's long-term 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.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

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# 2010 - 2014 Capital Improvement Plan

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## Capital Improvement Criteria

Similar to what occurred during development of the operating budget, capital budget requests for the 2010 – 2014 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.
- **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.

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# 2010 - 2014 Capital Improvement Plan

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## 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:

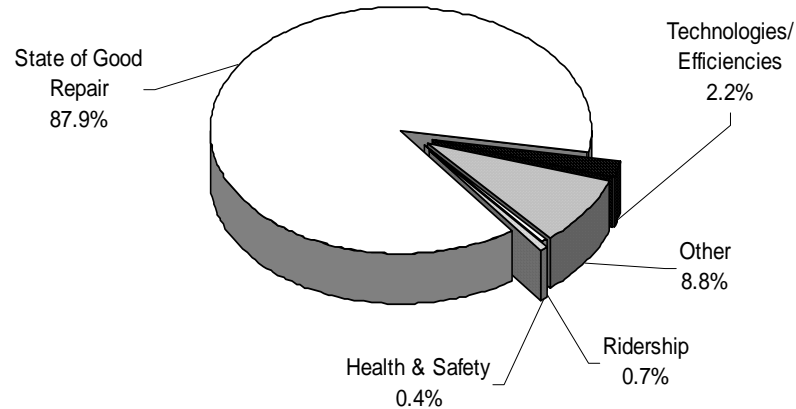
- **Ridership** – Maintaining current riders and attracting new customers
- **Health and Safety** – Ensuring the physical well-being of the Authority's customers, employees, and the general public
- **State of Good Repair** – Maintaining the Authority's current 'core business' through investments in 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

- **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, on the following page, reflects the distribution of approved 2010 Capital Improvement projects. The largest portion of the 2010 Capital Budget, \$63.4 million or 87.9 percent, is for the State of Good Repair category. This is followed by the Other Projects category with \$6.3 million, or 8.8 percent. The remaining categories make up the balance of the budgeted capital projects.

# 2010 - 2014 Capital Improvement Plan

2010 Capital Projects by Priority Area (Millions)



Priority Area	2010	2011	2012	2013	2014	2010-14
Ridership	\$0.49	\$19.05	\$7.73	\$34.59	\$22.71	\$84.57
Health & Safety	\$0.30	\$0.30	\$0.31	\$0.19	\$0.19	\$1.27
State of Good Repair	\$63.36	\$73.20	\$59.35	\$74.33	\$67.53	\$337.77
Technologies/Efficiencies	\$1.61	\$0.20	\$0.20	\$0.20	\$0.20	\$2.41
Other	\$6.31	\$1.00	\$1.00	\$1.01	\$1.01	\$10.33
<b>Total</b>	<b>\$72.07</b>	<b>\$93.74</b>	<b>\$68.59</b>	<b>\$110.32</b>	<b>\$91.64</b>	<b>\$436.36</b>

Figure CIP-3: Capital Projects by Priority Area

## 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. In the 1980's and early 1990's, the RTA favored a pay-as-you-go method, maximizing the benefits of Federal and State grant programs, and used debt financing sparingly. In recent years, however, this strategy was adjusted to meet the financial needs of an aggressive Capital Improvement Program.

At the end of 2009, the Authority will have a combined \$163.1 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 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.

# 2010 - 2014 Capital Improvement Plan

## Financial Capacity (continued)

### Federal Sources

As reflected in Figure CIP-4, Federal grants are expected to provide approximately 73.0 percent of total revenue during the 2010 budget year. Close to 75 percent of the capital projects will be financed by Federal grants over the five year CIP. The three major Federal grant programs normally require participation in the form of 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. They are described below.

### **Section 5307 (Formerly Section 9)**

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.

Section 5307 grant awards totaled \$32.6 million in 2009, \$31.7 million in 2008 and \$41.4 million in 2007. The expected 2010 allocation for the Cleveland Urbanized Area is \$33.3 million which includes funds for preventive maintenance, payment of the fare collection lease, two Information Technology projects, and passenger amenities including passenger shelters & public art.

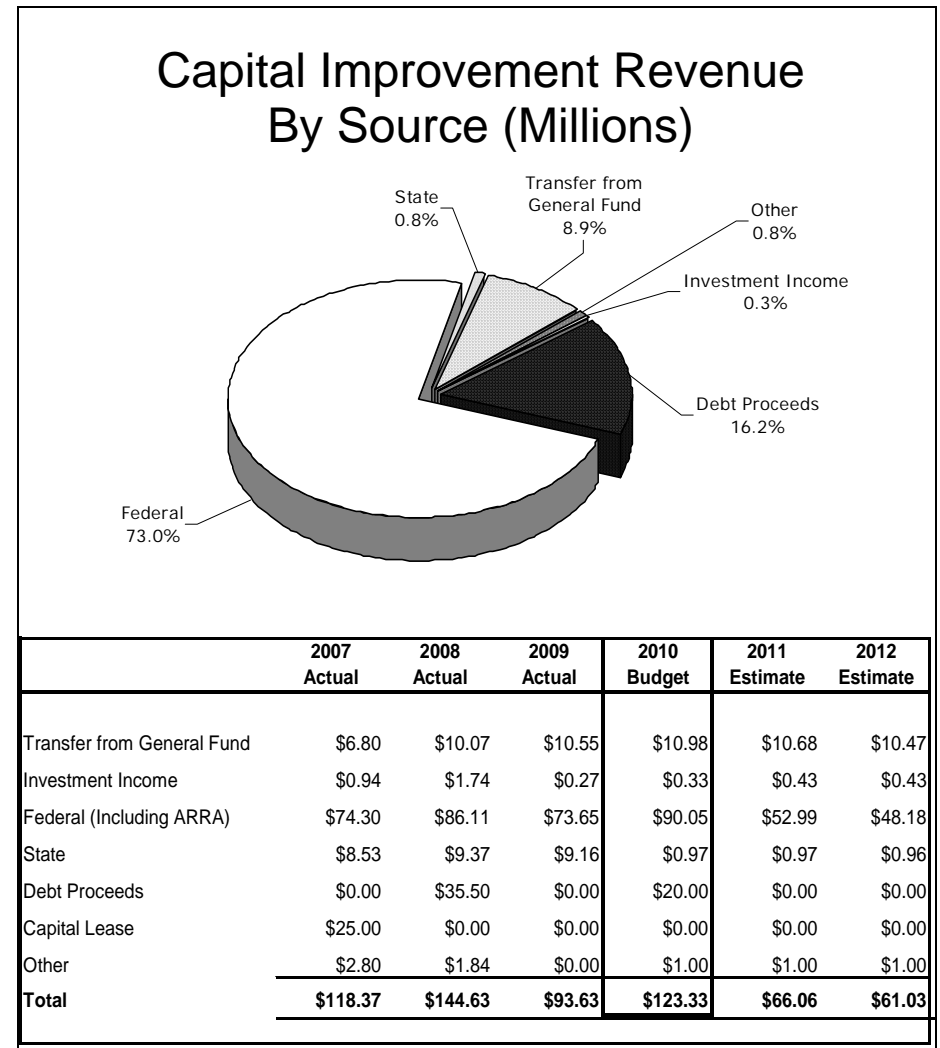


Figure CIP-4: Capital Improvement Revenue by Source



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# 2010 - 2014 Capital Improvement Plan

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## 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, 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 2010 apportionment for Section 5309 funds totals \$18.0 million of rail modernization funds and an estimated \$2.0 million of discretionary bus funds. These funds will be used to reimburse preventive maintenance costs, fund the Heavy Rail Vehicle Overhaul Project, and various infrastructure, substation, & track bridge rehabilitation projects, and for the rehabilitation of a Light Rail substation.

In 2009, \$45.7 million of additional Federal Grant funding, on a 100% Federal and 0% local basis was made available to the GCRTA through ARRA.

By the end of 2009, the Authority had been awarded \$33.6 of the \$45.7 million and the remaining amount was received in early 2010. Also expected in 2010 is a \$2.26 million award of 100% Federal funds from the Transportation Investment Generating Economic Recovery (TIGER) program. These funds will be used to improve the energy efficiency of bus & rail facilities owned by the Authority. The Authority has also submitted a request for \$5.0 of Congestion Mitigation Air Quality (CMAQ) funds on a bi-annual basis beginning in 2010.

### State Sources

The State can contribute up to one-half of the local match portion of the Federal grant programs. The Ohio Department of Transportation (ODOT) administers these funds. In the past, the State contributed in this form, however, the State is now trending towards larger contributions, which are project-specific rather than matches. In 1995 and 1996, the State provided more than \$20 million to help fund the Waterfront Line construction. In 1998, funding was provided in the form of a loan through the State Infrastructure Bank to be used for the rehabilitation of the Viaduct Bridge. In 2003, ODOT provided \$4.8 million for the Triskett Bus Garage Rehabilitation Project. In 2008, GCRTA received \$1.8 million from ODOT's new discretionary program to be used towards the purchase of up to three articulated Rapid Transit Vehicles (RTVs).

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# 2010 - 2014 Capital Improvement Plan

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## **Financial Capacity (continued)**

In the 2009 State Fiscal Year (SFY), GCRTA received \$804,029 from the Urban Transit Program (UTP) formula grant. This followed the \$782,000 the Authority received in 2008 from the UTP. In 2010, the allocation from the Urban Transit Program is \$1.24 million for preventive maintenance in the Authority's capital 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 2010, local support for the capital program is comprised of \$11.0 million transferred from the General Fund (first component of the Sales Tax Contribution to Capital) and \$325,000 from interest earnings. Furthermore, \$19.5 million is budgeted in the Bond Retirement Fund to cover the debt service payments from previous debt issues and a planned \$20.0 million issuance in 2010 all of which are used to support the local portion of capital projects.

# 2010 - 2014 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 \$163.1 million balance of outstanding bonds at the end of 2009, along with a loan from the State Infrastructure Bank (SIB) with a remaining balance of \$3.0 million, will require principal and interest payments of \$18.1 million in 2010.

### 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)

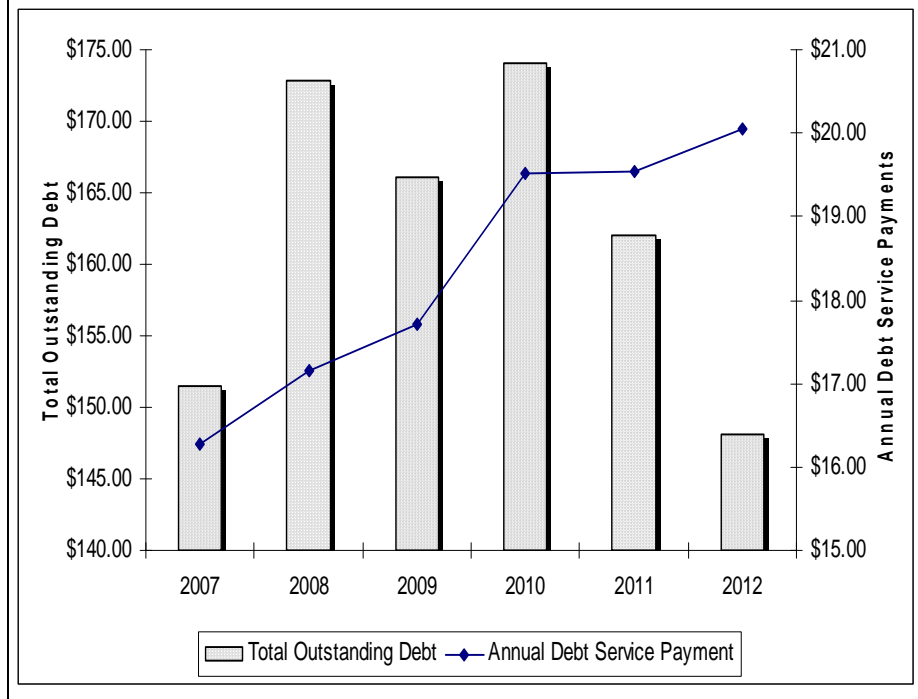


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

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# 2010 - 2014 Capital Improvement Plan

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## 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, which 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 2009 decreased to \$29.6 billion, a decrease of 7.2 percent when compared to the end of 2008. This limits the amount of available debt to \$1.48 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 \$29.6 billion, annual debt servicing capacity would be close to \$29.6 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.

# 2010 - 2014 Capital Improvement Plan

## Debt Management (continued)

With all the outstanding debt issued as of year-end 2009, 10.32 of the 10-mill limitation will be in use (based on the 2009 collection year), leaving 0.00 mills for additional debt issuances. The used portion is distributed among the various public entities as follows:

City of Cleveland	8.0234 mills
Cuyahoga County	1.0963
GCRTA	0.5867
<u>Berea School District</u>	<u>0.6135</u>
<b>Total</b>	<b>10.3199 mills</b>

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-19, the Authority could issue approximately \$80 million of unvoted debt assuming a 20-year maturity and a 4.5 percent interest rate. The ability to issue more debt is limited though, under the third constraint, in that the total outstanding debt issued as of year-end 2009 by various public entities within the County is over the unvoted ten-mill limit.

## 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 2010 Capital Improvement Budget will affect the 2010 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 (\$11.0 million in 2010).
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements, has and will continue 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.
- Decisions to issue additional debt for capital projects will result in debt service payments of nearly \$19.5 million in 2010, requiring a General Fund transfer of \$18.4 million. Anticipated debt issues in future years will continue to increase this payment, however at a slower growth rate.
- The delivery of 20 60-foot articulated RTVs in 2009 and the delivery of 57 Paratransit vehicles in late 2009 and early 2010 will improve bus fleet reliability and reduce maintenance costs as older buses are taken out of service.

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# 2010 - 2014 Capital Improvement Plan

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## Operating Impacts (continued)

- Some Operating Budget expenditures, including personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital projects. These costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2010, this activity will result in nearly \$4.5 million in reimbursements to the General Fund, most of which is grant funded and the remainder locally funded.
- In the ten fiscal years covering 2000 thru 2009, \$216.6 million of capital grants 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 2010 Capital Budget includes an additional \$27.2 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 2010 are supported by the \$2.2 million appropriated to capital projects contained in the RTA Capital Fund. These projects include the smaller (<\$150,000), routine capital purchases and facilities maintenance activities and are supported by local funds from the Sales & Use Tax.

# 2010 - 2014 Capital Improvement Plan

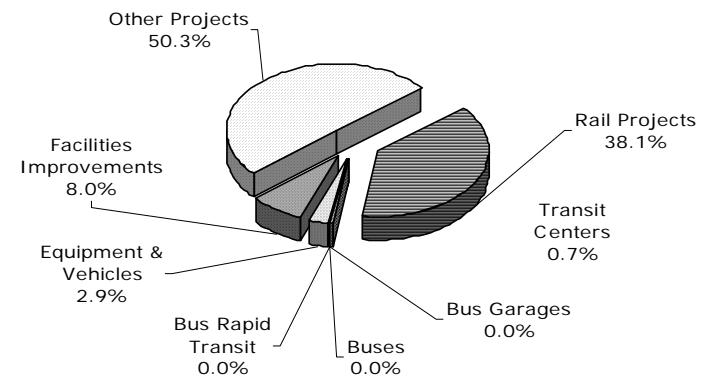
## Project Categories

The 2010–2014 Capital Improvement Plan (CIP) totals \$436.4 million. Projects included in the CIP are sorted into eight major project categories – Bus Garages, Buses, Bus Rapid Transit, Equipment & Vehicles, Facilities Improvements, Other Projects, Rail Projects, and Transit Centers.

As reflected in Figure CIP-6, the Other Projects category totals 50.3 percent, or \$36.3 million, of the entire 2010 Capital Budget. It includes \$27.3 million for Capitalized Operating Expenses - the single largest capital project not only in 2010, but also in every year included within the 2010-2014 CIP. Projects to address the Rail Systems infrastructure, with \$27.4 million, or 38.1 percent, of 2010 budget authority, is the next largest category included in the 2010 CIP. The remaining budget authority consists of various Facilities Improvements projects with \$5.8 million, or 8.1 percent, projects for Equipment & Vehicles with \$2.1 million, or 2.8 percent, and Transit Centers with \$492,000, or 0.7 percent.

The largest category over the five-year period is the Other Projects category, which includes reimbursements for preventive maintenance expenses at \$159.8 million, or 36.6 percent of the entire CIP. The Rail Projects category, which includes \$49.1 million for a proposed extension of the Blue Line, is the second largest category within the total five-year CIP of \$155.5 million, or 35.6 percent. The Bus Improvement Program at \$57.8 million, or 13.3 percent, Transit Centers with \$36.1 million, or 8.3 percent, Facilities Improvements at \$21.5 million, or 4.9 percent, and Equipment & Vehicle purchases at \$5.6 million, or 1.3 percent are the remaining categories that make up the difference. The Bus Garage and Bus Rapid Transit Categories have no scheduled projects in the 2010-14 CIP.

## 2010 Capital Projects by Category (Millions)



	2010	2011	2012	2013	2014	2010 - 14
Bus Garages	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Buses	\$0.00	\$0.10	\$10.21	\$21.35	\$26.16	\$57.82
Bus Rapid Transit	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Equipment & Vehicles	\$2.07	\$0.75	\$0.88	\$1.01	\$0.93	\$5.64
Facilities Improvements	\$5.80	\$5.45	\$1.74	\$4.87	\$3.68	\$21.53
Other	\$36.26	\$30.94	\$30.95	\$30.84	\$30.84	\$159.82
Rail Projects	\$27.45	\$39.30	\$19.44	\$39.67	\$29.62	\$155.48
Transit Centers	\$0.49	\$17.20	\$5.38	\$12.59	\$0.41	\$36.07
<b>Total</b>	<b>\$72.07</b>	<b>\$93.74</b>	<b>\$68.59</b>	<b>\$110.32</b>	<b>\$91.64</b>	<b>\$436.36</b>

Figure CIP-6: Capital Projects by Category

# 2010 - 2014 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 2010, transfers from the General Fund are estimated at \$11.0 million, or approximately 7.0 percent of expected sales tax revenues along with anticipated investment income of just \$1,500. These amounts, in combination with a planned \$18.4 million transfer from the Operating Budget to the Bond Retirement Fund, bring the total commitment to Capital to nearly \$29.4 million or 18.8 percent of the projected 2010 sales tax revenue.

Total 2010 budgeted expenditures or cash flows of over \$10.9 million include \$1.4 million for Asset Maintenance projects, \$1.0 million for Routine Capital purchases and an \$8.5 million transfer into the RTA Development Fund. The estimated 2010 ending balance of \$256,671, is comparable to the \$197,782 balance at year-end 2009 and \$270,264 at the end of 2008, but significantly less than the \$1.4 million at the end of 2007 and in earlier years.

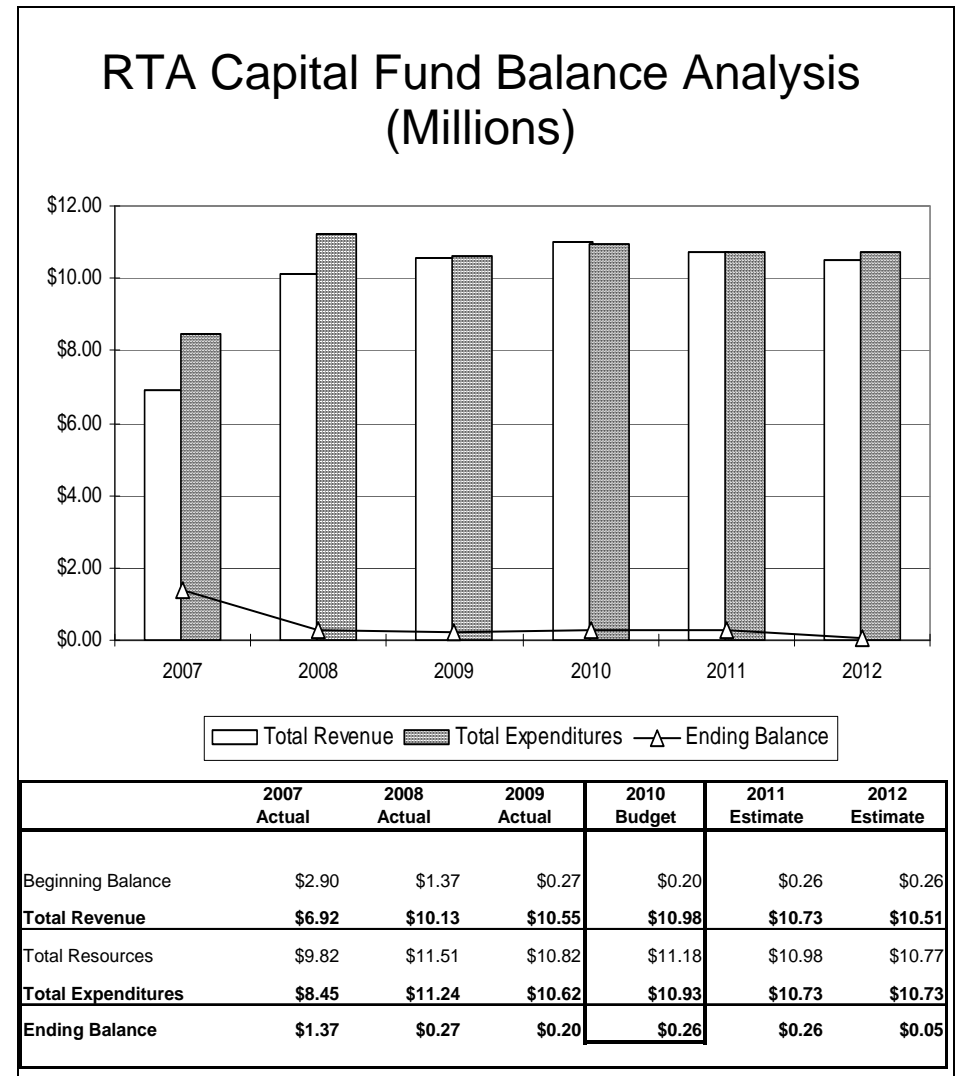


Figure CIP-7: RTA Capital Fund Balance Analysis



## RTA Capital Fund Balance Analysis

	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2010 Budget	2011 Budget	2012 Budget
<b>Beginning Balance</b>	3,451,793	2,899,226	1,374,346	270,264	197,782	256,671	259,363
<b>Revenue</b>							
Transfer from General Fund	7,140,207	6,825,687	10,065,882	10,550,000	10,982,788	10,678,092	10,464,721
Investment Income	166,058	96,409	65,557	370	1,500	50,000	50,000
Other Revenue	0	0	0	0	0	0	0
<b>Total Revenue</b>	<b>7,306,265</b>	<b>6,922,096</b>	<b>10,131,439</b>	<b>10,550,370</b>	<b>10,984,288</b>	<b>10,728,092</b>	<b>10,514,721</b>
<b>Total Resources</b>	<b>10,758,058</b>	<b>9,821,322</b>	<b>11,505,785</b>	<b>10,820,634</b>	<b>11,182,071</b>	<b>10,984,763</b>	<b>10,774,084</b>
<b>Expenditures</b>							
Asset Maintenance	1,233,421	1,394,482	1,630,502	1,197,531	1,400,000	1,400,000	1,450,000
Routine Capital	1,625,411	2,052,494	2,004,137	1,079,267	1,050,000	1,100,000	1,100,000
Other Expenditures	0	0	0	0	0	0	0
Transfer to RTA Development Fund	5,000,000	5,000,000	7,600,882	8,346,054	8,475,400	8,225,400	8,175,400
<b>Total Expenditures</b>	<b>7,858,832</b>	<b>8,446,976</b>	<b>11,235,521</b>	<b>10,622,852</b>	<b>10,925,400</b>	<b>10,725,400</b>	<b>10,725,400</b>
<b>Ending Balance</b>	<b>2,899,226</b>	<b>1,374,346</b>	<b>270,264</b>	<b>197,782</b>	<b>256,671</b>	<b>259,363</b>	<b>48,684</b>

# 2010 - 2014 Capital Improvement Plan

## RTA Capital Fund (continued)

### Routine Capital Projects

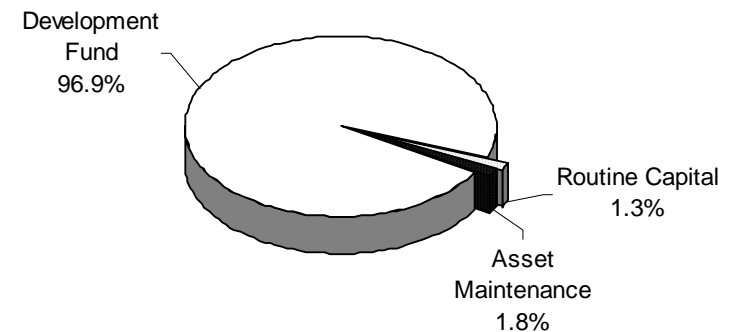
This category includes the purchase of vehicles and equipment, where each unit has a value of at least \$5,000 and a useful life greater than one year. Furthermore, these items are generally less than \$150,000 and have a useful life of five years or less. Thus, budget appropriation for routine capital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

As indicated in Figure CIP-8, the budget appropriation for Routine Capital projects accounts for \$0.95 million, or 1.3 percent, of the 2010 Capital Improvement Budget. The decrease in budget appropriation, relative to prior years, for both Routine Capital and the following Asset Maintenance projects is a direct result of the downturn in Sales & Use Tax Revenue and the need to cover increasing debt service costs.

The greatest portion of Routine Capital projects is within the Operations Division, which has \$440,000, or 46.5 percent of the total dollars appropriated for this purpose. The Fleet Management Department, which is responsible for the non-revenue vehicle program, has the largest single department appropriation for Routine Capital purchases in 2009 with \$230,000.

The following page highlights the major routine capital projects funded in the 2010 Capital Improvement Budget. As mentioned previously, due to the downturn in Sales & Use Tax Revenue most amounts represent a decrease in budget appropriation when compared to previous years.

### 2010 Capital Improvement Projects by Funding Type (Millions)



	2010	2011	2012	2013	2014	2010-2014
Routine Capital	\$0.95	\$1.05	\$1.18	\$1.32	\$1.24	\$5.73
Asset Maintenance	\$1.30	\$1.40	\$1.40	\$1.55	\$1.45	\$7.10
Development Fund	\$69.82	\$91.29	\$66.01	\$107.45	\$88.95	\$423.53
<b>Total</b>	<b>\$72.07</b>	<b>\$93.74</b>	<b>\$68.59</b>	<b>\$110.32</b>	<b>\$91.64</b>	<b>\$436.36</b>

Figure CIP-8: Capital Improvement Projects by Funding Type

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# 2010 - 2014 Capital Improvement Plan

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## RTA Capital Fund (continued)

- Fleet Management Department projects total \$230,000. Most of this amount, \$200,000, is for the purchase of various non-revenue vehicles including support & Transit Police vehicles. An equipment pool of \$30,000 for various shop tools and equipment is also included in this Department's Routine Capital budget.
- An Authority-wide Systems Development Pool project is included at \$200,000 in the Information Technologies Department budget.
- Various capital project-related fees of \$187,850 have been budgeted in the Executive Department.
- An Authority-wide securities improvement pool of \$175,000 has been included in the Transit Police Department Budget.
- Funding for the Rail District totals \$25,000 for the replacement & purchase of various shop tools and equipment.
- In 2010, a contingency amount of \$100,000 has been included for emergency routine capital purchases.
- A total of \$17,500 has been budgeted in the Support Services Department for furniture and office equipment purchases.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010-2014 CAPITAL IMPROVEMENT PLAN  
RTA CAPITAL FUND**

**ROUTINE CAPITAL**

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2010	2011	2012	2013	2014	TOTALS 2010-2014
<b><u>12 EXECUTIVE</u></b>							
NOACA Dues	49120199	57,750	60,800	64,000	67,500	70,000	320,050
Build-up Greater Cleveland Dues	49120299	44,100	46,400	48,700	51,150	53,000	243,350
Outside Legal Services - Legislative Review	49120399	86,000	86,000	86,000	86,000	86,000	430,000
		<b>187,850</b>	<b>193,200</b>	<b>198,700</b>	<b>204,650</b>	<b>209,000</b>	<b>993,400</b>
<b><u>31 PARATRANSIT DISTRICT</u></b>							
Paratransit District Equipment Pool	47310109	10,000	10,000	10,000	10,000	10,000	50,000
		<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>50,000</b>
<b><u>32 RAIL DISTRICT</u></b>							
Rail District Equipment Pool	47320199	25,000	25,000	25,000	25,000	25,000	125,000
		<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>125,000</b>
<b><u>34 TRANSIT POLICE</u></b>							
Security Improvements Pool	44340199	175,000	175,000	185,000	185,000	185,000	905,000
		<b>175,000</b>	<b>175,000</b>	<b>185,000</b>	<b>185,000</b>	<b>185,000</b>	<b>905,000</b>
<b><u>35 SERVICE MANAGEMENT</u></b>							
Passenger Vans for Job Access Program	46350199	0	50,000	0	52,000	0	102,000
		<b>0</b>	<b>50,000</b>	<b>0</b>	<b>52,000</b>	<b>0</b>	<b>102,000</b>
<b><u>39 FLEET MANAGEMENT</u></b>							
NRVIP - Transit Police Vehicles	46390199	0	0	0	0	0	0
NRVIP - Support Vehicles	46390299	200,000	250,000	350,000	400,000	400,000	1,600,000
NRVIP - Heavy-Duty Vehicles	46390399	0	0	0	0	0	0
Fleet Management District Equipment Pool	47390199	30,000	30,000	30,000	30,000	30,000	150,000
		<b>230,000</b>	<b>280,000</b>	<b>380,000</b>	<b>430,000</b>	<b>430,000</b>	<b>1,750,000</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010-2014 CAPITAL IMPROVEMENT PLAN  
RTA CAPITAL FUND**

<b>ROUTINE CAPITAL</b>							
<b>DEPARTMENT / PROJECT NAME</b>	<b>PROJECT NUMBER</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>TOTALS 2010-2014</b>
<b><u>46 HAYDEN DISTRICT</u></b> Hayden District Equipment Pool	45460179	0	0	60,000	90,000	60,000	210,000
		<b>0</b>	<b>0</b>	<b>60,000</b>	<b>90,000</b>	<b>60,000</b>	<b>210,000</b>
<b><u>61 INFORMATION SYSTEMS</u></b> Systems Development Pool	42610199	200,000	200,000	200,000	200,000	200,000	1,000,000
		<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>1,000,000</b>
<b><u>62 SUPPORT SERVICES</u></b> Office Equipment/Furniture Replacement Pool	43620199	17,500	17,500	20,000	20,000	20,000	95,000
		<b>17,500</b>	<b>17,500</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>95,000</b>
<b><u>67 OFFICE OF MANAGEMENT &amp; BUDGET</u></b> Routine Capital Contingency	49990159	100,000	100,000	100,000	100,000	100,000	500,000
		<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>
<b>TOTAL ROUTINE CAPITAL</b>		<b>945,350</b>	<b>1,050,700</b>	<b>1,178,700</b>	<b>1,316,650</b>	<b>1,239,000</b>	<b>5,730,400</b>

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# 2010 - 2014 Capital Improvement Plan

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## RTA Capital Fund (continued)

### 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 2010 budget appropriation for Asset Maintenance projects is \$1.3 million, representing 1.8 percent of the 2010 Capital Improvement Budget (see Figure CIP-8). Again, the decrease in this amount, relative to past year's budgets is a result of declining revenue from the Sales & Use Tax. The largest portion of these projects, \$950,000, or 73.1 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 19.2 percent, of all Asset Maintenance projects. The remaining amount of \$100,000 is budgeted in an emergency contingency project for asset maintenance.

Some highlights of 2010 Asset Maintenance projects include:

- A total of \$410,000 has been budgeted to maintain passenger facilities. This amount is allocated to the Engineering and Project Development Department (\$300,000) and the Service Management Department (\$110,000).

- To maintain the Authority's operating facilities, a total of \$490,000 of budget authority has been provided in 2010. This amount is allocated between the Engineering and Project Development Department (\$380,000) and the Service Management Department (\$110,000).
- Authority-wide ADA-related projects are included in the Engineering and Project Development Department budget for \$120,000.
- Bridge Maintenance, Bus Pad Replacement projects are budgeted at \$50,000 and \$40,000 respectively, in the Engineering and Project Development Department budget.
- A sum of \$40,000 has been appropriated for Track Maintenance within the Engineering and Project Development Department.
- A contingency for emergency or unanticipated asset maintenance projects has been budgeted for \$100,000.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010-2014 CAPITAL IMPROVEMENT PLAN  
RTA CAPITAL FUND**

<b>ASSET MAINTENANCE</b>							
<b>DEPARTMENT / PROJECT NAME</b>	<b>PROJECT NUMBER</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>TOTALS 2010-2014</b>
<b><u>35 SERVICE MANAGEMENT</u></b>							
Passenger Facilities Maintenance Pool	32355099	110,000	110,000	130,000	130,000	130,000	610,000
Administration Facilities Maintenance Pool	32355199	30,000	30,000	40,000	40,000	40,000	180,000
Operating Facilities Maintenance Pool	32355299	110,000	110,000	130,000	130,000	130,000	610,000
		<b>250,000</b>	<b>250,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>1,400,000</b>
<b><u>39 FLEET MANAGEMENT</u></b>							
Central Bus Maint. Lift Rebuilds/Replacements	47395099	0	100,000	0	100,000	0	200,000
		<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>200,000</b>
<b><u>80 ENGINEERING &amp; PROJECT DEV.</u></b>							
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	120,000	120,000	120,000	120,000	600,000
Passenger Facilities Maintenance Pool	32805199	300,000	300,000	310,000	330,000	330,000	1,570,000
Operating Facilities Maintenance Pool	32805299	380,000	380,000	420,000	450,000	450,000	2,080,000
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
		<b>950,000</b>	<b>950,000</b>	<b>1,000,000</b>	<b>1,050,000</b>	<b>1,050,000</b>	<b>5,000,000</b>
<b><u>99 OFFICE OF MANAGEMENT &amp; BUDGET</u></b>							
Asset Maintenance Contingency	49995059	100,000	100,000	100,000	100,000	100,000	500,000
		<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>
<b>TOTAL ASSET MAINTENANCE</b>		<b>1,300,000</b>	<b>1,400,000</b>	<b>1,400,000</b>	<b>1,550,000</b>	<b>1,450,000</b>	<b>7,100,000</b>
<b>RTA CAPITAL FUND TOTAL</b>		<b>2,245,350</b>	<b>2,450,700</b>	<b>2,578,700</b>	<b>2,866,650</b>	<b>2,689,000</b>	<b>12,830,400</b>

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# 2010 - 2014 Capital Improvement Plan

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## 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 must be greater than \$150,000 and have a useful life of greater 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 will grow to \$8.5 million in 2010 and then slightly decrease to \$8.2 million in each of the following years primarily due to an expected decrease in the Authority's ability to draw C.O.E. Recent debt services include a \$25.0 million bond issue in 2006, followed by a \$35.0 million bond issue in 2008. Interest income has varied over the years due to fluctuations in the fund balance with \$325,000 expected in 2010, followed by a small increase to \$375,000 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 slightly 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 service of \$20.0 million in 2010 is expected to increase the fund balance to \$50.3 million in 2010, followed by a downturn in the fund balance in both 2011 and 2012 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-35, various funding sources including but not limited to Federal grants of \$59.2 million, ARRA grants of \$30.8 million, and a planned debt service of \$20.0 million will help support expected outlays of \$100.4 million in 2010. 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 Capital Improvement Project lists, which are based on the establishment of budget appropriation authority.



# 2010 - 2014 Capital Improvement Plan

## RTA Development Fund (continued)

### RTA Development Fund Projects

In 2010, the combined budget appropriation for RTA Development Fund projects accounts for most, 96.9 percent, or \$69.8 million, of the entire 2010 Capital Improvement Budget. 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, projects included in the Transportation Improvement Program (TIP), larger projects supported by 2010 local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2010.

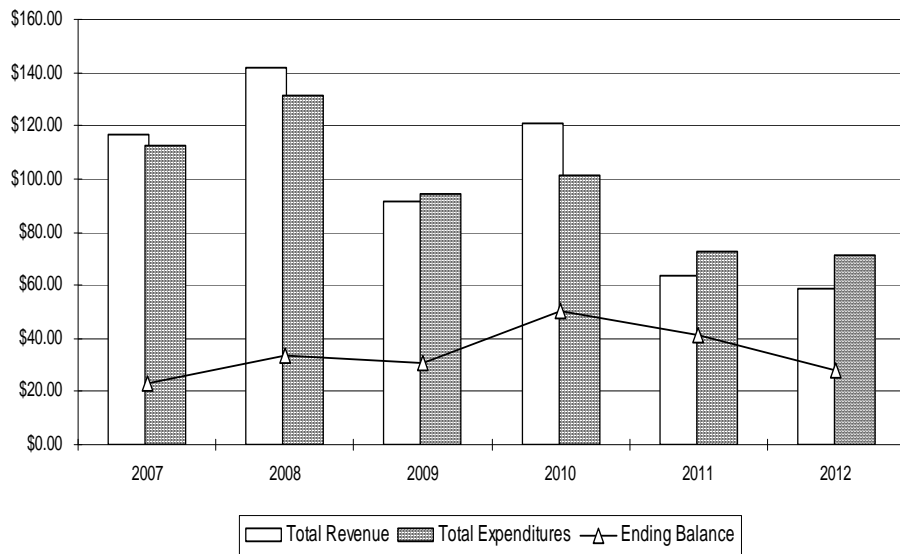
#### Bus Garages - \$0.0 million

There is no bus garage project included within the 2010-14 CIP. The last bus garage rehabilitation/reconstruction scheduled, the Paratransit Garage, was included in the 2008 Capital Budget. The Garage is currently under construction with a scheduled completion date in late 2010.

#### Bus/Paratransit Improvement Programs - \$0.0 million

There is no planned bus purchase scheduled for the 2010 budget year. Programmed bus purchases, included in the out-years of the 2010-14 CIP, will be re-evaluated and/or revised to account for any changes in service levels that may occur before their scheduled year.

## RTA Development Fund Balance Analysis (Millions)



	2007 Actual	2008 Actual	2009 Actual	2010 Budget	2011 Estimate	2012 Estimate
Beginning Balance	\$18.78	\$22.84	\$33.49	\$30.51	\$50.26	\$41.06
<b>Total Revenue</b>	<b>\$116.51</b>	<b>\$142.06</b>	<b>\$91.43</b>	<b>\$120.82</b>	<b>\$63.55</b>	<b>\$58.69</b>
Total Resources	\$135.29	\$164.90	\$124.91	\$151.33	\$113.82	\$99.75
<b>Total Expenditures</b>	<b>\$112.45</b>	<b>\$131.42</b>	<b>\$94.41</b>	<b>\$101.06</b>	<b>\$72.76</b>	<b>\$71.49</b>
<b>Ending Balance</b>	<b>\$22.84</b>	<b>\$33.49</b>	<b>\$30.51</b>	<b>\$50.26</b>	<b>\$41.06</b>	<b>\$28.26</b>

Figure CIP-9: RTA Development Fund Balance Analysis

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# 2010 - 2014 Capital Improvement Plan

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## RTA Development Fund (continued)

### **Bus Rapid Transit (BRT) - \$0.0 million**

The HealthLine, formerly the Euclid Corridor Transportation Project (ECTP), is the only budgeted 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 and final closeout of the project will be in 2010.

### **Equipment & Vehicles - \$1.4 million**

There are two Information Technology projects included for 2010 in this category. A replacement for the Authority's Midas, or Operator Dispatch System, for \$1.05 million and approximately \$350,000 to cover estimated costs associated with an upgrade of the Authority's Oracle, or Financial Management System.

### **Facilities Improvements - \$4.6 million**

This category includes projects to rehabilitate or replace bridges and other system-wide facilities owned by the Authority. There are four projects included for the 2010 Budget Year in this category. This includes construction work to rehabilitate the Light Rail Trunk Line Bridge at \$2.35 million and \$2.26 million of TIGGER, or ARRA, funded projects to improve the Authority's energy use at various bus and rail facilities.

### **Other Projects - \$35.9 million**

The major project included within this category is the largest single project, both within the 2010 Budget Year, as well as over the five

years of the 2010-14 CIP. Capitalized Operating Expenses, with a budget appropriation of \$27.3 million, makes up nearly 39.0 percent of the entire RTA Development Fund appropriation for the upcoming 2010 Budget Year. Other budgeted projects within this category in 2010 include \$3.46 million for the reimbursement of Paratransit Operating Expenses, \$1.86 million for possible JARC, or reverse commute, funds from ARRA, a fare collection equipment lease payment of \$2.4 million, contingency projects for force account labor, and project administration costs, each at \$300,000, and an on-going planning study for \$120,000.

### **Rail Projects- \$27.4 million**

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

Major budgeted 2010 projects within this category include \$5.5 million for on-going work on the Heavy-Rail Vehicle Overhaul project, \$2.8 million to replace the Fairhill Substation, \$2.1 million for the third year of the program to reconstruct various Light-Rail crossings, and \$1.7 million for an on-going rail infrastructure program.

Three projects that total a combined \$14.9 million are included in the 2010 CIP as "alternative" projects. They are included in the CIP, but will only be done if alternative or non-traditional funding sources can be identified. This includes \$7.2 million for the reconstruction of the S-Curve on the Authority's Red Line between the West Boulevard and W. 117<sup>th</sup> Street Stations, \$5.7 million for a larger scale reconstruction project on the Airport Tunnel at the west end of the Red Line, and \$2.0 million of preliminary construction work on the Brookpark Station. The remaining budget is spread in smaller amounts over other projects included within this category.

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# 2010 - 2014 Capital Improvement Plan

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## RTA Development Fund (continued)

### Transit Centers / Bus Loops - \$492 thousand

There are two projects included for the 2010 Budget Year. The first is \$397,000 for various passenger enhancements at bus and rail facilities and the second is \$95,000 for preliminary work on a proposed West Side Transit Center.

### 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 2010.

The updated GCRTA Strategic Plan will provide focus on strategic initiatives from 2010 – 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:

- Completing the recently opened HealthLine / Euclid Corridor Transportation Project and 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 Key Station requirement agreement.

The GCRTA Strategic Plan, now in development, will review these goals and develop objectives that will support them.

## RTA Development Fund Balance Analysis

	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2010 Budget	2011 Budget	2012 Budget
<b>Beginning Balance</b>	9,366,610	18,784,966	22,837,466	33,485,254	30,508,300	50,263,847	41,061,638
<b>Revenue</b>							
General Obligation Debt Proceeds	25,003,289	0	35,472,559	0	20,000,000	0	0
Transfer from RTA Capital Fund	5,000,000	5,000,000	7,600,882	8,346,054	8,475,400	8,225,400	8,175,400
Investment Income	1,112,118	844,393	1,672,096	271,990	325,000	375,000	375,000
Federal Capital Grants	71,849,886	74,319,702	86,109,609	65,807,459	59,227,000	45,901,244	48,176,409
ARRA Federal Capital Grants	0	0	0	7,840,623	30,823,088	7,084,988	0
State Capital Grants	6,011,798	8,532,391	9,370,685	9,162,154	968,147	968,147	960,000
Capital Lease	0	25,000,000	0	0	0	0	0
Other Revenue	500,000	2,810,906	1,837,731	0	1,000,000	1,000,000	1,000,000
<b>Total Revenue</b>	<b>109,477,091</b>	<b>116,507,392</b>	<b>142,063,562</b>	<b>91,428,280</b>	<b>120,818,635</b>	<b>63,554,779</b>	<b>58,686,809</b>
<b>Total Resources</b>	<b>118,843,701</b>	<b>135,292,358</b>	<b>164,901,028</b>	<b>124,913,534</b>	<b>151,326,935</b>	<b>113,818,626</b>	<b>99,748,447</b>
<b>Expenditures</b>							
Capital Outlay	99,198,421	109,944,506	128,830,215	93,705,234	100,363,088	72,306,988	71,037,000
Other Expenditures	0	2,000,000	472,559	0	0	0	0
Transfer to Bond Retirement Fund	860,314	510,386	2,113,000	700,000	700,000	450,000	450,000
<b>Total Expenditures</b>	<b>100,058,735</b>	<b>112,454,892</b>	<b>131,415,774</b>	<b>94,405,234</b>	<b>101,063,088</b>	<b>72,756,988</b>	<b>71,487,000</b>
<b>Ending Balance</b>	<b>18,784,966</b>	<b>22,837,466</b>	<b>33,485,254</b>	<b>30,508,300</b>	<b>50,263,847</b>	<b>41,061,638</b>	<b>28,261,447</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

**FUNDING SOURCE**

CATEGORY / PROJECT NAME	PROJECT NUMBER	2010	2011	2012	2013	2014	TOTALS 2010-2014
<b><u>RAIL PROJECTS</u></b>							
<b><u>ELECTRICAL SYSTEM</u></b>							
Substation Replacement - West 117th Street TBD	21800160	0	0	130,000	3,220,130	0	3,350,130
	3,350,130						
Substation Replacement - West 65th Street TIP TBD	21800190	114,000	2,900,000	0	0	0	3,014,000
	114,000						
	2,900,000						
Substation Replacement - East 120th Street TBD	21800240	0	0	0	143,000	3,236,000	3,379,000
	3,379,000						
Sectionalize Tower City Catenary System TBD	21800260	0	0	0	30,000	600,000	630,000
	630,000						
Substation Replacement - Fairhill Avenue TIP	21800290	2,790,000	0	0	0	0	2,790,000
	2,790,000						
Second Independent Feed for E. 55th Street Substation TBD	21800360	0	0	0	60,000	1,860,000	1,920,000
	1,920,000						
Substation Replacement - Puritas Avenue TBD	21800390	0	122,000	3,212,130	0	0	3,334,130
	3,334,130						
<b>Sub-Total - Electrical System</b>		<b>2,904,000</b>	<b>3,022,000</b>	<b>3,342,130</b>	<b>3,453,130</b>	<b>5,696,000</b>	<b>18,417,260</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

**FUNDING SOURCE**

CATEGORY / PROJECT NAME	PROJECT NUMBER	2010	2011	2012	2013	2014	TOTALS 2010-2014
<b><u>RAIL PROJECTS - Cont.</u></b>							
<b><u>TRACK REHABILITATION</u></b>							
Rail Infrastructure Program	23320190	1,750,000	1,500,000	1,500,000	1,500,000	1,500,000	7,750,000
Federal Grant		1,500,000					
TIP		1,500,000					
TBD		4,750,000					
S-Curve Reconstruction on Heavy Rail Line	23800170	7,230,000	0	0	0	0	7,230,000
TBD		7,230,000					
Airport Tunnel Rehabilitation	23800180	5,650,000	0	0	0		5,650,000
TBD		5,650,000					
Light Rail Crossings Improvements	23800190	2,115,000	2,170,000	0	0	0	4,285,000
TIP		2,115,000					
TBD		2,170,000					
<b>Sub-Total - Track Rehabilitation</b>		<b>16,745,000</b>	<b>3,670,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>24,915,000</b>
<b><u>RAIL STATION REHABILITATION</u></b>							
Lee Road/Van Aken Blvd. LRV Station Rehabilitation	24570240	0	3,925,000	100,000	0	0	4,025,000
TBD			4,025,000				
Woodhill Road LRV Station Rehabilitation	24800220	195,000	0	0	0	0	195,000
TIP		100,000					
TBD		95,000					
East 116th Street LRV Station Rehabilitation	24800370	0	665,000	3,925,000	75,000	0	4,665,000
TBD			4,665,000				
Mayfield Road HRV Station	24570140	50,000	10,256,250	150,000	50,000	0	10,506,250
TIP		50,000					
TBD		10,456,250					

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

<b>FUNDING SOURCE</b>							
<b>CATEGORY / PROJECT NAME</b>	<b>PROJECT NUMBER</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>TOTALS 2010-2014</b>
<b><u>RAIL PROJECTS - Cont.</u></b>							
University Circle HRV Station Rehabilitation TIP 25,000 Federal Earmark 2,000,000 TBD 11,510,000	24570160	25,000	13,210,000	250,000	50,000	0	13,535,000
Brookpark Road HRV Station Rehabilitation TBD 14,090,000	24800260	2,000,000	0	0	12,090,000	0	14,090,000
<b>Sub-Total - Rail Station Rehabilitation</b>		<b>2,270,000</b>	<b>28,056,250</b>	<b>4,425,000</b>	<b>12,265,000</b>	<b>0</b>	<b>47,016,250</b>
<b><u>TRAIN CONTROL / SIGNAL SYSTEM</u></b>							
Light Rail (LR) Signal Upgrade - East 79th Street to Shaker Square TIP 0 TBD 8,095,000	26800240	0	0	7,820,000	150,000	125,000	8,095,000
<b>Sub-Total - Train Control / Signal System</b>		<b>0</b>	<b>0</b>	<b>7,820,000</b>	<b>150,000</b>	<b>125,000</b>	<b>8,095,000</b>
<b><u>RAIL VEHICLE FLEET</u></b>							
Tokyu Car (HRV) Overhaul Federal Grant 5,521,250 TIP 2,404,750	47291550	5,526,000	2,400,000	0	0	0	7,926,000
<b>Sub-Total - Rail Vehicle Fleet</b>		<b>5,526,000</b>	<b>2,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,926,000</b>
<b><u>RAIL EXPANSION</u></b>							
Blue Line Extension TIP 0 TBD 49,100,000	34800190	0	2,150,000	2,350,000	22,300,000	22,300,000	49,100,000
<b>Sub-Total - Rail Expansion</b>		<b>0</b>	<b>2,150,000</b>	<b>2,350,000</b>	<b>22,300,000</b>	<b>22,300,000</b>	<b>49,100,000</b>
<b>TOTAL - RAIL PROJECTS</b>		<b>27,445,000</b>	<b>39,298,250</b>	<b>19,437,130</b>	<b>39,668,130</b>	<b>29,621,000</b>	<b>155,469,510</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

<b>FUNDING SOURCE</b>							
<b>CATEGORY / PROJECT NAME</b>	<b>PROJECT NUMBER</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>TOTALS 2010-2014</b>
<b><u>TRANSIT CENTERS</u></b>							
<b><u>BUS SHELTERS</u></b>							
Passenger Shelters	28540110	0	345,000	0	345,000	0	690,000
TIP	345,000						
TBD	345,000						
<b>Sub-Total - Bus Shelters</b>		<b>0</b>	<b>345,000</b>	<b>0</b>	<b>345,000</b>	<b>0</b>	<b>690,000</b>
<b><u>TRANSIT WAITING ENVIRONMENT</u></b>							
Transit Waiting Environment Program	30570160	0	225,000	0	225,000	0	450,000
TIP	450,000						
Passenger Enhancements	30570180	397,000	0	405,000	0	410,000	1,212,000
Federal Grant: Enhancements	397,000						
TBD	815,000						
<b>Sub-Total - Transit Waiting Environment</b>		<b>397,000</b>	<b>225,000</b>	<b>405,000</b>	<b>225,000</b>	<b>410,000</b>	<b>1,662,000</b>
<b><u>TRANSIT CENTERS</u></b>							
Mayfield / Highland Heights Transit Center	30570230	0	2,125,000	50,000	3,590,000	0	5,765,000
TIP	5,765,000						
Brecksville Transit Center	30570540	0	2,155,000	3,375,000	25,000	0	5,555,000
TIP	5,555,000						
West Side Transit Center	30570640	95,000	1,245,000	1,550,000	8,400,000	0	11,290,000
TBD	95,000						
TIP	11,195,000						
Clifton Transit Enhancement Program	61800190	0	11,100,000	0	0	0	11,100,000
TIP	11,100,000						
<b>Sub-Total - Transit Centers</b>		<b>95,000</b>	<b>16,625,000</b>	<b>4,975,000</b>	<b>12,015,000</b>	<b>0</b>	<b>33,710,000</b>
<b>TOTAL - TRANSIT CENTERS/SHELTERS</b>		<b>492,000</b>	<b>17,195,000</b>	<b>5,380,000</b>	<b>12,585,000</b>	<b>410,000</b>	<b>36,062,000</b>



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

**FUNDING SOURCE**

CATEGORY / PROJECT NAME	PROJECT NUMBER	2010	2011	2012	2013	2014	TOTALS 2010-2014
<b><u>FACILITIES IMPROVEMENTS</u></b>							
<b><u>BRIDGE REHABILITATION</u></b>							
Track Bridge Rehabilitation - East Boulevard TIP	20800150	0	1,820,000	0	0	0	1,820,000
			1,820,000				
Track Bridges Rehabilitation - E. 81st & 83rd Streets TIP	20800160	0	448,000	100,000	3,418,500	0	3,966,500
			448,000				
TBD			3,518,500				
Track Bridge Rehabilitation - CSX & East 92nd Street TBD	20800170	0	0	335,000	0	2,325,000	2,660,000
			2,660,000				
Track Bridge Rehabilitation - Light Rail Trunk Line Federal Grant	20800190	2,350,000	0	0	0	0	2,350,000
			2,350,000				
Track Bridge Rehabilitation - Mayfield Road TBD	20800340	0	1,882,500	0	0		1,882,500
			1,882,500				
<b>Sub-Total - Bridge Rehabilitation</b>		<b>2,350,000</b>	<b>4,150,500</b>	<b>435,000</b>	<b>3,418,500</b>	<b>2,325,000</b>	<b>12,679,000</b>
<b><u>System-Wide Facilities</u></b>							
Bus Facilities Lighting Upgrades Federal - TIGER Grant	32800100	1,292,400	0	0	0	0	1,292,400
			1,292,400				
Rail Facilities & Lighting Upgrades Federal - TIGER Grant	32800110	536,600	0	0	0	0	536,600
			536,600				
Woodhill Service Building Roof Federal - TIGER Grant	32800190	428,000	0	0	0	0	428,000
			428,000				
<b>Sub-Total - System-Wide Facilities</b>		<b>2,257,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,257,000</b>
<b>TOTAL - FACILITIES IMPROVEMENTS</b>		<b>4,607,000</b>	<b>4,150,500</b>	<b>435,000</b>	<b>3,418,500</b>	<b>2,325,000</b>	<b>14,936,000</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

**FUNDING SOURCE**

<b><u>BUSES</u></b>								
<b><u>BUS IMPROVEMENT PROGRAM</u></b>								
Bus Improvement Program	10390100	0	0	8,200,000	21,350,000	26,160,000	55,710,000	
TIP		0						
TBD		55,710,000						
<b>Sub-Total - Bus Improvement Program</b>		<b>0</b>	<b>0</b>	<b>8,200,000</b>	<b>21,350,000</b>	<b>26,160,000</b>	<b>55,710,000</b>	
<b><u>PARATRANSIT IMPROVEMENT PROGRAM</u></b>								
Paratransit Bus Improvement Program	12390280	0	95,000	2,010,000	0	0	2,105,000	
TIP		95,000						
TBD		2,010,000						
<b>Sub-Total - Paratransit Improvement Program</b>		<b>0</b>	<b>95,000</b>	<b>2,010,000</b>	<b>0</b>	<b>0</b>	<b>2,105,000</b>	
<b>TOTAL-BUSES</b>		<b>0</b>	<b>95,000</b>	<b>10,210,000</b>	<b>21,350,000</b>	<b>26,160,000</b>	<b>57,815,000</b>	
<b><u>EQUIPMENT &amp; VEHICLES</u></b>								
<b><u>Mgt. Information System</u></b>								
Oracle Upgrade to Version 12	42610100	350,000	0	0	0	0	350,000	
TIP		350,000						
Operator Dispatch System	42610180	1,060,000	0	0	0	0	1,060,000	
TIP		1,060,000						
<b>Sub-Total - Mgt. Information System</b>		<b>1,410,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,410,000</b>	
<b>TOTAL - EQUIPMENT &amp; VEHICLES</b>		<b>1,410,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,410,000</b>	

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2010 - 2014 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

**FUNDING SOURCE**

**OTHER PROJECTS**

Force Account Labor For Grants TBD	1,500,000	49101240	300,000	300,000	300,000	300,000	300,000	1,500,000
Project Administration For Grants TBD	1,500,000	49111520	300,000	300,000	300,000	300,000	300,000	1,500,000
Paratransit Operating Expenses Reimbursement TBD	3,456,000	49310100	3,456,000	0	0	0	0	3,456,000
TSA - Canine Teams Transit Security Grant	360,000	49340290	120,000	120,000	120,000	0	0	360,000
JARC - ARRA Federal Grant - ARRA	1,863,000	49350100	1,863,000	0	0	0	0	1,863,000
Planning Studies Non-Traditional Grant TIP	120,000 480,000	49570170	120,000	120,000	120,000	120,000	120,000	600,000
Fare Collection Equipment Lease Federal Grant TIP	3,640,500 8,494,500	49650180	2,427,000	2,427,000	2,427,000	2,427,000	2,427,000	12,135,000
Capitalized Operating Expenses Federal Grant TIP	27,284,000 109,136,000	51670190	27,284,000	27,284,000	27,284,000	27,284,000	27,284,000	136,420,000

<b>TOTAL - OTHER PROJECTS</b>	<b>35,870,000</b>	<b>30,551,000</b>	<b>30,551,000</b>	<b>30,431,000</b>	<b>30,431,000</b>	<b>157,834,000</b>
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<b>TOTAL RTA DEVELOPMENT FUND</b>	<b>69,824,000</b>	<b>91,289,750</b>	<b>66,013,130</b>	<b>107,452,630</b>	<b>88,947,000</b>	<b>423,526,510</b>
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<b>TOTAL RTA CAPITAL FUND (Page CIP-30)</b>	<b>2,245,350</b>	<b>2,450,700</b>	<b>2,578,700</b>	<b>2,866,650</b>	<b>2,689,000</b>	<b>12,830,400</b>
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<b>GRAND TOTAL CAPITAL IMPROVEMENT PLAN</b>	<b>72,069,350</b>	<b>93,740,450</b>	<b>68,591,830</b>	<b>110,319,280</b>	<b>91,636,000</b>	<b>436,356,910</b>
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