

2013-2017 Capital Improvement Plan

Introduction

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

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

In recent years, the goal of the CIP process has been to prioritize needs and better align the Authority's ongoing capital program with available Local and non-Local funding resources. In turn, this led to the programming of capital projects timed with upcoming and future Federal Fiscal Year (FFY) grants, to a reduction of 100 percent in locally funded small capital projects, and in some cases to the deferral of programmed capital projects into future years.

The financial demands of the capital program remain at a high level, but the decision to closely align scheduled activities with funding has reduced the number of budgeted projects in a given year and, in essence, has moved the CIP from a five to an eight-year plan. The 2013-17 CIP includes the first five programmed years of the Authority's Capital Program, with out-year projects, covering 2018 . 2020, in preliminary development.

Organization of the Capital Improvement Plan

This chapter contains the 2013-2017 Capital Improvement Plan of the Authority. The first year of the plan reflects the Board approved FY 2013 Capital Improvement Budget Appropriation that is the guide for 2013 capital projects. The following four years of the CIP outline planned long-term capital plans of the Authority. Projects and budget amounts included in these out-years are subject to change in future CIPs based on financial circumstances, changes in project time lines or in capital priorities.

A summary of the Authority's capital assets helps to put these projects into perspective. The size, age, and service requirements of the bus and rail fleets support plans including the ongoing Bus Improvement Program and the Heavy Rail (HR) interior overhaul project. Similarly, the age, purpose and maintenance history of the RTA's facilities provide a basis for reconstruction and rehabilitation decisions as the CIP is developed.

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.

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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 2013 Capital Improvement Budget and the four out-years of the overall 2013 - 2017 CIP. Smaller locally funded projects included in the RTA Capital Fund are listed in Department order, while larger, grant and locally funded RTA Development Fund projects are organized by project category and reflect specific funding sources, supporting those projects.

Capital Assets

The principal share of expenditures planned within the 2013 - 17 CIP focus on attaining a State of Good Repair (SGR) for the Authority's capital assets and for the reimbursement of preventive maintenance and other expenses generated within the Operating Budget. It continues to focus on addressing a backlog of needed capital improvements on the Authority's infrastructure. 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-7.

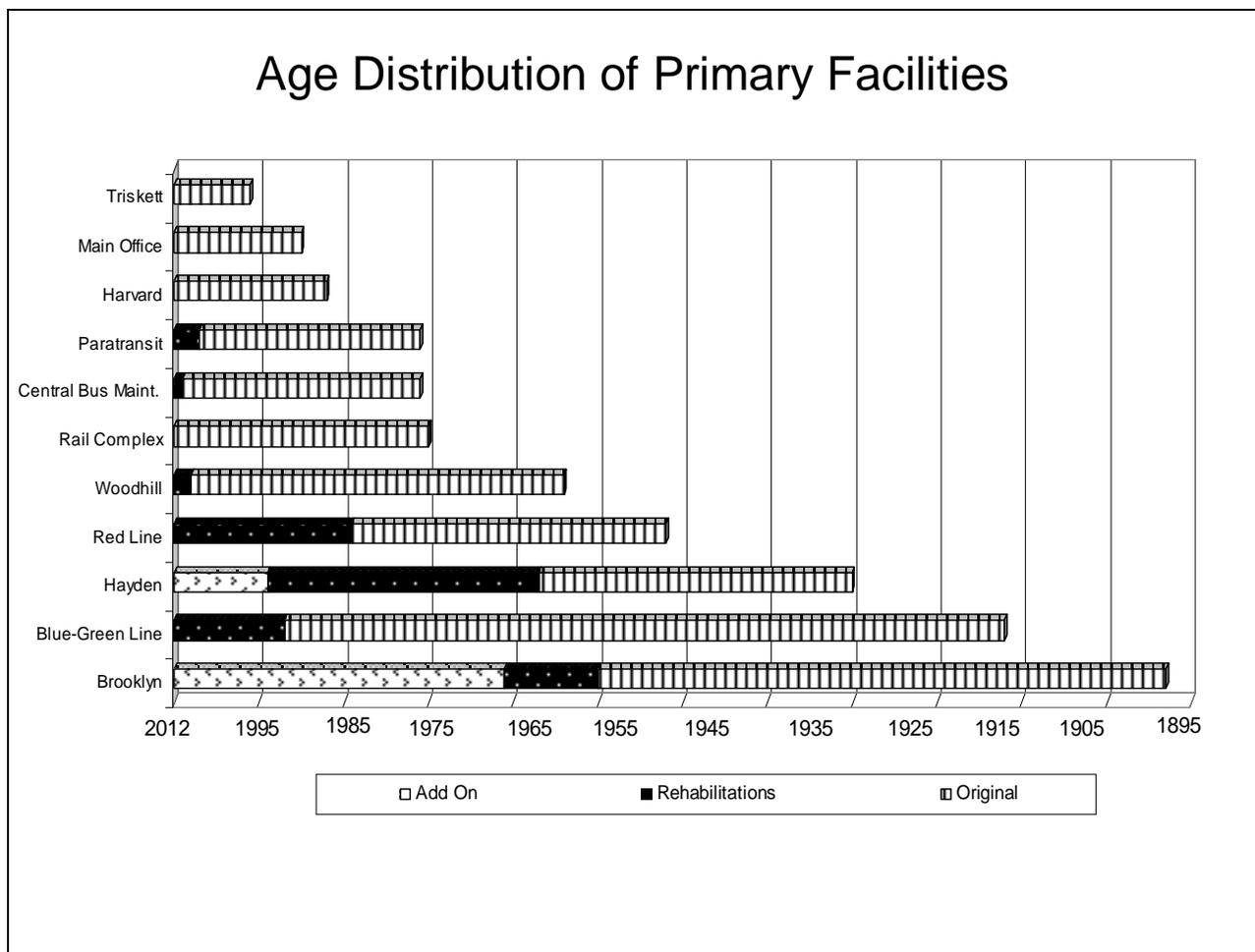


Figure CIP. 1: Age Distribution of GCRTA Primary Facilities

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Capital Assets (continued)

Facilities

Brooklyn Garage Facility

The Brooklyn Garage, built in 1895 with additions in both 1955 and 1969, remained in service as a bus facility until 2003. In late 2012, the Authority entered into a five-year lease agreement with a third party that includes an option to purchase the property.

Bus District Garage Facilities

The Authority has two active bus district garages:

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

Central Bus Maintenance Facility

The Central Bus Maintenance Facility (CBM), at 2500 Woodhill Road, was put into service in 1983 and houses a remanufacturing division, diagnostic center, general bus service & maintenance area, and central stores. Various facilities improvements and lift replacements, funded from a Federal State of Good Repair grant, will be completed in FY 2013.

Customer Service Centers

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

Harvard Garage Facility

The Harvard Garage opened for service as a bus garage in 1995 and remained open until FY 2010. It is currently mothballed under a regular maintenance schedule and if needed, operations could resume at the facility within 30 days.

Main Office Building

The Main Office Building, a renovated warehouse in the downtown Cleveland Warehouse District, located at 1240 West Sixth Street, opened in September of 1997. This facility houses the administrative functions of the Authority and the Authority's Communication Center.

Paratransit Facility

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all Paratransit functions including scheduling, dispatching and both revenue and non-revenue vehicle repairs. A 24-month rehabilitation project, (is nearly completed) with additional work funded from a Federal State of Good Repair grant, that includes various facilities improvements and replacement of equipment, will be completed in FY 2013.

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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 over 8,300 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.

Passenger Shelters

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

Rail District Complex

The Rail District Complex, located at 6200 Grand Avenue, went into service between 1982 and 1983. It houses Rail Headquarters, the Central Rail Maintenance Facility, which handles all mechanical, body, and electrical repairs for the rail fleet, the Central Rail Service Building, the RTA Rail Yards, and is the location of the Authority's Transit Police Headquarters. All buildings are scheduled for a complete roof replacement in FY 2013.

Transit Centers

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

Woodhill Garage Facility

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

Rail System

The Blue and Green Lines

The Blue, Green and Waterfront Lines comprise the RTA's Light Rail (LR) System. The Waterfront Line runs along the Lakefront to Tower City. From the downtown Tower City Station, the Blue and Green lines run on shared track east to Shaker Square, where they separate. From there, the Blue Line follows Van Aken Boulevard to its termination at Warrensville-Center Road, while the Green Line travels along Shaker Boulevard and terminates at Green Road. Most of the 13.5-mile LR lines were built between 1913 and 1920, with the exception of a 2.2-mile Waterfront Line extension that was added in 1996. The Authority's Light Rail System has 35 stations; including three it shares with the Red Line at Tower City and the East 34th/Campus and East 55th Street Stations. The entire Light Rail System, including tracks, infrastructure, and stations was reconstructed between 1980 and 1984.

The reconstruction of the Woodhill Station is nearing completion and reconstruction of the Lee/Van Aken Station will begin in FY 2013. Budgeted projects for the Light Rail System in FY 2013 include a combined \$2.70 million of track work for the reconstruction of the Shaker Square junctions and grade crossings (\$1.60 million) and at two Light Rail Stations (\$700,000). Also included is a combined \$2.09 million for engineering and design services for three projects - the reconstruction of the East 116th St. Station (\$846,200), the rehabilitation of a retaining wall on the combined Light Rail line between Buckeye/Woodhill and Shaker Square (\$652,200), and the next phase of the ongoing Light Rail Grade Crossing Improvements program (\$596,400).

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Bridges/Tunnels

The GCRTA is responsible for the maintenance and inspection of 63 track bridges owned within its right-of-way. This includes four station bridges, eight highway bridges, nine service/access bridges, one transit tunnel, five fly-over bridges on the Red Line, and the ¾ mile long viaduct bridge over the Cuyahoga River. The GCRTA also has joint responsibility for inspecting and maintaining the substructures of 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, 16 track bridges and six street bridges, including the shared Light Rail Trunk Line Bridge, have been rehabilitated and the closed Rockefeller Bridge demolished with the Airport Tunnel rehabilitation currently underway. In the next five years engineering & design services and/or rehabilitation work is planned on four track bridges. Planned work in FY 2013 includes \$1.97 million for the rehabilitation of the East Boulevard Track Bridge, \$500,000 for interim repairs to the Central Rail Road Bridge over the N/S tracks, and \$378,000 for engineering and design services for the rehabilitation of the Track Bridge over CSX track and East 92nd Street with construction scheduled in FY 2016.

The Red Line

The RTA's Heavy Rail (HR), or Red Line, runs on joint tracks for 19 miles from its eastern terminal at the Louis Stokes Station at Windermere, located in East Cleveland, through the Tower City Station in downtown Cleveland to its western terminal at Cleveland Hopkins International Airport. There are 18 stations along the line, eight east of downtown, one at Tower City in downtown Cleveland, and nine west of downtown. Fifteen of the Red Line stations were originally constructed between 1954 & 1958. The remaining three, including the Line's western terminal at the Cleveland Hopkins Airport, were put into service in 1967.

The GCRTA has completely renovated or reconstructed nine of its Red Line stations since 2000 including the Puritas and East 55th Street Red Line Stations. Station projects currently under construction include the Heavy Rail Cedar . University Rapid Station and nearly completed Woodhill Station on the Light Rail line. Scheduled station projects for FY 2013 include construction and other associated work on the University Circle - Little Italy Station (relocated from East 120th Street) funded from a pending TIGER III grant for \$15.625 million, and engineering & design work for the Brookpark Station reconstruction project.

Large scheduled rail infrastructure projects for 2013 include a carryover project from FY 2012 . reconstruction of the Airport Tunnel at the west end of the Red Line that is currently underway with a scheduled completion in the second quarter of FY 2013. Timed with this project is the long-deferred reconstruction of the West Side S-Curve track section located between the West Boulevard & West 117th Street Stations. Funding was identified for this project and a contract was set in late FY 2012 with construction planned for the second quarter of FY 2013.

Right-of-Way

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

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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, and Waterfront Lines) systems. It was originally constructed and opened in 1930 for passenger rail service. It was modified in 1955 to accommodate Red Line heavy rail service and completely reconstructed in the late eighties. In FY 2013, the replacement of this station's escalators is programmed for \$2.30 million.

Revenue Vehicle Fleets

Conventional Buses

There were 452 vehicles in the GCRTA bus fleet at the end of 2012. The Authority's current fleet includes 348 40-foot transit buses; 23 40-foot commuter buses; 20 60-foot articulated hybrid bus rapid transit (BRT) vehicles; 17 60-foot articulated diesel buses; 15 29-foot circulator/trolley buses; 15 45-foot commuter buses; 11 30-foot trolley buses; and 3 60-foot articulated diesel BRTs. The average bus vehicle age was 8.7 years at the end of 2012. All buses age fifteen years or older have been retired from active service (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 below in Figure CIP-2.

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

1. Lowers maintenance costs;
2. Improves fleet reliability;
3. Distributes maintenance efforts more evenly;
4. Reduces the Authority's vulnerability to large groups of bus defects; and
5. Prevents one-time large purchases.

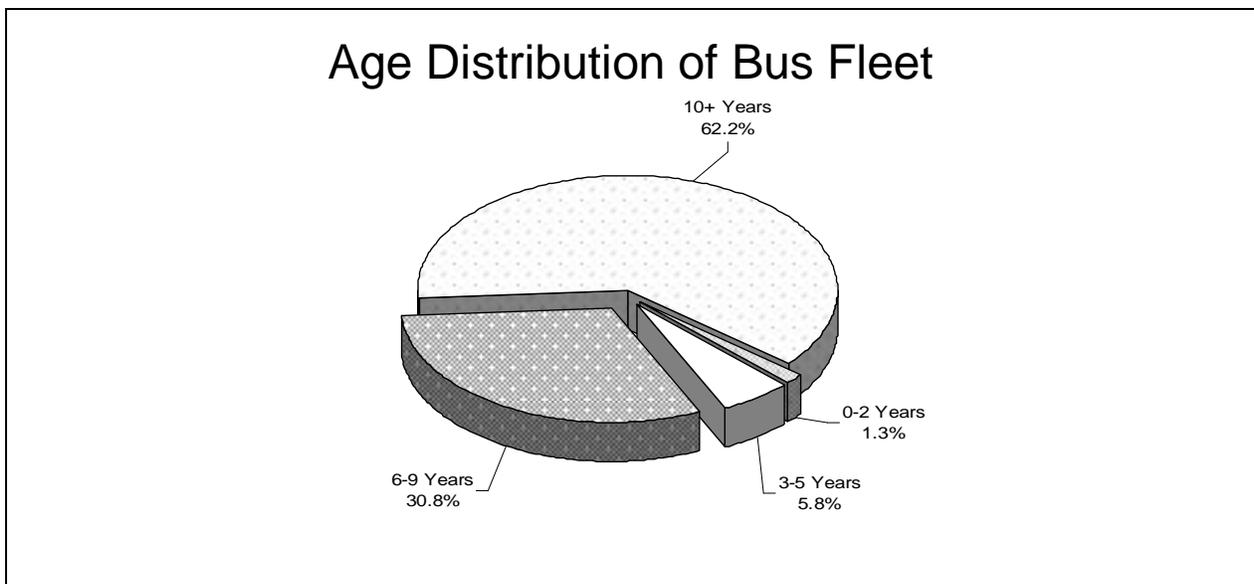


Figure CIP-2: Age Distribution of Bus Fleet

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The 2013 - 17 CIP includes a planned bus replacement program averaging 35 buses per year over a five-year period with delivery beginning in FY 2014. All current GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolleys and BRTs, are equipped with bicycle racks.

Paratransit Buses

The Authority's Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. There are 80 ADA compliant, wheelchair-equipped buses in the Paratransit fleet. The replacement of 20 Paratransit buses is scheduled for 2013 with additional replacements programmed for FY 2016 and 2017. 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 what is available to the general public. This continuing policy is designed to maintain 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 2012 was 31 years. A midlife overhaul of the Authority's Light Rail (LR) vehicle fleet was completed in 2011 and the Heavy Rail (HR) vehicle midlife mechanical overhaul is nearing completion. 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. In late 2012, as part of the HR vehicle overhaul, a project to rehabilitate the interiors of the HR vehicles was begun that will continue throughout FY 2013 and 2014.

There are 60 active Tokyu Heavy Rail vehicles, purchased in 1984 and 1985, which operate on the Red Line. The peak service requirements for the Red Line during rush hours are 18 cars, while special events require 36 cars. The 48 active Breda Light Rail vehicles, acquired between 1981 and 1983, run on the Blue, Green, and Waterfront Lines. Vehicle requirements for peak rush hour service are 13 cars, and 28 cars for peak special event services.

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 planned execution so that applications can be filed and approved. Furthermore, construction projects must be preceded by preliminary engineering and design work to determine the scope and specifications of the project.

The Calendar of Events, on page CIP-9, depicts the revised Capital Improvement and TIP planning cycles for the 2013-17 Capital Improvement Plan (CIP). The cycles have been moved to begin earlier in the calendar year to better align with the beginning of the new Federal Fiscal Year (FFY). The process began in March of 2012, when the Office of Management and Budget reviewed the budgeting policies and set the parameters for the Capital Budget, and concluded in December with the Board Adoption of the recommended 2013-17 CIP.

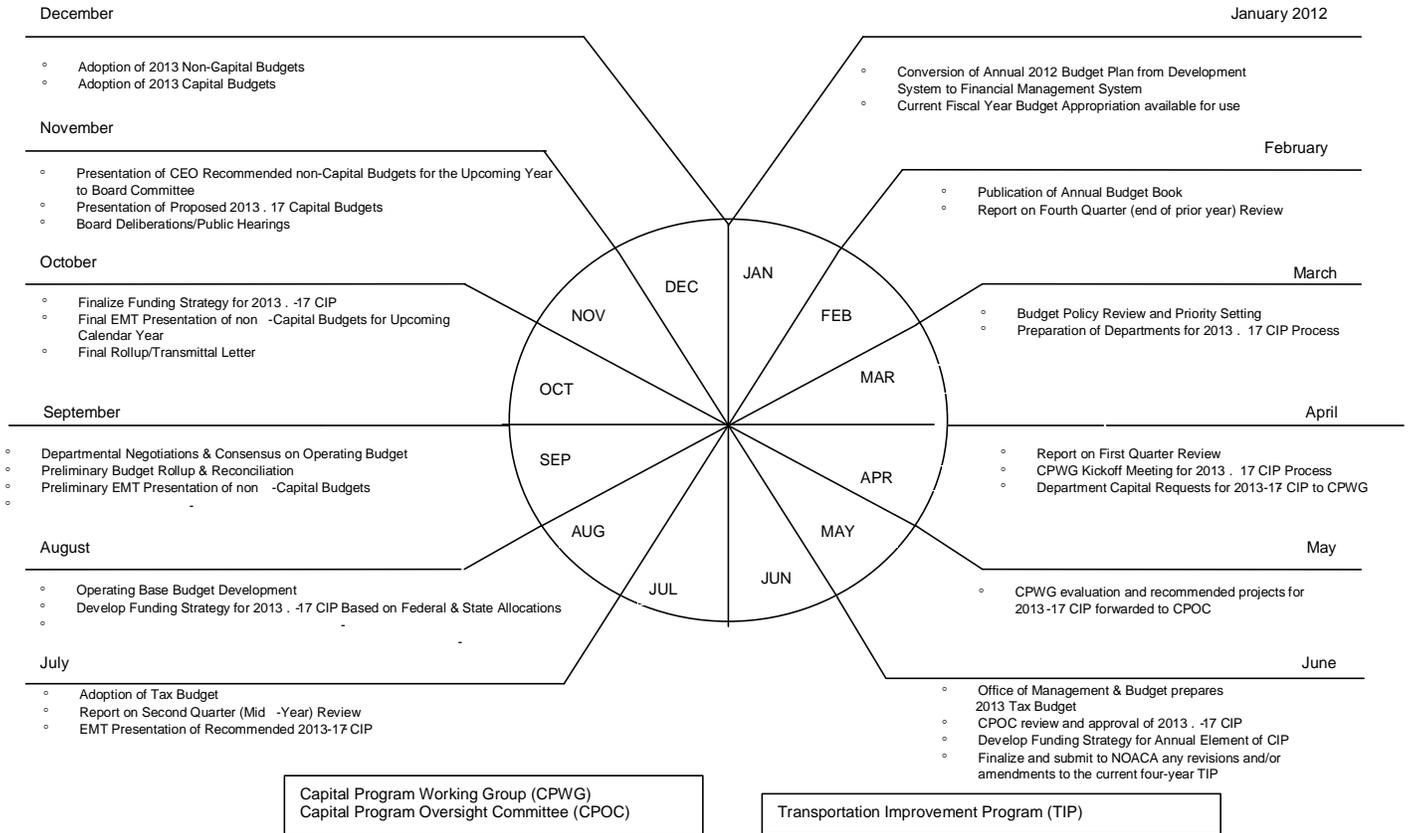
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With the start of the process, an initial review was done to assess the status of the projects included in the current year's Capital Improvement Budget. This included any delays in programmed project timelines, availability of grant funds, and an inter-departmental review of data and resources required for the upcoming CIP. The Authority's Divisions and Departments were provided a detailed set of instructions that included a review of the information required for the budget process to capture Capital Budget requests.

In May and June, OMB staff and the Capital Program Working Group (CPWG) reviewed all capital budget requests for consistency with the needs of the Authority's infrastructure, funding availability, the Authority's Long Range Plan, the current Transportation Improvement Plan (TIP), and the annual strategic planning process. Projects were then prioritized in accordance with RTA's priority areas (see pages CIP-11 & 12) and forwarded to the Capital Program Oversight Committee (CPOC). CPOC was formed to develop and monitor the Capital Program and to authorize the projected Capital Program with projected grant, local, and non-traditional revenue sources. After initial meetings with the Deputy General Managers at the division level and with the General Manager and the Executive Management Team at the organizational level, the recommended Capital Budgets for the 2013-17 CIP were finalized.

This was followed, in July, by a comprehensive mid-year review that assessed the status of the current year's Capital Improvement Budget. Based on the mid-year review, the upcoming CIP for 2013-17 was finalized and presented to the Board of Trustees' Finance Committee for discussion and review. Any outstanding issues with the 2013-17 CIP were resolved in anticipation of the public hearings at the Board of Trustees meeting in December at which time approval was given.

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Transportation Improvement Program

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into 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 and the GCRTA for preparing the transit component of the plan.

The GCRTA Long-Range Plan and its related five-year Strategic Plan guides the CIP and TIP. These plans articulate the types of services and markets the Authority expects to serve. The Authority's preparation of projects for inclusion in the TIP begins in April when departments request revisions or additions 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. The upcoming budget year's annual project requests are prioritized and, in turn, are submitted to the Capital Program Oversight Committee (CPOC) for review and approval.

The proposed Capital Budgets for the upcoming calendar year are presented to the Board of Trustees committees; further defined depending on funding allocations for the new Federal fiscal year and any revisions to the original Capital Budgets will be submitted for Board approval in December and through NOACA, incorporated into the current four-year TIP prior to the new Federal Fiscal Year.

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Capital Budget Appropriations

The budget process culminates when the Board approves the budget and establishes appropriation authority for the upcoming Fiscal Year. With respect to the Capital Budget, appropriation authority varies depending on which of the two Capital Improvement Funds, either the RTA Capital or RTA Development Fund, supports the project.

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

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, local matches for these grants, debt service and 100 percent local funds.

Budget authority for both RTA Capital and RTA Development Fund projects are established when the Board of Trustees approves the annual budget. The Board also approves grant applications and the acceptance of awards, which commits the Authority to providing matching funds when grant funds are drawn. Once approved, the Authority may draw against the grant until the project is completed or the time limit on the grant has expired. Grant awards can only fund projects specified in the application unless the Federal Transit Administration (FTA) or grantor agency approves an amendment.

Capital Improvement Financial Policies

The Board of Trustees has established a set of financial policies including some to ensure that adequate funds are regularly invested in maintaining the Authority's capital assets. These policies, which are highlighted in the Budget Guide, are used as goals for planning and controlling. They are as follows:

- An amount equivalent to at least 10 percent of sales tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 33 percent and a maximum of 67 percent. Due to the need to achieve a state of good repair throughout the Authority's capital assets, this ratio was not sustainable and has been changed to a minimum of 15 percent to a maximum of 85 percent.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

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Capital Improvement Criteria

Capital project requests for the 2013 . 2017 CIP 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.

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:

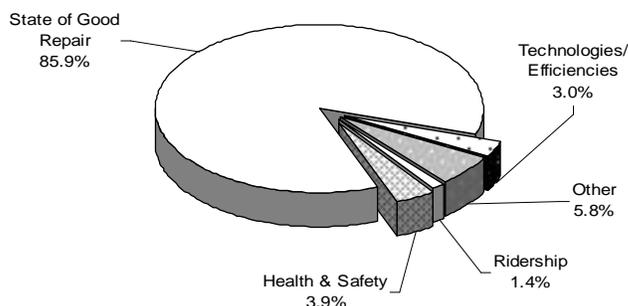
- **Ridership** . Maintaining current riders and attracting new customers
- **State of Good Repair** . Maintaining the Authority's current core business through investments in projects which are necessary in order to operate the existing infrastructure or add an additional dimension/mode to existing systems
- **Health and Safety** . Ensuring the physical well-being of the Authority's customers, employees, and the general public
- **Mandates** . Ensuring compliance with Federal and State mandates such as the Clean Air Act and Americans with Disabilities Act

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- **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
- **Transit Oriented Development** . Investing in projects that stimulate the development of current property with opportunities for private investment, increased revenue and ridership and encouraging partnerships with other organizations

Figure CIP-3 reflects the distribution of approved 2013 Capital Improvement projects. The largest portion of the 2013 Capital Budget, \$80.78 million or 85.9 percent, is for projects included within the State of Good Repair category that maintain or improve existing assets. This is followed by the Other Projects category that includes projects that have an environmental impact, are for mandated programs, or for transit oriented development with \$5.50 million, or 5.8 percent. The remaining categories make up the balance of the budgeted capital projects.

2013 Capital Projects by Priority Area (Millions)



Priority Area	2013	2014	2015	2016	2017	2013-17
Ridership	\$1.30	\$4.29	\$20.29	\$20.29	\$0.29	\$46.45
Health & Safety	\$3.70	\$0.23	\$0.23	\$0.25	\$0.25	\$4.65
State of Good Repair	\$80.78	\$66.32	\$50.18	\$59.89	\$53.34	\$310.51
Technologies/Efficiencies	\$2.79	\$0.74	\$1.22	\$0.48	\$0.96	\$6.19
Other	\$5.50	\$3.50	\$3.59	\$3.59	\$3.60	\$19.78
Total	\$94.06	\$75.07	\$75.50	\$84.50	\$58.43	\$387.58

Figure CIP-3: Capital Projects by Priority Area

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Financial Capacity

The nature of public transit requires that the Authority pursue a capital-intensive budget. The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local matching funds, and the ability to issue bonds. During the eighties and through the mid-nineties, the RTA favored a pay-as-you-go method, maximizing the benefits of Federal and State grant programs, and utilizing debt financing sparingly. Beginning in the mid-nineties, the use of debt significantly increased to meet the financial needs of an extremely aggressive Capital Improvement Program. This led to a significant increase in the overall debt service of the Authority . one that now requires principal and interest payments that will exceed \$20.75 million in FY 2013, FY 2014, and FY 2015.

At the end of 2012, the Authority will have a combined \$151.94 million in outstanding debt among six debt issues. They are, along with their original amounts, \$67.2 million issued in 2004, \$38.5 million issued in 2006, \$35.0 million of bonds and \$27.4 million of refunded bonds issued in 2008, and a \$25.0 million issuance and \$17.4 million refunding issuance in 2012.

In addition to determining the method of financing a project, capital investment decisions by the Authority also take into account a project's impact on operating costs. If a new facility is built, the operating budget must be capable of supporting any additional costs or be positioned to take advantage of efficiencies.

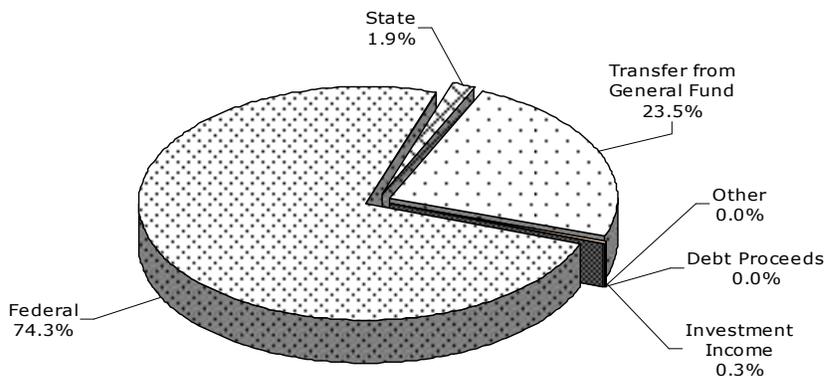
Federal Sources

As reflected in Figure CIP-4, Federal grants will provide approximately \$81.49 million, or 74.3 percent of capital improvement revenue during FY2013 and over the five-year CIP will provide close to 70 percent of funding for the Authority's programmed capital projects. Most major Federal grant programs require a local match though some do not. Through FFY 2012 Federal grant programs had been modified by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and confirmed by both the Transportation Equity Act for the Twenty First Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) adopted in 2005 and are described below.

SAFETEA-LU had been extended several times since and during FY 2012, a new Transportation Act entitled Moving Ahead for Progress in the 21st Century (MAP-21) was approved. Due to changes in Federal formula calculations, the inclusion of new census data in the determination of formula grants, and the incorporation of operating statistics relative to the all transit agencies, the new act will have a significant impact upon the Authority's capital improvement program in the future.

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FY 2013 Capital Improvement Revenue By Source (Millions)



	2010 Actual	2011 Actual	2012 Estimate	2013 Budget	2014 Estimate	2015 Estimate
Transfer from General Fund	\$12.53	\$12.10	\$12.64	\$21.27	\$20.48	\$13.50
Investment Income	\$0.25	\$0.24	\$0.16	\$0.23	\$0.25	\$0.25
Federal	\$81.49	\$51.10	\$47.02	\$67.24	\$70.69	\$67.79
State	\$1.81	\$0.78	\$1.14	\$1.73	\$1.73	\$1.73
Debt Proceeds	\$0.00	\$0.00	\$25.00	\$0.00	\$0.00	\$20.00
Other	\$0.00	\$1.50	\$3.30	\$0.00	\$0.00	\$0.00
Total	\$96.07	\$65.73	\$89.26	\$90.48	\$93.15	\$103.26

Figure CIP-4: Capital Improvement Revenue by Source

The primary impact is felt in the formula allocation for the Authority's rail systems. The former Federal Rail Modernization formula grant was allocation through a formula favorable to the Authority. It has now been replaced with a State of Good Repair (SOGR) program that incorporates both population and operating statistics into the formula allocations and will likely result in a reduction of formula funds for the rail system. Though clarified a bit in the short-term with the new MAP-21 legislation, the long-term Federal funding commitment to public transportation remains uncertain.

Section 5307 Capital Grants

Capital grants are provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources are allocated to urban areas according to a formula and are matched on an 80 percent Federal, 20 percent local basis. This grant program remains relatively unchanged in the new MAP-21 legislation, though the impact of the 2010 Census data will have a slightly negative impact on the expected amounts the Authority will receive from this formula grant funding source in the future. In addition, the State may contribute up to one-half of the local match.

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In past years, with the local match included, Section 5307 grant awards for the Authority totaled \$31.51 million for FFY 2010, \$28.74 million for FFY 2011, and \$28.70 million for FFY 2012. The final allocations for FFY 2013 have not yet been established, but the Authority's allocation is projected to be close to \$28.88 million. Though higher in amount than in the two previous years, it does not represent an increase when inflation is taken into account.

State of Good Repair (Formerly Section 5309 – Rail Modernization)

Since ISTEA, Federal participation for Section 5309 assistance has been distributed at the Federal Transit Administration's (FTA) discretion on an 80 percent Federal, 20 percent local basis. The ISTEA also instituted a multi-tier formula to allocate Section 5309 Rail Modernization grants, one that historically favored the older established rail systems. The formula allocation remained the same in the SAFETEA-LU legislation. The recent MAP-21 legislation though, eliminated the Section 5309 Grant program, replacing it with the Section 5337 State of Good Repair (SGR) grant program.

The most significant impact the new legislation will have on the Authority is the historical funding formula allocation was eliminated and replaced with one that relied upon operational statistics of a transit agency compared with the total of all transit agencies as well as the updated 2010 UZA Census data. The new formula is one that favors areas with growing populations along with expanding transit systems and with a relatively static UZA population. The Authority will be negatively impacted.

Including the 20 percent local match, the FFY 2010 Rail Modernization grant totaled \$17.52 million for various rail projects throughout the Authority. The FFY 2011 award of \$17.80 million was executed September 2011 and is funding work on various rail infrastructure and support preventive maintenance reimbursements, and the FFY 2012 Rail Modernization award slightly decreased to \$17.26 million. Under the new MAP-21 legislation for FFY 2013, the Authority expects to receive approximately \$14.25 million . a decrease of nearly \$3.0 million for capital projects.

Non-Traditional Federal Sources

Non-traditional Federal awards, including competitive and earmark grants, fall outside of the programs discussed above, but these have also been impacted by the MAP-21 legislation that eliminated the Section 5316 program for the Jobs Access Reverse Commute (JARC) that supported operating expenses related to the Authority's reverse commute program. Including the local match, the allocation of \$2.01 million from FFY 2012 was the last to be received.

In recent years funding from these sources made significant contributions to the Authority. Recent awards included \$45.7 million in 2009 of 100% Federal share grant funding through the Federal Stimulus program (ARRA) that supported an additional year's worth of unfunded programmed capital project budgets within the current CIP and allowed grant funding to catch up with the capital program budget.

Including the local share, the Authority also received \$30.2 million of capital funding from these non-traditional Federal sources in FY 2011. This included three awards totaling \$16.4 million for the reconstruction of the University Circle Red Line Station, a combined \$8.2 million in operating assistance awards, \$5.3 million for State of Good Repair projects at the Authority's bus garages, and \$287,000 for a workforce development program. In FY 2012, the Authority received two competitive grants. One for \$3.96 million was for improvements at the Brookpark & Windermere

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Red Line Stations and at the Strongsville Park-N-Ride and the second, for \$1.61 million was for the rehabilitation/expansion of the Southgate Park-N-Ride lot and to rehabilitate the Triskett, North Olmsted Park-N-Ride, and Sprague/Fair parking lots.

Additional grant requests by the Authority currently under review and expected to be received in FY 2013 include a TIGER III grant of \$15.63 million for the rehabilitation of the Mayfield Road Track Bridge and the construction of the University Circle . Little Italy Station on the Red Line, a \$2.80 million award for the Clifton Boulevard Transit Enhancement project, and a \$5.1 million award to reimburse ADA operating expenses.

State Sources

Administered through the Ohio Department of Transportation (ODOT), the State can contribute up to one-half of the local match portion of the Federal grant programs. In the past, the State contributed grant funds in this form, but in recent years, the State has been trending towards contributions that are project-specific rather than for local match contributions. In FY 2012, the Ohio Transit Preservation Partnership Program (OTPPP) awarded \$2.6 million of Federal funds for the reconstruction of the Red Lines Airport Tunnel and \$1.89 million of Federal funds is expected to be awarded in FY 2013 for the Authority's Revenue Vehicle Camera and DVR 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 2013, local support for the capital program is comprised of a \$21.27 million transfer from the General Fund (first component of the Sales Tax Contribution to Capital) and projected interest earnings of \$235,450. Additionally, a transfer of \$18.32 million from the General Fund to the Bond Retirement Fund is planned to cover the debt service payments from previous debt issues and a \$25.0 million Revenue Bond (RB) issuance in 2012 that had been deferred from the FY 2011 budget year.

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. In FY 2012 Revenue Bonds (RB) were issued for \$25.0 million in new debt and \$17.4 million in a refunding issuance. All of the Authority's current outstanding debt will mature by December 2031. The \$151.94 million balance of outstanding bonds at the end of 2012 will require principal and interest payments of \$20.75 million in 2013.

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.

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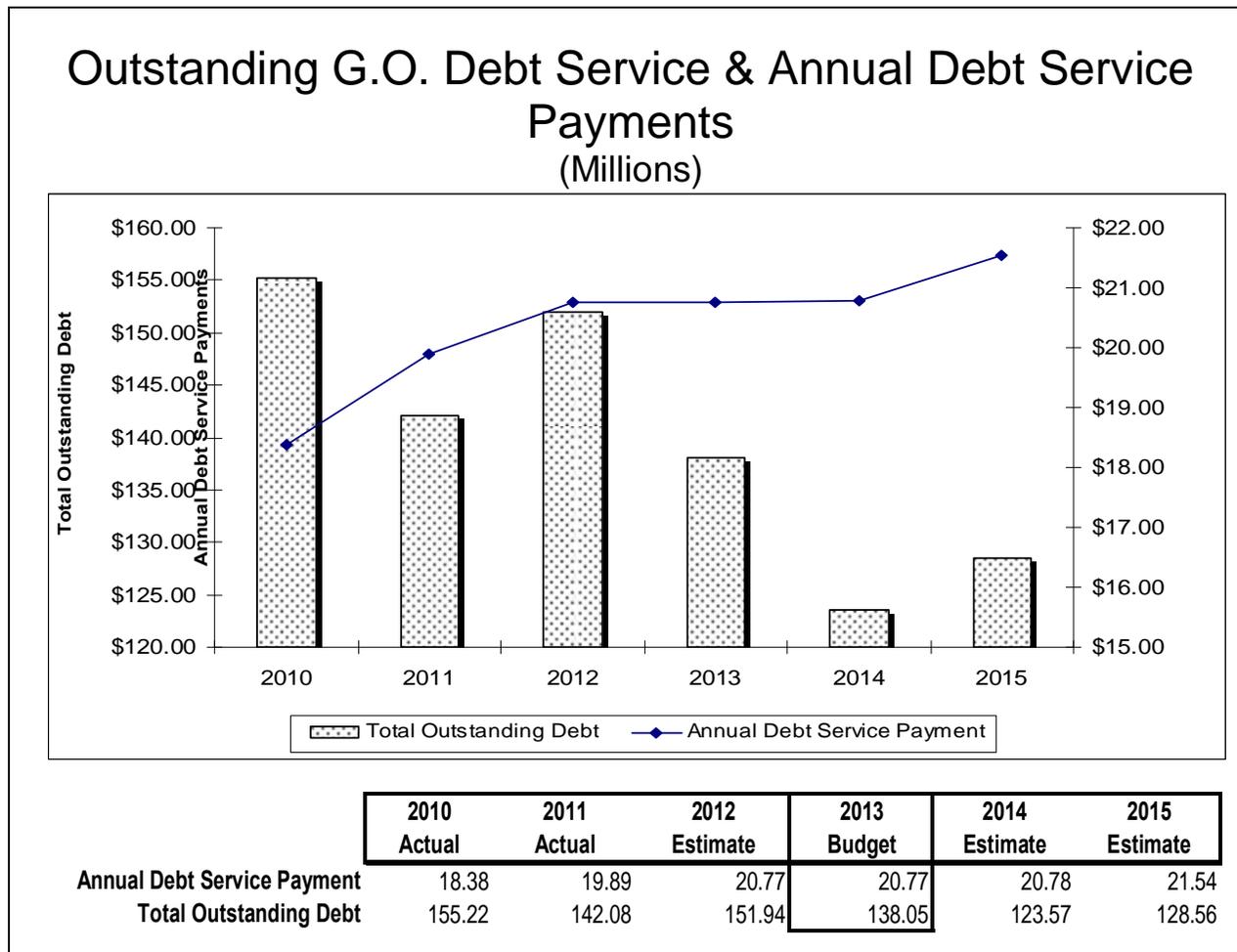


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

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

- I. Section 306.40 of the Ohio Revised Code limits the principal amount of bonds that are supported by property taxes to five percent of the assessed valuation within the Authority's territory. The assessed valuation of property within Cuyahoga County applicable to the GCRTA at the end of 2012 decreased to \$27.6 billion from \$29.8 billion at the end of 2011 that limits the amount of available debt to \$1.38 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 \$27.6 billion, annual debt servicing capacity would be close to \$27.6 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.

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- 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.

At 11.4584 mills, total outstanding debt issued by various public entities within the County exceeds the unvoted ten-mill limit, restricting the Authority's ability to issue any General Obligation Bonds in 2013. 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-17, the Authority could issue approximately \$92 million of unvoted debt assuming a 20-year maturity and a 4.5 percent interest rate. Its ability to issue more general obligation debt though is limited under the third constraint, in that the total outstanding debt issued as of year-end 2012 by various public entities within the County exceeds the unvoted ten-mill limit. Due to this restraint, the Authority issued new debt of \$25.0 million in Revenue Bonds in 2012.

Operating Impacts

A benefit of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. In 2013 the Authority's capital program will impact the Operating Budget in a variety of ways including:

- The Trustees' commitment to contribute a portion of sales tax revenues to the Capital Improvement Fund transfers resources that could be used to support operations. In the upcoming year, this amount is estimated at \$21.27 million.
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements continues to place pressure on the General Fund to contribute escalating amounts to the Capital Improvement Fund in the future, further reducing the amount available for operating expenditures.
- A decision to issue additional debt in FY 2012 for capital projects will result in debt service and interest payments of nearly \$20.75 million in 2012 and require a General Fund transfer to the Bond Retirement Fund of \$18.32 million.
- Some of the expenditures within the Operating Budget, primarily for personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2012, this activity will result in a projected \$1.7 million in reimbursements, mostly grant funded, to the General Fund.

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- In the last five fiscal years, covering 2007 thru 2011, \$121.7 million of Federal formula capital grants, an amount that includes both the 80-percent Federal and 20-percent Local Shares, were used to reimburse the Annual Operating Budgets for preventive maintenance activities rather than for planned capital projects to maintain, improve, or replace the Authority's capital assets. The 2013 Capital Budget includes an additional \$12.50 million of budget authority for this purpose, the lowest amount in years though again reducing the availability of funding for the Capital Program and continuing the process of deferring planned projects.
- The capital program helps to maintain the Authority's capital assets in a state of good repair that improves service delivery reliability and, in turn, helps to reduce maintenance costs incurred in the operating budget.
- Daily activities within the Operating Budget in 2013 are supported by the \$3.97 million appropriated to various capital projects contained within the RTA Capital Fund. These projects include the smaller (less than \$150,000), routine capital purchases and facilities maintenance activities and are exclusively supported by local funds from Sales & Use Tax revenue.

Capital Project Categories

The combined 2013-2017 Capital Improvement Plan (CIP) totals \$409.0 million. Projects included in the CIP are sorted into eight project categories . Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other Projects, Preventive Maintenance/Operating Reimbursements, Rail Projects, and Transit Centers.

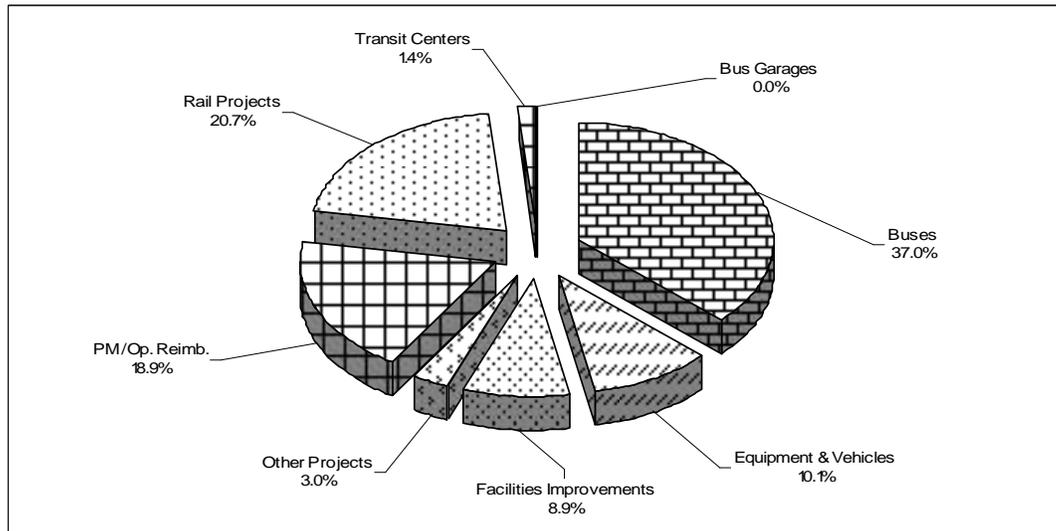
As reflected in Figure CIP-6, the Buses Category at \$34.77 million, or 36.7 percent, is the largest budgeted category in the 2013 Capital Budget. This amount represents the first year of a \$107.44 million program over the next five years to replace up to 175 40q buses and up to 60 paratransit buses. This is followed by the Rail projects category, with \$19.52 million, or 20.8 percent of the total and the Preventive Maintenance/Operating Expense projects category with \$17.81 million, or 18.9 percent.

To a lesser degree, the remaining capital categories make up the remainder of the 2013 capital budget. The largest of these is the Equipment & Vehicles category with \$9.49 million, or 10.1 percent of the 2013 capital budget, Facilities Improvements with \$8.36 million, or 8.9 percent, the Other Projects category with \$2.81 million, or 3.0 percent, and the Transit Centers category with \$1.30 million included in the 2013 capital budget, or 1.4 percent.

Unlike the CIP's from prior years, the largest budgeted category over the five-year period in the 2013 . 17 CIP is not for programmed reimbursements for preventive maintenance and other operating expenses, but instead is the Rail Projects category, which includes an unfunded budget of \$44.0 million for a proposed extension of the Blue Line at \$117.64 million or 30.4 percent, followed by the Bus Replacements category the second largest category within the total five-year CIP at \$107.44 million, or 27.7 percent, over the five-year period. These are followed by the Preventive Maintenance/Operating Reimbursements category with \$103.53 million, or 26.7 percent, Facilities Improvements at \$23.78 million, or 6.1 percent, Equipment & Vehicle purchases at \$18.35 million, or 4.7 percent, the Other Projects category with \$14.37 million, or 3.7 percent, and Transit Centers with \$2.45 million, or 0.7 percent of programmed projects. Due to the current state of good repair projects at the Bus Garages, there are no major programmed bus garage projects in the upcoming 2013-17 CIP.

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2013 Capital Projects by Category (Millions)



	2013	2014	2015	2016	2017	2013 - 17
Bus Garages	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Buses	\$34.77	\$28.08	\$10.78	\$15.52	\$18.30	\$107.44
Equipment & Vehicles	\$9.49	\$2.58	\$2.32	\$1.70	\$2.27	\$18.35
Facilities Improvements	\$8.36	\$6.15	\$2.01	\$5.09	\$2.18	\$23.78
Other Projects	\$2.81	\$2.82	\$2.91	\$2.91	\$2.92	\$14.37
PM/Oper. Reimb.	\$17.81	\$18.31	\$20.81	\$23.31	\$23.31	\$103.53
Rail Projects	\$19.52	\$16.85	\$36.39	\$35.69	\$9.19	\$117.64
Transit Centers	\$1.30	\$0.29	\$0.29	\$0.29	\$0.29	\$2.45
Total	\$94.06	\$75.07	\$75.50	\$84.50	\$58.43	\$387.58

Figure CIP-6: Capital Projects by Category

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 a transfer from the General Fund to RTA Capital began in 1989, is the only source of

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revenue into this fund other than investment income. In 2013, transfers from the General Fund will increase to \$21.27 million, or 11.48 percent of expected sales tax revenues along with anticipated investment income of \$650. The transfer amount, in combination with the transfer of

\$18.32 million from the Operating Budget to the Bond Retirement Fund brings the total commitment to Capital to \$39.59 million or 21.4 percent of the projected 2013 sales & use tax revenue.

FY 2013 budgeted expenditures or cash flows within the RTA Capital Fund of \$22.42 million include \$1.35 million for Asset Maintenance projects, \$2.10 million for Routine Capital purchases, and an \$18.97 million transfer into the RTA Development Fund. The estimated 2013 ending balance of \$1.85 million is a decrease from prior years as additional local financial resources are positioned for the Authority's upcoming bus purchases over the next five years.

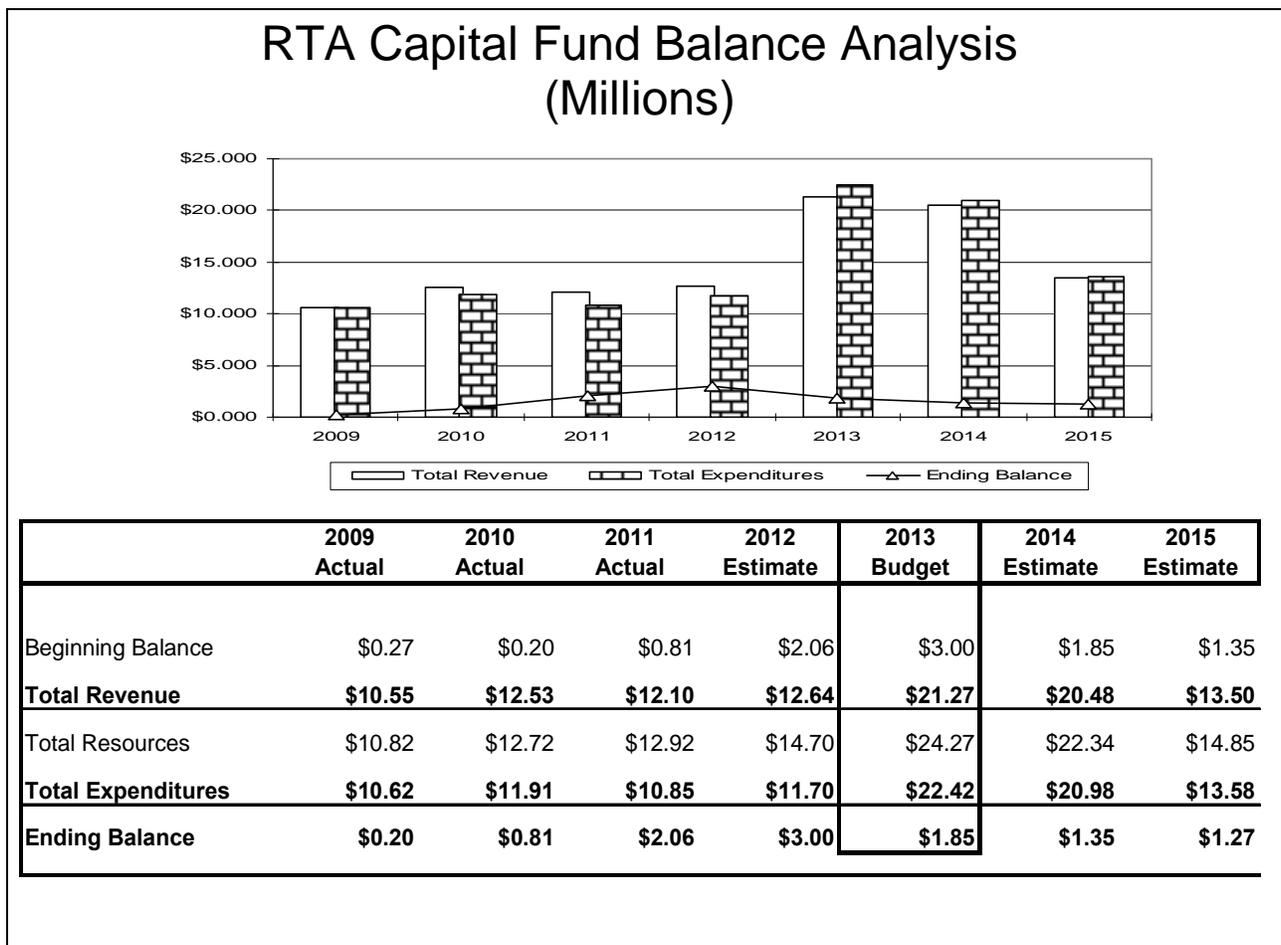


Figure CIP-7: RTA Capital Fund Balance Analysis

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RTA Capital Fund Balance Analysis

	2009 Actual	2010 Actual	2011 Actual	2012 Estimate	2013 Budget	2014 Budget	2015 Budget
Beginning Balance	270,264	197,782	814,717	2,061,599	3,003,989	1,854,228	1,354,923
Revenue							
Transfer from General Fund	10,550,000	12,525,000	12,101,441	12,636,995	21,270,044	20,484,550	13,497,116
Investment Income	370	235	265	650	450	400	400
Other Revenue	0	41	0	0	0	0	0
Total Revenue	10,550,370	12,525,276	12,101,706	12,637,645	21,270,494	20,484,950	13,497,516
Total Resources	10,820,634	12,723,058	12,916,423	14,699,244	24,274,483	22,339,178	14,852,439
Expenditures							
Asset Maintenance	1,197,531	1,703,742	708,534	1,150,000	1,350,000	1,300,000	1,300,000
Routine Capital	1,079,267	929,599	544,849	925,000	2,100,000	1,950,000	1,600,000
Transfer to RTA Development Fund	8,346,054	9,275,000	9,601,441	9,620,255	18,970,255	17,734,255	10,684,255
Total Expenditures	10,622,852	11,908,341	10,854,824	11,695,255	22,420,255	20,984,255	13,584,255
Ending Balance	197,782	814,717	2,061,599	3,003,989	1,854,228	1,354,923	1,268,184

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 appropriations for routine capital projects are approved annually.

As indicated in Figure CIP-8 on the following page and the charts on pages CIP-24 & CIP-25, the budget appropriation for Routine Capital projects accounts for \$2.44 million, or 2.6 percent, of the 2013 Capital Improvement Budget. This is a significant increase in budget appropriation, relative to previous years as the Authority has focused on bringing its non-revenue vehicle fleet to a state of good repair through a replacement and a vehicle-leasing program.

The greatest portion of Routine Capital projects in FY 2013 is within the Operations Division, which has \$1.78 million or 73.1 percent of the total budget appropriated for this purpose. Most of this, \$1.19 million, is programmed for the non-revenue vehicle replacement program and \$510,000 for various equipment pools throughout various Operating Division Departments. The Transit Police Department has a security pool program included within the appropriation for Routine Capital purchases in 2013 with \$225,000.

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 FY 2013 budget appropriation for Asset Maintenance projects is \$1.54million, representing 1.6 percent of the overall FY 2013 Capital Improvement Budget (see Figure CIP-8). This

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amount is an increase, relative to prior years budgets, as a result of the inclusion of additional state of good repair projects and energy efficiency initiatives. Recently a grant-funded state of good repair capital project in the RTA Development Fund was established to cover some of the larger facilities maintenance projects and the resultant shift in programmed expenditures.

The largest portion of these projects, \$1.03 million, or 67.1 percent, is within the Engineering and Project Development Department, which coordinates larger construction-related asset maintenance projects. This is followed by the Service Management Department with \$280,000, or 18.2 percent, of all Asset Maintenance projects. The remaining amounts are budgeted in the Fleet Management Department for the rehabilitation of bus lifts (\$125,000) and in an asset maintenance contingency project of \$100,000.

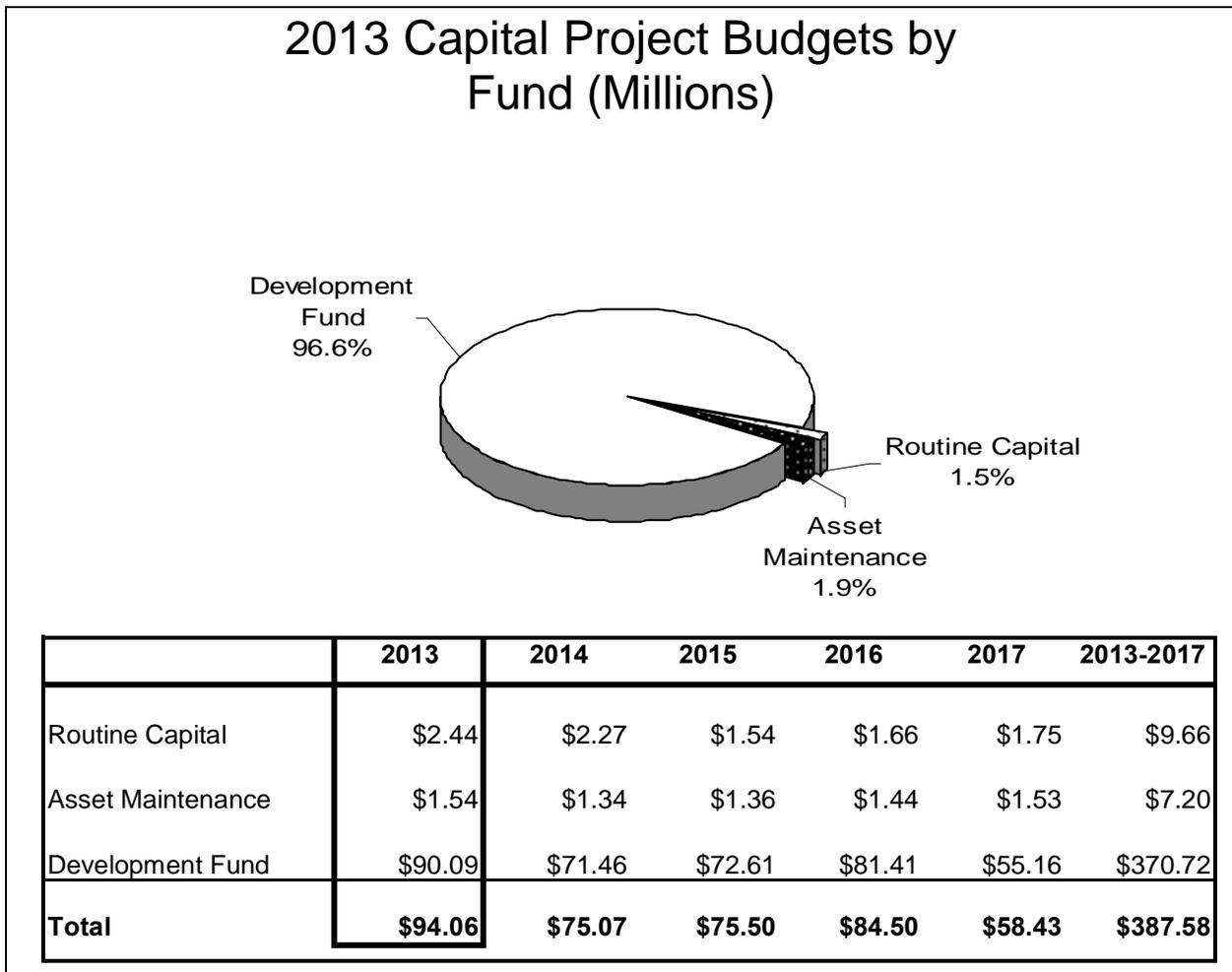


Figure CIP-8: Capital Project Budgets by Fund

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GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND							
(FACILITIES) ASSET MAINTENANCE PROJECTS							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2013 Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2013-17 Total
<u>35 SERVICE MANAGEMENT</u>							
Passenger Facilities Maintenance Pool	32355099	120,000	130,000	130,000	140,000	150,000	670,000
Administration Facilities Maint. Pool	32355199	40,000	50,000	50,000	50,000	60,000	250,000
Operating Facilities Maintenance Pool	32355299	120,000	130,000	130,000	140,000	150,000	670,000
		280,000	310,000	310,000	330,000	360,000	1,590,000
<u>39 FLEET MANAGEMENT</u>							
Bus Districts Lift Rebuilds/Rehab's	47395099	125,000	125,000	125,000	150,000	150,000	675,000
		125,000	125,000	125,000	150,000	150,000	675,000
<u>80 ENG. & PROJECT DEV.</u>							
Energy Retrofits	32675339	100,000	100,000	100,000	100,000	100,000	500,000
Parking Lot Rehab Pool	32805029	100,000	60,000	75,000	75,000	85,000	395,000
Facilities - ADA Projects	32805099	100,000	100,000	100,000	100,000	100,000	500,000
Passenger Facilities Maint. Pool	32805199	150,000	200,000	150,000	175,000	175,000	850,000
Operating Facilities Maint. Pool	32805299	345,000	345,000	395,000	410,000	455,000	1,950,000
Triskett-Upgrade Allerton Bldg Controls	32805139	125,000	0	0	0	0	125,000
Westgate Transit Ctr Sidewalks/Curbs	32805239	110,000	0	0	0	0	110,000
		1,030,000	805,000	820,000	860,000	915,000	4,430,000
<u>99 OFFICE OF MGT. & BUDGET</u>							
Asset Maintenance Contingency	49995059	100,000	100,000	100,000	100,000	100,000	500,000
		100,000	100,000	100,000	100,000	100,000	500,000
TOTAL ASSET MAINTENANCE		1,535,000	1,340,000	1,355,000	1,440,000	1,525,000	7,195,000

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GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND - Routine Capital Projects							
ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2013 Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2013-17 Total
<u>12 EXECUTIVE</u>							
NOACA Dues	49120199	56,250	57,700	57,700	57,700	58,500	287,850
Build-up Greater Cleveland Dues	49120299	45,000	45,000	45,000	45,000	46,500	226,500
Outside Legal Services - Leg. Review	49120399	86,000	90,000	90,000	90,000	91,500	447,500
		187,250	192,700	192,700	192,700	196,500	961,850
<u>31 PARATRANSIT DISTRICT</u>							
Paratransit District Equipment Pool	47310109	25,000	15,000	25,000	15,000	25,000	105,000
		25,000	15,000	25,000	15,000	25,000	105,000
<u>32 RAIL DISTRICT</u>							
Rail District Equipment Pool	47320199	160,000	47,500	25,000	25,000	25,000	282,500
		160,000	47,500	25,000	25,000	25,000	282,500
<u>34 TRANSIT POLICE</u>							
Security Improvements Pool	44340199	225,000	225,000	225,000	250,000	250,000	1,175,000
		225,000	225,000	225,000	250,000	250,000	1,175,000
<u>35 SERVICE MANAGEMENT</u>							
Work Access Passenger Vans	46350129	55,000	56,000	0	0	60,000	171,000
		55,000	56,000	0	0	60,000	171,000
<u>39 FLEET MANAGEMENT</u>							
NRVIP - Lease Payments	46390139	385,000	550,000	710,000	825,000	825,000	3,295,000
NRVIP - Heavy Duty Trucks	46390239	800,000	800,000	0	0	0	1,600,000
Fleet Management Equipment Pool	47390199	70,000	25,000	40,000	25,000	40,000	200,000
		1,255,000	1,375,000	750,000	850,000	865,000	5,095,000
<u>46 HAYDEN DISTRICT</u>							
Hayden District Equipment Pool	47460129	117,500	72,500	27,500	12,500	27,500	257,500
		117,500	72,500	27,500	12,500	27,500	257,500
<u>49 TRISKETT DISTRICT</u>							
Triskett District Equipment Pool	47490129	87,500	12,500	12,500	27,500	12,500	152,500
		87,500	12,500	12,500	27,500	12,500	152,500
<u>57 PROGRAMMING & PLANNING</u>							
Carbon Footprint Software	42570139	50,000	0	0	0	0	50,000
		50,000	0	0	0	0	50,000
<u>61 INFORMATION TECHNOLOGY</u>							
Systems Development Pool	42610199	140,000	140,000	150,000	150,000	150,000	730,000
		140,000	140,000	150,000	150,000	150,000	730,000
<u>62 SUPPORT SERVICES</u>							
Office Equipment/Furniture Pool	43620199	35,000	35,000	35,000	35,000	40,000	180,000
		35,000	35,000	35,000	35,000	40,000	180,000
<u>67 OFFICE OF MGT. & BUDGET</u>							
Routine Capital Contingency	49990159	100,000	100,000	100,000	100,000	100,000	500,000
		100,000	100,000	100,000	100,000	100,000	500,000
TOTAL ROUTINE CAPITAL		2,437,250	2,271,200	1,542,700	1,657,700	1,751,500	9,660,350
RTA CAPITAL FUND TOTAL		3,972,250	3,611,200	2,897,700	3,097,700	3,276,500	16,855,350

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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 are greater than \$150,000 and have a useful life of more than five years. This Fund is primarily, but not exclusively, supported through Federal grant awards.

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 2009, \$8.35 million was transferred from the RTA Capital Fund to the RTA Development Fund to cover the local match for the Preventive Maintenance (PM) reimbursement project and to cover expenses within the fund not covered by other revenue sources. Since then, this amount has increased each year . from \$9.28 million in 2010, to \$9.62 million in 2011, and again to an estimated \$9.62 million in FY 2012. In FY 2013, transfers from the RTA Capital fund to the Development Fund will increase to \$18.97 million as the local funding component is aligned with the scheduled five-year bus replacement program. It will then slightly decline in FY 2014 to \$17.34 million, though still historically high due to the inclusion of a second local funding component for the bus program, before dropping to \$10.68 million in FY 2015 as the additional amounts drop off.

Other local funding sources include debt service and interest income. The Authority last issued debt, \$25.0 million of Revenue Bonds, in FY 2012 to support capital project activities. Interest income has varied over the years due to fluctuations in the fund balance with \$235,000 expected in 2013, followed by small increases in the following years.

Figure CIP-9, on the following page, presents the fund balance analysis for the RTA Development Fund. In 2009 it had decreased to \$30.51 million as proceeds from an earlier debt issuance began to be drawn down by capital activities. The fund balance declined further in 2010, to \$21.14 million and remained near that level at an estimated \$25.95 million at the end of FY 2011. A debt issuance of \$25.0 million, originally planned for 2010 was delayed until 2012 due to the infusion of 100 percent Federally funded stimulus funding for capital projects. As a result, the fund balance increased to an estimated \$58.44 million at the end of FY 2012 and will again fall in FY 2014, though rise in FY 2015 due to a planned debt issuance.

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-27, various funding sources, including but not limited to, Federal capital grants, a planned debt service, State Capital grants, and 100 percent local funds will help support expected outlays of \$92.75 million in 2013. Please note that expenditures within the Fund Balance Analysis are presented on a cash basis and attempts to estimate the actual cash flow expenditures. Thus, the expenditure estimates differ from the levels

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presented in the 2013-17 Capital Improvement Plan, which are based on the establishment of budget appropriation authority for the projects.

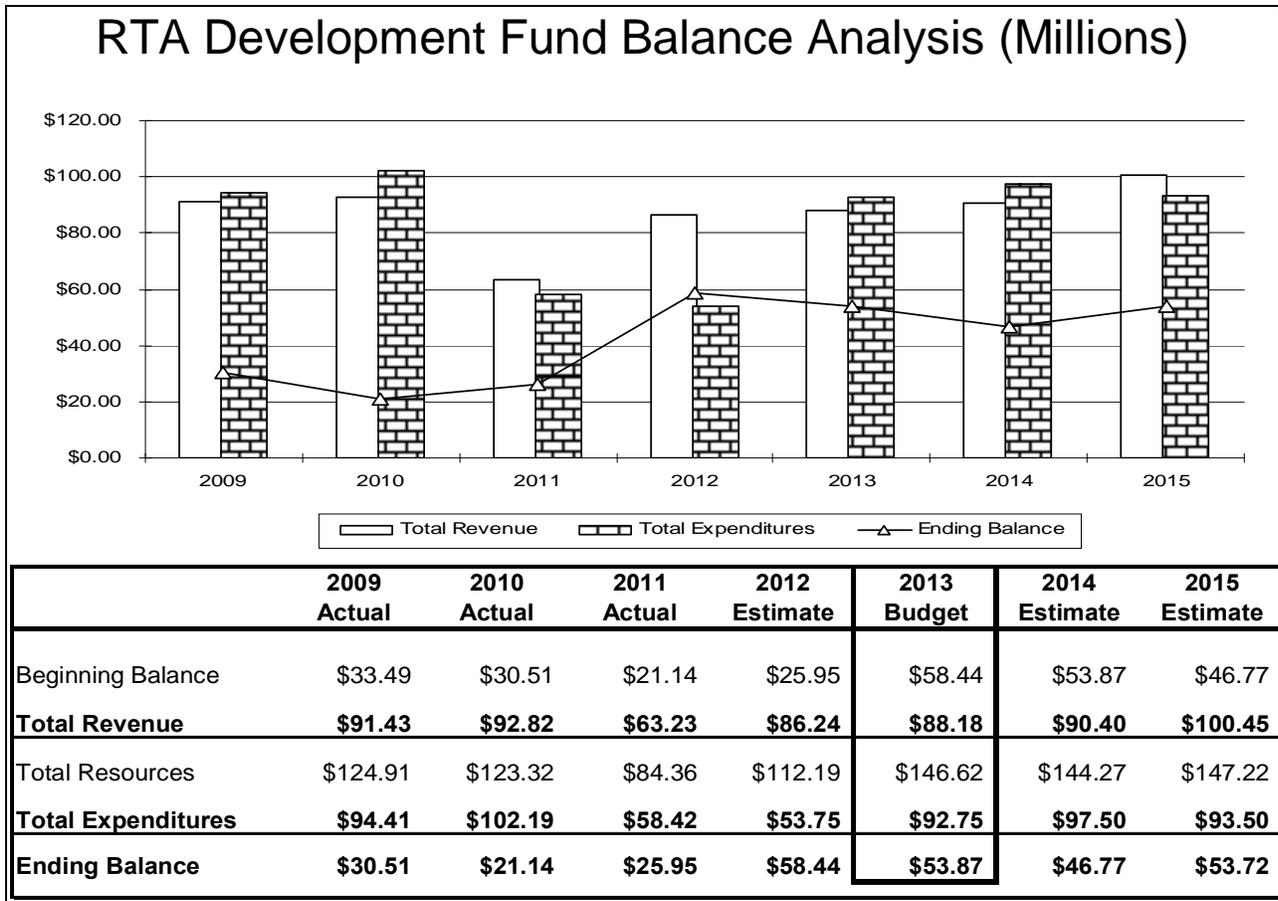


Figure CIP-9: RTA Development Fund Balance Analysis

RTA Development Fund Balance Analysis

	2009 Actual	2010 Actual	2011 Actual	2012 Estimate	2013 Budget	2014 Budget	2015 Budget
Beginning Balance	33,485,254	30,508,300	21,135,307	25,947,255	58,441,750	53,871,577	46,769,154
Revenue							
General Obligation Debt Proceeds	0	0	0	25,000,000	0	0	20,000,000
Transfer from RTA Capital Fund	8,346,054	9,275,000	9,601,441	9,620,255	18,970,255	17,734,255	10,684,255
Investment Income	271,990	244,766	242,341	160,585	235,000	245,000	245,000
Federal Capital Grants	73,648,082	81,487,975	51,104,869	47,023,123	67,243,750	70,687,500	67,787,500
State Capital Grants	9,162,154	1,807,284	778,956	1,135,673	1,730,822	1,730,822	1,730,822
Other Revenue	0	0	1,500,000	3,304,859	0	0	0
Total Revenue	91,428,280	92,815,025	63,227,607	86,244,495	88,179,827	90,397,577	100,447,577
Total Resources	124,913,534	123,323,325	84,362,914	112,191,750	146,621,577	144,269,154	147,216,731
Expenditures							
Capital Outlay	93,705,234	101,488,018	58,415,659	53,750,000	92,750,000	97,500,000	93,500,000
Transfer to Bond Retirement Fund	700,000	700,000	0	0	0	0	0
Total Expenditures	94,405,234	102,188,018	58,415,659	53,750,000	92,750,000	97,500,000	93,500,000
Ending Balance	30,508,300	21,135,307	25,947,255	58,441,750	53,871,577	46,769,154	53,716,731

2013 - 2017 Capital Improvement Plan

RTA Development Fund Projects

In 2013, the combined budget appropriation for RTA Development Fund projects accounts for most, \$90.09 million or 96.9 percent, of the Authority's Capital Improvement Budget for the upcoming year (see Figure CIP-8). The listing of projects within this fund is based upon the establishment of budget appropriation authority and includes projects that may have already received grant-funding, projects in the application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 2013 local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2013. Please refer to pages CIP-31 through CIP-36 for a complete list of projects included within the RTA Development CIP.

Bus Garages - \$0.0 million

Due to a Federal State of Good Repair grant received in FY 2011, facility improvements and equipment replacement projects are underway at the Paratransit, Hayden and Central Bus garages with an expected completion of all activities in mid-FY 2013. As a result of these improvements, no grant funded bus garage projects are programmed for the 2013-17 CIP.

Bus/Paratransit Improvement Programs - \$34.77 million

Two bus replacement programs are programmed for the 2013 budget year. The largest, at \$32.19 million, is for the first year of a multi-year bus replacement program that will replace up to 175 40q buses over the next five years. The second, at \$2.58 million, is for a scheduled replacement program for paratransit buses.

Bus Rapid Transit (BRT) - \$0.0 million

The HealthLine, formerly the Euclid Corridor Transportation Project (ECTP), is the only project within this category. It opened for service in the fourth quarter of 2008. No further budget appropriations will be required as the remaining punch-list items were substantially complete by the end of the 2009 Fiscal Year. Final closeout of remaining contracts and open Federal grants will take place by mid-2013.

Equipment & Vehicles - \$7.34 million

FY 2013 projects included within this category includes a combined \$3.5 million for various information technology improvements throughout the Authority, \$949,000 for the second of a two year program to install event recorders on the Authority's rail fleets, and \$1.0 million for the installation of replacement cameras and DVRs on the Authority's revenue fleets.

Facilities Improvements - \$6.93 million

The combined Facilities Improvements budget of \$6.93 million includes construction projects of \$2.30 million for the replacement of the Tower City escalators and \$1.97 million for the rehabilitation of the East Boulevard Track Bridge. Other project budgets within this category include \$1.04 million for the installation of rub rails on HealthLine center platforms and \$750,000 for state of good repair work on existing facilities of the Authority.

2013 - 2017 Capital Improvement Plan

Other Projects - \$2.43 million

In prior years, this category had included both operating expense reimbursement projects as well as budget authority for other projects that do not fit within the other categories of the capital program. For FY 2013, the Preventive Maintenance and Operating Expense Reimbursement projects have been included within their own category to avoid overshadowing those other, typically smaller projects. These include some pass-thru grants that are administered by the Authority, but used by other entities and the one project included for FY 2013 . \$2.43 million for the payment of a fare collection equipment lease.

Preventive Maintenance / Operating Reimbursements - \$17.81 million

This new category includes budget authority for preventive maintenance reimbursements to the Operating Budget, as well as various Operating expense reimbursement projects and contains the second largest portion of budget authority, both within FY 2013, as well as over the five years of the planned 2013-17 CIP.

The largest, for preventive maintenance reimbursements with a budget appropriation of \$12.50 million, makes up 13.9 percent of the entire RTA Development Fund appropriation for the upcoming Budget Year . both the smallest amounts in years as grant funding has been shifted to address various state of good repair projects throughout the Authority. Other programmed grant funded projects within this category for FY 2013 include \$2.01 million for JARC, or reverse commute services . a Federal program that was not extended in MAP-21, and \$3.13 million for the reimbursement of ADA Operating Budget expenses.

Rail Projects- \$19.52 million

The Rail Projects category continues to be the most diverse category within the RTA Development Fund and in FY 2013, the largest. The FY 2013 CIP includes a rail station construction project, signalization & electrical work, and on-going rail infrastructure & track rehabilitation projects.

Major programmed projects within this category for 2013 include \$12.38 million for the construction of the Red Line University Circle . Little Italy Station, \$1.60 million for the replacement of grade crossings and junctions at Shaker Square, \$1.50 million for the on-going rail infrastructure state of good repair program, and \$846,200 for engineering & design services for the rehabilitation for the East 116th Street Light Rail Station.

Transit Centers / Bus Loops - \$1.30 million

The 2013 capital budget includes \$900,000 for the development of a park-n-ride lot in Independence and \$287,000 for various passenger enhancements throughout the Authority.

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.

2013 - 2017 Capital Improvement Plan

The original plan was drafted in 1998 and updated 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 was

completed in 2012. The goals of the Plan are to help determine the course of projects and services within GCRTA that can result in the increase of ridership, increase in revenues, and bring the system into a state of good repair while being grounded in the economic and the financial reality of public transportation funding in Northeast Ohio.

The existing Key Transit 2025 project elements include:

- Exploring additional Bus Rapid Transit projects in other major travel corridors;
- Completing the Transit Center Network;
- Initiating Transit-Oriented Development Projects;
- Implementing the Transit Waiting Environment Program; and
- Reconstructing various Rapid Transit Stations as part of the FTA ADA Key Station requirement agreement.

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS	
		2013	2014	2015	2016	2017	2013-2017	
BUSES								
BUS IMPROVEMENT PROGRAM								
2013-17 Bus Replacement Program	10390130	10,988,391	7,881,016	4,531,392	465,766	9,496,616	33,363,181	
FFY 2012 Federal Formula Grant - Amendment	10,988,391							
FFY 2013 Federal Formula Grant	7,881,016							
FFY 2014 Federal Formula Grant	4,531,392							
FFY 2015 Federal Formula Grant	465,766							
FFY 2016 Federal Formula Grant	9,496,616							
2013-17 Bus Replacement Program	10390130	6,969,178	5,969,178	0	0	0	12,938,356	
FY 2013 100% Local Funds	6,969,178							
FY 2014 100% Local Funds	5,969,178							
2013-17 Bus Replacement Program	10390130	1,730,822	1,730,822	0	0	0	3,461,644	
FY 2013 Urban Transit Program	1,730,822							
FY 2014 Urban Transit Program	1,730,822							
2013-17 Bus Replacement Program	10390130	0	6,250,000	0	0	0	6,250,000	
FFY 2013 OTPPP Award - Unfunded	6,250,000							
2013-17 Bus Improvement Program	10390130	12,500,000	6,250,000	6,250,000	12,500,000	6,250,000	43,750,000	
SFY 2012 CMAQ-NOACA Grant	6,250,000							
SFY 2013 CMAQ-NOACA Grant	6,250,000							
SFY 2014 CMAQ-NOACA Grant	6,250,000							
SFY 2015 CMAQ-NOACA Grant	6,250,000							
SFY 2016 CMAQ-NOACA Grant	6,250,000							
SFY 2016 CMAQ-NOACA Grant - Pending	6,250,000							
SFY 2017 CMAQ-NOACA Grant	6,250,000							
Sub-Total - Bus Improvement Program		32,188,391	28,081,016	10,781,392	12,965,766	15,746,616	99,763,181	
PARATRANSIT IMPROVEMENT PROGRAM								
2013-17 Paratransit Buses	12390130	1,205,000	0	0	0	0	1,205,000	
FFY 2012 Federal Formula Grant	1,205,000							
2013-17 Paratransit Buses	12390130	1,372,814	0	0	0	0	1,372,814	
FFY 2008 Federal Formula Grant (Unappropriated)	376,814							
SFY 2012 ODOT Paratransit Vehicles Award	996,000							
2013-17 Paratransit Buses	12390130	0	0	0	2,550,000	2,550,000	5,100,000	
FY 2016 100% Local Funds	2,550,000							
FY 2017 100% Local Funds	2,550,000							
Sub-Total - Paratransit Improvement Program		2,577,814	0	0	2,550,000	2,550,000	7,677,814	
TOTAL - BUSES		34,766,205	28,081,016	10,781,392	15,515,766	18,296,616	107,440,995	
EQUIPMENT & VEHICLES								
MANAGEMENT INFORMATION SYSTEM								
Oracle Upgrade to Version 12	42610100	0	100,000	50,000	0	120,000	270,000	
FFY 2013 Federal Formula Grant	100,000							
FFY 2014 Federal Formula Grant	50,000							
FFY 2016 Federal Formula Grant	120,000							
Network Infrastructure - Networks	42610120	545,000	98,000	58,000	27,000	166,600	894,600	
FFY 2012 Federal Formula Grant	545,000							
FFY 2013 Federal Formula Grant	98,000							
FFY 2014 Federal Formula Grant	58,000							
FFY 2015 Federal Formula Grant	27,000							
FFY 2016 Federal Formula Grant	166,600							
Midas - Operator Dispatch System Replacement	42610180	241,120	0	0	0	0	241,120	
FY 2013 100% Local Funds	241,120							
Network Infrastructure - Data Center	42610220	455,000	145,000	65,000	55,000	115,000	835,000	
FFY 2012 Federal Formula Grant	455,000							
FFY 2013 Federal Formula Grant	145,000							
FFY 2014 Federal Formula Grant	65,000							
FFY 2015 Federal Formula Grant	55,000							

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2013 - 2017 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE		CALENDAR YEAR					TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2013	2014	2015	2016	2017	2013-2017
<u>EQUIPMENT & VEHICLES - Cont.</u>							
<u>MANAGEMENT INFORMATION SYSTEM - Cont.</u>							
Reporting Tools	42610230	150,000	0	0	0	0	150,000
FFY 2012 Federal Formula Grant	150,000						
Network Infrastructure - Phone System	42610320	10,000	10,000	845,000	0	189,000	1,054,000
FFY 2012 Federal Formula Grant	10,000						
FFY 2013 Federal Formula Grant	10,000						
FFY 2014 Federal Formula Grant	845,000						
FFY 2016 Federal Formula Grant	189,000						
Network Infrastructure - Phone System	42610320	230,000	0	0	0	0	230,000
FY 2013 100% Local Funds	230,000						
Microsoft Enterprise	42610420	0	200,000	0	200,000	140,000	540,000
FFY 2013 Federal Formula Grant	200,000						
FFY 2015 Federal Formula Grant	200,000						
FFY 2016 Federal Formula Grant	140,000						
Application Performance - Data Archiving Tool	42610430	215,000	0	0	0	0	215,000
FFY 2012 Federal Formula Grant	215,000						
Internet - Intranet Development	42610520	100,000	50,000	50,000	50,000	80,000	330,000
FFY 2012 Federal Formula Grant	100,000						
FFY 2013 Federal Formula Grant	50,000						
FFY 2014 Federal Formula Grant	50,000						
FFY 2015 Federal Formula Grant	50,000						
FFY 2016 Federal Formula Grant	80,000						
Electronic Records - Retention & Discovery	42610530	100,000	0	0	0	0	100,000
FFY 2012 Federal Formula Grant	100,000						
Absence Management (FMLA)	42610620	50,000	0	0	0	0	50,000
FFY 2012 Federal Formula Grant	50,000						
Absence Management (FMLA)	42610620	150,000	0	0	0	0	150,000
FY 2013 100% Local Funds	150,000						
Risk Management	42610820	50,000	0	0	0	0	50,000
FY 2013 100% Local Funds	50,000						
Asset Maintenance Management System	42800130	250,000	0	0	0	0	250,000
FFY 2013 FTA SOGR Award	250,000						
Sub-Total - Management Information System		2,546,120	603,000	1,068,000	332,000	810,600	5,359,720
<u>EQUIPMENT</u>							
Bus Warning Lights	15390120	345,000	0	0	0	0	345,000
FY 2013 100% Local Funds	345,000						
Electric Motor Conversion Project	15800130	300,000	0	0	0	0	300,000
FY 2013 NOACA / ODOT Grant	300,000						
Update RTA Signage Manual	41570130	250,000	0	0	0	0	250,000
FY 2013 100% Local Funds	250,000						
Event Recorders - Rail	44150120	949,000	0	0	0	0	949,000
FFY 2012 Federal Formula Grant	949,000						
Driver Monitoring Services	44150130	812,597	0	0	0	0	812,597
FY 2013 100% Local Funds	812,597						
Track Worker Monitoring Device	44150230	210,286	0	0	0	0	210,286
FY 2013 100% Local Funds	210,286						
Driver Security Enclosures	44390130	500,000	0	0	0	0	500,000
FY 2013 Alternate Funding Not Yet Identified	500,000						
Bus Camera Upgrade	44390230	1,000,000	0	0	0	0	1,000,000
FY 2013 Alternate Funding Not Yet Identified	1,000,000						

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2013-2017	
		2013	2014	2015	2016	2017		
<u>EQUIPMENT & VEHICLES - Cont.</u>								
<u>EQUIPMENT - Cont.</u>								
Print Shop Equipment Replacement FY 2012 Federal Formula Grant	442,400	45620130	426,712	0	0	0	0	426,712
Sub-Total - Equipment			4,793,595	0	0	0	0	4,793,595
TOTAL - EQUIPMENT & VEHICLES			7,339,715	603,000	1,068,000	332,000	810,600	10,153,315
<u>FACILITIES IMPROVEMENTS</u>								
<u>BRIDGE REHABILITATION</u>								
CRMF Road Bridges Over N/S FY 2013 100% Local Funds	500,000	20800120	500,000	0	0	0	0	500,000
Track Bridge Rehabilitation - East Boulevard FFY 2012 Federal Formula Grant	1,966,250	20800150	1,966,250	0	0	0	0	1,966,250
Track Bridges Rehabilitation - E. 81st & 83rd Streets FFY 2013 Federal Formula Grant	4,160,000	20800160	0	4,160,000	0	0	0	4,160,000
Track Bridge Rehabilitation - CSX & East 92nd Street FFY 2012 Federal Formula Grant FFY 2015 Federal Formula Grant	378,000 3,000,000	20800170	378,000	0	0	3,000,000	0	3,378,000
Sub-Total - Bridge Rehabilitation			2,844,250	4,160,000	0	3,000,000	0	10,004,250
<u>SYSTEM-WIDE FACILITIES</u>								
Replace Tower City Escalators FFY 2011 Federal Formula Grant - Amendment	1,295,000	24800820	1,295,000	0	0	0	0	1,295,000
Replace Tower City Escalators FFY 2012 Federal Formula Grant - Amendment	1,700,000	24800820	1,005,000	0	0	0	0	1,005,000
Bus & Rail State of Good Repair FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant	750,000 750,000 750,000 750,000 750,000	32800120	750,000	750,000	750,000	750,000	750,000	3,750,000
Rub Rail for All Center Platform Stations on HealthLine FFY 2012 Alternate Funding Not Yet Identified	1,035,160	32800130	1,035,160	0	0	0	0	1,035,160
Sub-Total - System-Wide Facilities			4,085,160	750,000	750,000	750,000	750,000	7,085,160
TOTAL - FACILITIES IMPROVEMENTS			6,929,410	4,910,000	750,000	3,750,000	750,000	17,089,410
<u>OTHER PROJECTS</u>								
<u>OTHER</u>								
Planning Studies (Transportation for Livable Communities Initiative) SFY 2013 NOACA STP Grant SFY 2014 NOACA STP Grant SFY 2015 NOACA STP Grant SFY 2016 NOACA STP Grant SFY 2017 NOACA STP Grant	93,750 93,750 93,750 93,750 93,750	49570120	0	0	93,750	93,750	93,750	281,250
Fare Collection Equipment Lease FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant	2,426,110 2,426,110 2,426,110 2,426,110 2,426,110	49650180	2,426,110	2,426,110	2,426,110	2,426,110	2,426,110	12,130,550
TOTAL - OTHER PROJECTS			2,426,110	2,426,110	2,519,860	2,519,860	2,519,860	12,411,800

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	CALENDAR YEAR					TOTALS 2013-2017
CATEGORY / PROJECT NAME			2013	2014	2015	2016	2017	
PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS								
PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS								
2008 New Freedom Program (Mobility Management Only)		49310180	180,000	180,000	180,000	180,000	180,000	900,000
SFY 2013 Section 5317 NOACA New Freedom Pro.		180,000						
SFY 2014 Section 5317 NOACA New Freedom Pro.		180,000						
SFY 2015 Section 5317 NOACA New Freedom Pro.		180,000						
SFY 2016 Section 5317 NOACA New Freedom Pro.		180,000						
SFY 2017 Section 5317 NOACA New Freedom Pro.		180,000						
Job Access Reverse Commute Program (JARC)		49350100	2,008,578	0	0	0	0	2,008,578
SFY 2013 Section 5316 NOACA JARC		2,008,578						
Paratransit Operating Expenses Reimbursement		49670110	3,125,000	3,125,000	3,125,000	3,125,000	3,125,000	15,625,000
SFY 2013 NOACA STP Grant		3,125,000						
SFY 2014 NOACA STP Grant		3,125,000						
SFY 2015 NOACA STP Grant		3,125,000						
SFY 2016 NOACA STP Grant		3,125,000						
SFY 2017 NOACA STP Grant		3,125,000						
Preventive Maintenance Expenses		51670130	12,500,000	15,000,000	17,500,000	20,000,000	20,000,000	85,000,000
FFY 2012 Federal Formula Grant		12,500,000						
FFY 2013 Federal Formula Grant		15,000,000						
FFY 2014 Federal Formula Grant		17,500,000						
FFY 2015 Federal Formula Grant		20,000,000						
FFY 2016 Federal Formula Grant		20,000,000						
TOTAL - PREVENTIVE MAINT./OPER. REIMB.			17,813,578	18,305,000	20,805,000	23,305,000	23,305,000	103,533,578
RAIL PROJECTS								
ELECTRICAL SYSTEM								
Substation Replacement - West 117th Street		21800160	0	0	151,000	0	3,727,600	3,878,600
FFY 2014 Federal Formula Grant		151,000						
FFY 2016 Federal Formula Grant		3,727,600						
Substation Replacement - West 65th Street		21800190	0	3,198,200	0	0	0	3,198,200
FFY 2013 Federal Formula Grant		3,198,200						
Substation Replacement - East 120th Street		21800240	0	0	0	0	165,400	165,400
FFY 2016 Federal Formula Grant		165,400						
FFY 2018 Federal Formula Grant		3,746,200						
Sectionalize Tower City Catenary System		21800260	34,000	0	660,000	0	0	694,000
FFY 2012 Federal Formula Grant		34,000						
FFY 2014 Federal Formula Grant		660,000						
Substation Replacement - Fairhill Avenue		21800290	280,000	0	0	0	0	280,000
FFY 2011 Federal Formula Grant - Amendment		280,000						
2nd Independent Feed for E. 55th Street Substation		21800360	0	0	66,000	0	2,050,650	2,116,650
FFY 2014 Federal Formula Grant		66,000						
FFY 2016 Federal Formula Grant		2,050,650						
Substation Replacement - Puritas Avenue		21800390	0	142,000	0	3,717,600	0	3,859,600
FFY 2013 Federal Formula Grant		142,000						
FFY 2015 Federal Formula Grant		3,717,600						
Sub-Total - Electrical System			314,000	3,340,200	877,000	3,717,600	5,943,650	14,192,450
TRACK REHABILITATION								
Rail Infrastructure Program		23320190	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
FFY 2012 Federal Formula Grant		1,500,000						
FFY 2013 Federal Formula Grant		1,500,000						
FFY 2014 Federal Formula Grant		1,500,000						
FFY 2015 Federal Formula Grant		1,500,000						
FFY 2016 Federal Formula Grant		1,500,000						
LR Retaining Wall - Buckeye/Woodhill - Shaker Sq.		23800130	652,200	1,148,200	0	0	0	1,800,400
FFY 2012 Federal Formula Grant		652,200						
FFY 2013 Federal Formula Grant		1,148,200						

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	CALENDAR YEAR					TOTALS 2013-2017
CATEGORY / PROJECT NAME			2013	2014	2015	2016	2017	
<u>RAIL PROJECTS - Cont.</u>								
<u>TRACK REHABILITATION - Cont.</u>								
Light Rail Crossings Improvements		23800190	596,400	4,178,000	0	4,391,400	0	9,165,800
FFY 2012 Federal Formula Grant	596,400							
FFY 2013 Federal Formula Grant	4,178,000							
FFY 2015 Federal Formula Grant	4,391,400							
Light Rail Track Rehabilitation		23800130	700,000	0	0	0	0	700,000
FFY 2012 Alternate Funding Not Yet Identified	700,000							
Replace Shaker Square Junction & Grade Crossings		23800270	1,600,000	0	0	0	0	1,600,000
FFY 2012 Federal Formula Grant	1,600,000							
Sub-Total - Track Rehabilitation			5,048,600	6,826,200	1,500,000	5,891,400	1,500,000	20,766,200
<u>RAIL STATION REHABILITATION</u>								
University Circle - Little Italy Station		24570140	12,379,000	1,000,000	0	0	0	13,379,000
FFY 2012 TIGER III Grant	15,629,000							
SFY 2014 NOACA Enhancement Grant	1,000,000							
Brookpark Road HRV Station Rehabilitation		24800260	0	0	12,304,524	0	0	12,304,524
FFY 2014 Federal Formula Grant	12,304,524							
Brookpark Road HRV Station Rehabilitation		24800260	300,000	0	0	0	0	300,000
FY 2013 Excess Property Account - Unfunded	300,000							
East 116th Street LRV Station Rehabilitation		24800370	846,200	0	0	4,720,000	0	5,566,200
FFY 2012 Federal Formula Grant	846,200							
FFY 2015 Federal Formula Grant	4,720,000							
Light Rail Station Platform Reconstruction		24800520	290,460	316,350	345,850	0	375,900	1,328,560
FFY 2012 Federal Formula Grant	290,460							
FFY 2013 Federal Formula Grant	316,350							
FFY 2014 Federal Formula Grant	345,850							
FFY 2016 Federal Formula Grant	375,900							
FFY 2017 Federal Formula Grant	411,221							
Sub-Total - Rail Station Rehabilitation			13,815,660	1,316,350	12,650,374	4,720,000	375,900	32,878,284
<u>TRAIN CONTROL / SIGNAL SYSTEM</u>								
HRV Microprocessor Replacement - Eng. Study		15320130	338,125	0	0	0	0	338,125
FFY 2012 Federal Formula Grant	338,125							
Sub-Total - Train Control / Signal System			338,125	0	0	0	0	338,125
<u>RAIL EXPANSION</u>								
Blue Line Extension		34800190	0	4,000,000	20,000,000	20,000,000	0	44,000,000
FFY 2013 Federal New Starts Grant - Not Identified	4,000,000							
FFY 2014 Federal New Starts Grant - Not Identified	20,000,000							
FFY 2015 Federal New Starts Grant - Not Identified	20,000,000							
Sub-Total - Rail Expansion			0	4,000,000	20,000,000	20,000,000	0	44,000,000
<u>RAIL VEHICLE FLEET</u>								
State of Good Repair - LRV Fleet Reliability		15320140	0	1,365,500	1,365,500	1,365,500	1,365,500	5,462,000
FFY 2013 Federal Formula Grant	1,365,500							
FFY 2014 Federal Formula Grant	1,365,500							
FFY 2015 Federal Formula Grant	1,365,500							
FFY 2016 Federal Formula Grant	1,365,500							
Sub-Total - Rail Vehicle Fleet			0	1,365,500	1,365,500	1,365,500	1,365,500	5,462,000
TOTAL - RAIL PROJECTS			19,516,385	16,848,250	36,392,874	35,694,500	9,185,050	117,637,059

2013 - 2017 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2013-2017
		2013	2014	2015	2016	2017	
TRANSIT CENTERS							
TRANSIT WAITING ENVIRONMENT							
Transit Waiting Environment Program	30570160	286,963	288,783	288,783	288,783	288,783	1,442,095
FFY 2012 Federal Formula Grant	286,963						
FFY 2013 Federal Formula Grant	288,783						
FFY 2014 Federal Formula Grant	288,783						
FFY 2015 Federal Formula Grant	288,783						
FFY 2016 Federal Formula Grant	288,783						
Sub-Total - Transit Waiting Environment		286,963	288,783	288,783	288,783	288,783	1,442,095
TRANSIT CENTERS							
Independence Park & Ride	32800230	900,000	0	0	0	0	900,000
FY 2013 Excess Property Account - Unfunded	500,000						
FY 2013 100% Local Funds	400,000						
Clifton Transit Enhancement Program	61800190	112,500	0	0	0	0	112,500
FFY 2012 Bus Livability Clifton Blvd Enhancement	3,750,000						
SFY 2013 NOACA CMAQ	2,987,500						
SFY 2013 ODOT Urban Grant	1,200,000						
Sub-Total - Transit Centers		1,012,500	0	0	0	0	1,012,500
TOTAL - TRANSIT CENTERS/SHELTERS		1,299,463	288,783	288,783	288,783	288,783	2,454,595
TOTAL RTA DEVELOPMENT FUND		90,090,866	71,462,159	72,605,909	81,405,909	55,155,909	370,720,752
TOTAL RTA CAPITAL FUND		3,972,250	3,611,200	2,897,700	3,097,700	3,276,500	16,855,350
TOTAL CAPITAL IMPROVEMENT PLAN		94,063,116	75,073,359	75,503,609	84,503,609	58,432,409	387,576,102