

## 2014 Capital Improvement Plan

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### Capital Improvement Plan

What is the Authority's plan for maintaining, repairing, and replacing its fleet of buses and rail vehicles, bus garages, rail stations, track, and other equipment? How will these capital improvements be financed? The Capital Improvement Plan presents a five-year look at capital improvements and discusses funding sources, but primarily focuses on 2014 activity. The detailed list of proposed capital improvement projects is provided, in addition to a discussion of the impact of the 2014 Capital Improvement Plan on the Operating Budget and the Authority's current outstanding debt obligations.

# 2014-2018 Capital Improvement Plan

## Introduction

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. In turn though, the ability to fund these capital needs must be weighed against the financial resources required to support the regular operations of the Authority.

The Authority's Capital Improvement Plan (CIP) is an ongoing strategic process to align available financial resources with programmed capital projects directed towards achieving a State of Good Repair (SGR) throughout its capital assets and infrastructure. Effective Capital improvement planning facilitates this process by providing the framework to schedule improvements based on the availability of resources, the condition of assets, and priorities between requested capital projects. It prioritizes capital infrastructure needs throughout the Authority and aligns its ongoing capital program with available Federal, State, Local and non-traditional funding resources.

The financial demands to meet a SGR in the Authority's capital assets remain at a high level, but the decision to balance scheduled activities with funding limits 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 2014-18 CIP presented here includes the first five programmed years of the Authority's Capital Program, with out-year projects, covering 2019 – 2021, under preliminary development.

## Organization of the Capital Improvement Plan

This chapter contains the 2014-2018 Capital Improvement Plan of the Authority. The first year of the plan reflects the Board approved RTA Capital and RTA Development Fund budget appropriations for the 2014 capital projects. The following four years of the CIP outline planned, but not yet approved, 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 Programs and maintenance needs of the Rail Fleets. 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. Development of a Transit Asset Management (TAM) database is underway to refine this process and to better identify the needs of its capital assets.

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.

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.

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The final section is devoted to the details of the 2014 Capital Improvement Budget and the four out-years of the overall 2014 - 2018 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 2014 – 18 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.

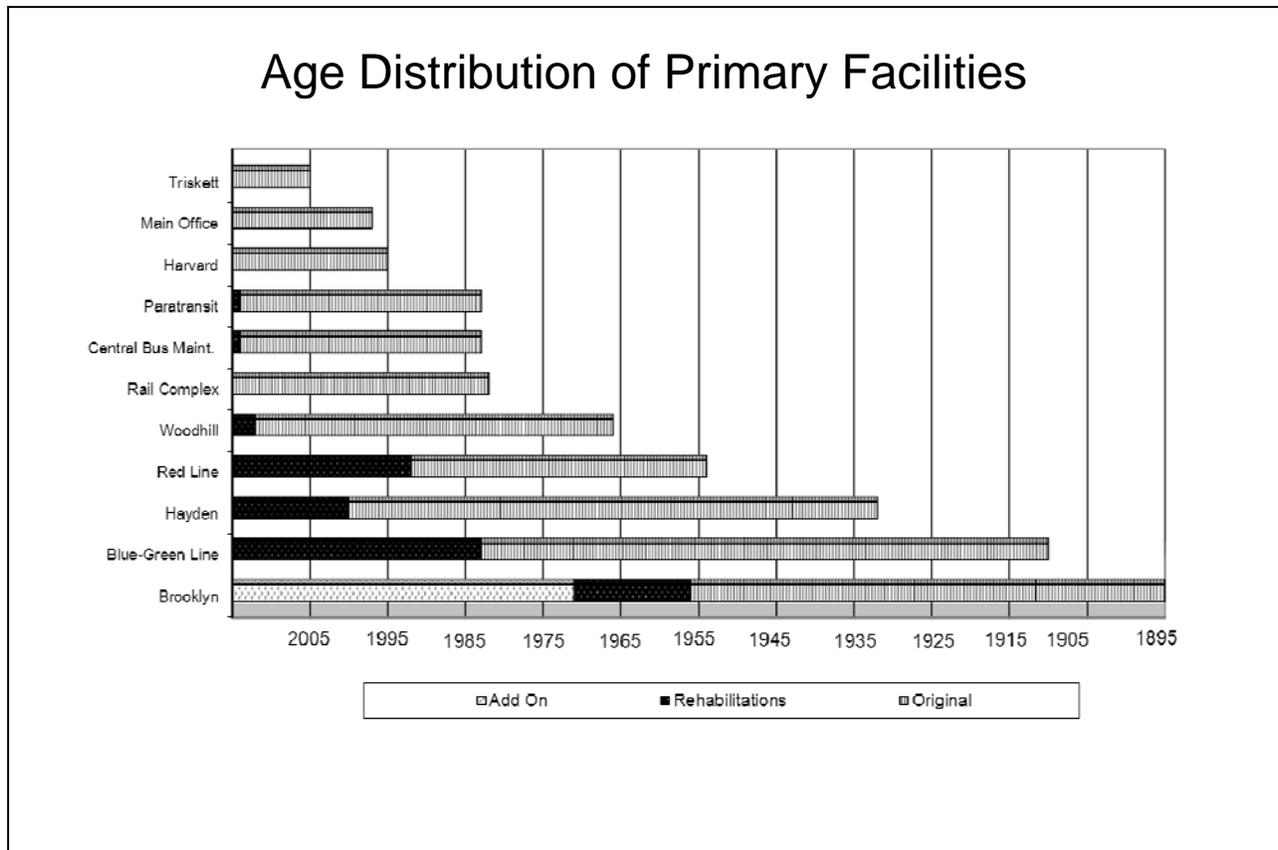


Figure CIP-1: Age Distribution of GCRTA Primary Facilities

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## Facilities

### **Brooklyn Garage Facility**

The Brooklyn Garage was originally built in 1895 with additions in both 1955 and 1969. It 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 an on-going SGR project including the replacement of six hydraulic lifts, the fire suppression and HVAC systems, and 16 overhead doors will be completed in 2014.

### **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 the Federal SGR grant award, will be completed by mid-2014.

### **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 was completed in late 2013 and additional work funded from a Federal State of Good Repair grant, including various facilities improvements and replacement of equipment, will be completed by mid-2014.

### **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.

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## **Passenger Shelters**

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

## **Rail District Complex**

The Rail District Complex, located at 6200 Grand Avenue, went into service in late 1982. It houses Rail Headquarters, the Central Rail Maintenance Facility (CRMF), 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. A total roof replacement project for these facilities is underway with completion delayed until mid-2014.

## **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. A project is underway to remodel a portion of this facility to provide a consolidated and updated work area for the electronic repair shop.

## **Rail System**

### **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. To address potential issues related to pending MAP-21 requirements, the Authority initiated a multi-year program to establish state of good repair needs throughout its rail system that will prioritize the on-going rehabilitation program. The 2014 CIP includes an additional \$1.15 million for the programmed \$4.0 million track rehabilitation between Kinsman and University Circle Station. The rail right-of-way includes bridges, 53 passenger stations, 17 propulsion power substations, overhead electrical catenary wires, signals, switches, and associated rail infrastructure all of which are included in a regular maintenance program to maintain a state of good repair.

### **Blue, Green & Waterfront Lines (Light Rail)**

The Blue, Green and Waterfront Lines comprise the RTA's Light Rail (LR) System. 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. The Waterfront Line runs from Tower City through the Flats East Bank development area, passes by the First Energy Football Stadium and the Rock and Roll Hall of Fame and terminates at the Muni Parking Lot.

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Most of the 13.5-mile LR lines, with the exception of the 2.2- mile Waterfront Line extension added in 1996, were originally constructed between 1913 and 1920. The Authority's Light Rail System has 35 stations; including three it shares with the Red Line at Tower City and the East 34<sup>th</sup>/Campus and East 55<sup>th</sup> Street Stations along the shared Trunk Line. The entire Light Rail System, including tracks, infrastructure, and stations was reconstructed between 1980 and 1984.

Reconstruction of the Woodhill Station was completed in 2013, but the programmed reconstruction of the Lee/Van Aken Station was delayed until FY 2014 due to revisions to the original scope of work. Programmed 2014 capital projects associated with the Light Rail System include \$1.15 million for a multi-year project to reconstruct a retaining wall on the combined Light Rail line between Buckeye/Woodhill and Shaker Square and \$4.18 million for the next construction phase of the ongoing Light Rail Grade Crossing Improvements program.

## **Red Line (Heavy Rail)**

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 stations, 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 recently completed Puritas and East 55<sup>th</sup> Street Red Line Stations and reconstruction work is currently underway at the Cedar – University and Little Italy – University Circle Rapid Stations with both scheduled for completion in 2014. The 2014-18 CIP commits a significant amount of resources for its on-going station reconstruction program with the programmed reconstruction of the Brookpark Station in 2015 and of the East 34<sup>th</sup> Street Station in 2017.

## **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, six street bridges, including the shared Light Rail Trunk Line Bridge, and the Airport Tunnel have been completely rehabilitated and the closed Rockefeller Bridge demolished. In the next five years engineering & design services and/or rehabilitation work is planned on three track bridges. This includes a budgeted \$4.16 million for the reconstruction of two track bridges over East 81<sup>st</sup> and East 83<sup>rd</sup> Streets in 2014 and the reconstruction of a track bridge over East 92<sup>nd</sup> Street and CSX Tracks in 2016.

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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 and operates as the main connection point for the Authority's rail lines. Originally constructed and opened in 1930 for passenger rail service, it was modified in 1955 to accommodate the Authority's Heavy Rail (HR) and Light Rail services and then completely reconstructed in the late eighties.

## Revenue Vehicle Fleets

### **Conventional Buses**

There were 452 vehicles in the GCRTA bus fleet at the end of 2013. 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 rapid transit vehicles (RTV). The average bus vehicle age was 9.28 years at the end of 2013. 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 is to replace 1/14 of its fleet every year and to accommodate any increases in peak vehicle requirements. In recent years though, due to the lingering impact of the recession and other capital needs of the Authority, this wasn't possible, but the 2014 – 18 CIP continues a planned bus replacement program, begun in 2013, that will average close to 35 buses per year over a five-year period.

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.

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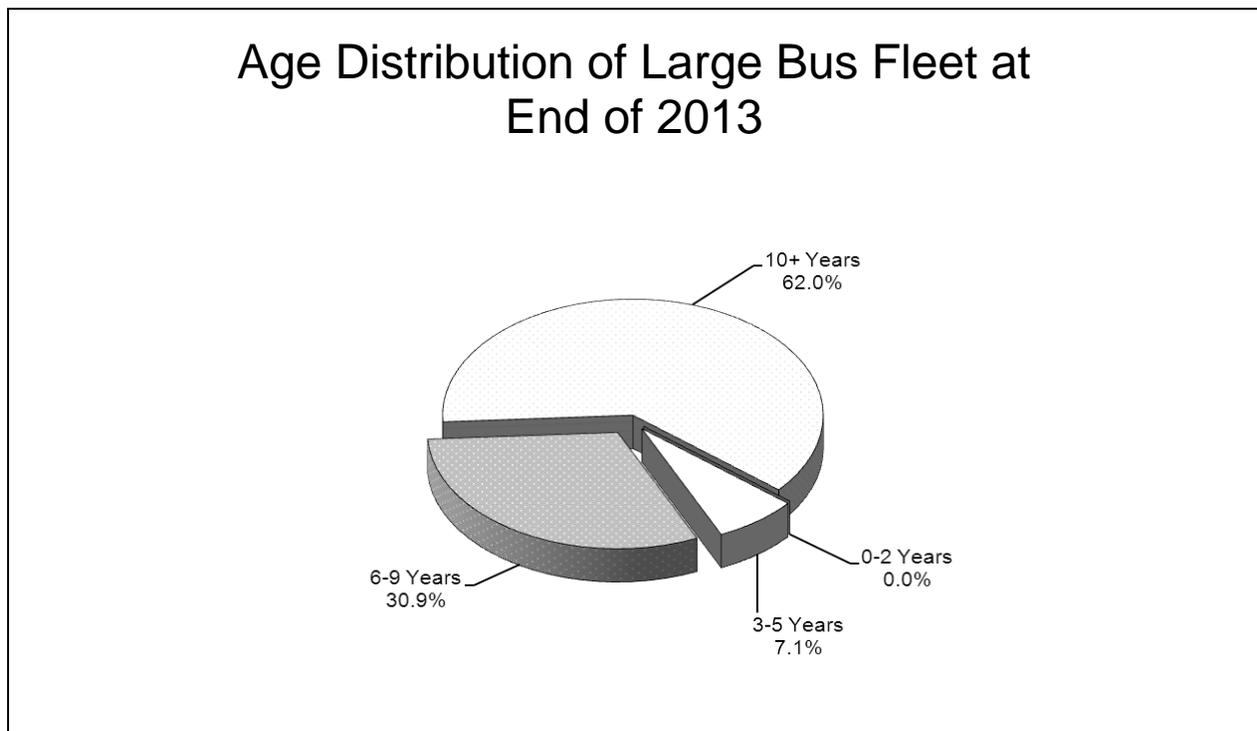


Figure CIP-2: Age Distribution of Bus Fleet

A 2014 initial delivery of 23 60-Ft articulated diesel buses, ordered in 2013, will be followed by a delivery of 60 40-Ft CNG buses in early 2015, and further orders in future years as the Authority works to lower the average age of its big bus fleet from 9.22 years at the end of 2013 to approximately 7.00 years at the end of 2019. All current and future ordered GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolley buses and BRT vehicles, 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 active service in the Paratransit fleet. A recent acquisition of twenty replacement propane fueled vehicles is not yet placed into service pending final equipment installations and additional replacement vehicles are 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 owns a combined 108 heavy and light rail vehicles for its rail operations. The average age of the Authority's combined rail fleet at the end of 2013 was 32 years old. In recent years a midlife overhaul of the Authority's Light Rail (LR) and Heavy Rail (HR) fleets was completed and a project to rehabilitate the interiors of the HR vehicles is currently underway that will continue throughout 2014. Both mid-life projects were initiated to economically extend the useful life of the Authority's rail vehicle fleets approximately 12 years beyond their normal expected operating

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life of 25 to 30 years, but in the not so distant future, the Authority will be facing significant replacement costs for both of its rail fleets.

There are 60 active Tokyu HR 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 LR vehicles were acquired between 1981 and 1983 and run on the Blue, Green, and Waterfront Lines of the Authority. Vehicle requirements for LR peak rush hour service are 13 cars, and 28 cars are required for 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.

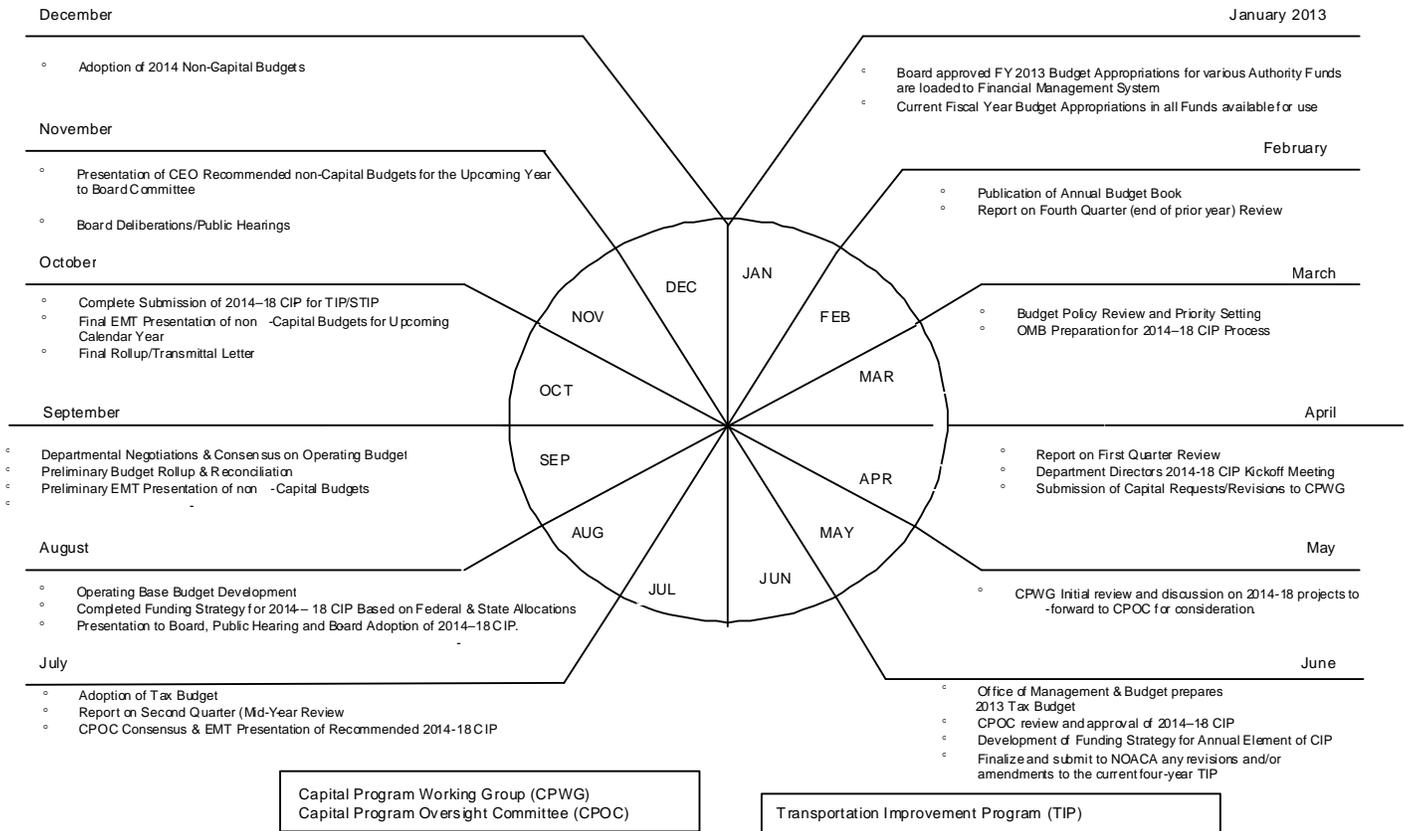
The Calendar of Events, on page CIP-9, depicts the revised Capital Improvement and TIP planning cycles for the 2014-18 Capital Improvement Plan (CIP). The process began in March, 2013 when the Office of Management and Budget (OMB) reviewed the budgeting policies and set the parameters for the Capital Budget, and concluded in August with the Board Adoption of the recommended 2014-18 CIP followed by submission to NOACA for inclusion in the TIP/STIP.

With the start of the process, an initial review by OMB is done to assess the status of the projects included in the current year's Capital Improvement Budget. This review included variances with 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 then provided a detailed set of instructions and follow-up meetings with staff that included a review of the information required for capital project requests and clarification of Department and Division requests.

In May, June and early July, 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 2014-18 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 2014-18 was finalized and presented to the Board of Trustees' Finance Committee in August for discussion, review and 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 began in March when departments request revisions, additions, or deletions 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. Capital project requests are prioritized by the Capital Projects Working Group (CPWG) 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. Revisions to existing projects and/or amendments to add new projects are submitted on a quarterly basis for review and inclusion in the revised TIP/STIP.

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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 the RTA Development Fund, supports the project.

The RTA Capital Fund supports 100 percent locally funded projects. In general, these capital 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. The Fund is subdivided into Routine Capital projects, for the acquisition of non-revenue vehicles and small equipment, or Asset Maintenance projects, that 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, with a useful life greater than five years, and includes the large multi-year rehabilitation/reconstruction and expansion projects of the Authority. All grant-funded projects are accounted for in the RTA Development Fund and projects in this Fund are normally supported through various combinations 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 Capital and other Fund Budgets of the Authority. 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 consideration in the 2014 – 2018 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 of the Authority 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 below reflects the distribution of approved 2014 Capital Improvement projects by capital priority area. The largest portion of the 2014 Capital Budget, \$71.77 million or 93.6 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 \$3.59 million, or 4.7 percent. The remaining categories make up the balance of the budgeted capital projects.

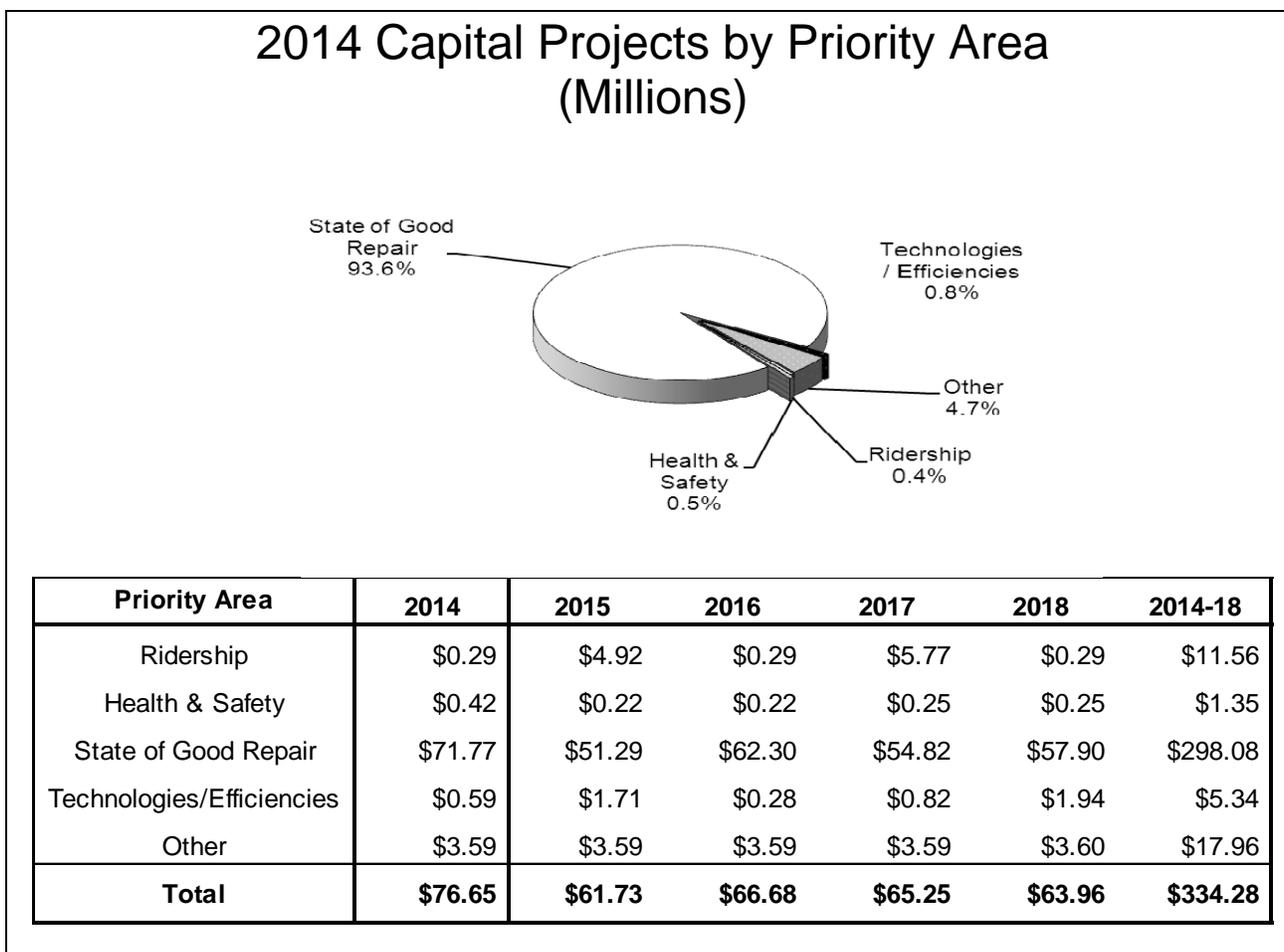


Figure CIP-3: Capital Projects by Priority Area

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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 2014, FY 2015, and FY 2016.

At the end of 2013, the Authority will have a combined \$138.05 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

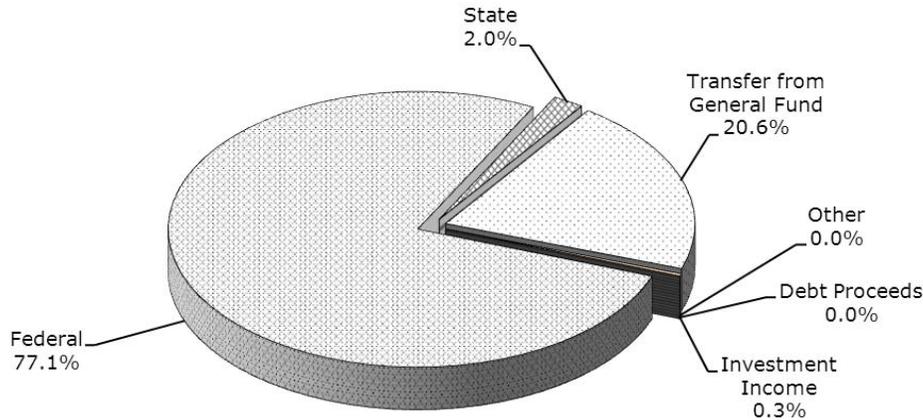
As reflected in Figure CIP-4, Federal grants will provide a projected \$67.06 million or 77.1 percent of the Authority's capital improvement revenue stream during FY2014 and over the five-year CIP is expected to provide close to 70 percent of the funding needs for the Authority's programmed capital projects. Most major Federal grant programs require a local match, normally 20 percent, though in some instances no local match is required. Through FFY 2013, 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 briefly 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 21<sup>st</sup> Century" (MAP-21) was approved by Congress. It establishes some certainty over available FTA funds for transit construction projects, but changes in Federal formula calculations for grant awards, inclusion of new census data in the determination of formula grants, incorporation of operating statistics relative to the all transit agencies, and the consolidation and/or elimination of some grant programs will likely have a negative impact upon future financial resources for the Authority's capital improvement program.

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, but is now 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.

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FY 2014 Capital Improvement Revenue  
By Source (Millions)



	2011 Actual	2012 Actual	2013 Estimate	2014 Budget	2015 Estimate	2016 Estimate
Transfer from General Fund	\$12.10	\$11.64	\$17.77	\$17.93	\$14.50	\$14.01
Investment Income	\$0.24	\$0.12	\$0.09	\$0.24	\$0.25	\$0.25
Federal	\$51.10	\$33.57	\$57.75	\$67.06	\$64.05	\$59.09
State	\$0.78	\$1.14	\$1.97	\$1.73	\$1.73	\$1.73
Debt Proceeds	\$0.00	\$25.00	\$0.00	\$0.00	\$20.00	\$0.00
Other	\$1.50	\$3.42	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total</b>	<b>\$65.73</b>	<b>\$74.88</b>	<b>\$77.58</b>	<b>\$86.95</b>	<b>\$100.53</b>	<b>\$75.07</b>

Figure CIP-4: Capital Improvement Revenue by Source

## 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 and 20 percent local basis. This program has been continued under the new MAP-21 legislation, though several changes have been made that likely will have a negative financial impact upon the Authority.

Changes to the award program include the elimination of the Job Access & Reverse Commute (JARC) Section 5316 program, which with the local match included had provided over \$12.21 million for this program, and was incorporated into the Section 5307 formula award as an eligible reimbursement with no additional resources.

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Available Federal funding from this grant program has been declining in recent Federal Fiscal Years. In FFY 2013, with the local match included, the Authority received \$27.78 million from its Section 5307 award. Prior to that Section 5307 grant awards for the Authority totaled \$28.70 million in FFY 2012, \$28.74 million in FFY 2011, \$31.51 million for FFY 2010, and \$32.64 million in FFY 2009. Future allocations under the MAP-21 legislation are estimated at \$28.0 million, near the amount received in FFY 2013.

## **State of Good Repair – Section 5337 (Formerly Section 5309 – Rail Modernization)**

Since ISTEA, Federal participation for the former 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 Rail Modernization program and replaced it with the Section 5337 State of Good Repair (SGR) grant program that will, like Section 5307 Capital Grants, have a negative financial impact upon the Authority. The most significant impact of the new legislation is the elimination of the historical Section 5309 funding formula allocation and replacement with one that relied upon operational statistics of a transit agency compared to totals of all transit agencies as well as use of the 2010 UZA Census data. The new formula is one that favors areas with growing populations along with expanding transit systems over those with a relatively static UZA population and rail system.

The last Federal allocation for the Section 5309 – Rail Modernization Award, is likely an indication of the financial impact facing the Authority under the new MAP-21 legislation. Including the 20 percent local share, the FFY 2013 award totaled \$14.16 million, a \$3.1 million decrease from the FFY 2012 award of \$17.26. Prior Section 5309 awards were \$17.80 million in FFY 2011 and \$17.52 million in FFY 2010. Under the new MAP-21 legislation in future years, the Authority expects to receive approximately \$14.25 million – a decrease of nearly \$3.5 million per year for needed state of good repair capital projects from a high of \$17.80 million in FFY 2011.

## **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. It 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.

Historically, the Authority has been extremely successful in competing for these non-traditional awards which has provided the necessary resources to enable a number of capital projects to be completed. In FY 2013 a TIGER III grant for \$15.63 million was received for construction work on the Little Italy - University Circle Station & rehabilitation of the Mayfield Road Track Bridge and two awards were executed totaling a combined \$8.69 million for the Clifton Boulevard Transit Enhancement project. In FY 2012, the Authority received two competitive grant awards. One for \$3.96 million was for improvements at the Brookpark & Windermere 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.

# 2014-2018 Capital Improvement Plan

Including the local share, the Authority also received \$30.2 million of capital funding from non-traditional Federal sources in FY 2011 including included three awards totaling \$16.4 million for the reconstruction of the Cedar - University 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. Lastly in FY 2009, the Authority received \$45.7 million 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.

## **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 Line Airport Tunnel and \$1.89 million of Federal funds was awarded in FY 2013, for the Authority's Revenue Vehicle Camera and DVR program. For FY 2013 the Authority has a pending application for State funding for the multi-year bus improvement program.

## **Local Sources**

The Capital Improvement Budget requires local resources to support the match for most grant-funded projects as well as to support 100 percent locally funded projects in both the RTA Capital and RTA Development Funds. In 2014, the combined local support for the Authority's capital program is done through two transfers from the General Fund that total a combined \$36.88 million. The first is a \$16.12 million transfer from the General Fund to the RTA Capital Fund (first component of the Sales & Use Tax Contribution to Capital) and the second, a \$20.75 million transfer from the General Fund to the Bond Retirement Fund to cover projected debt service payments for the upcoming 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 major 100 percent locally funded 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 \$138.05 million balance of outstanding bonds at the end of 2013 will require principal and interest payments of \$20.76 million in 2014.

## **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.

# 2014-2018 Capital Improvement Plan

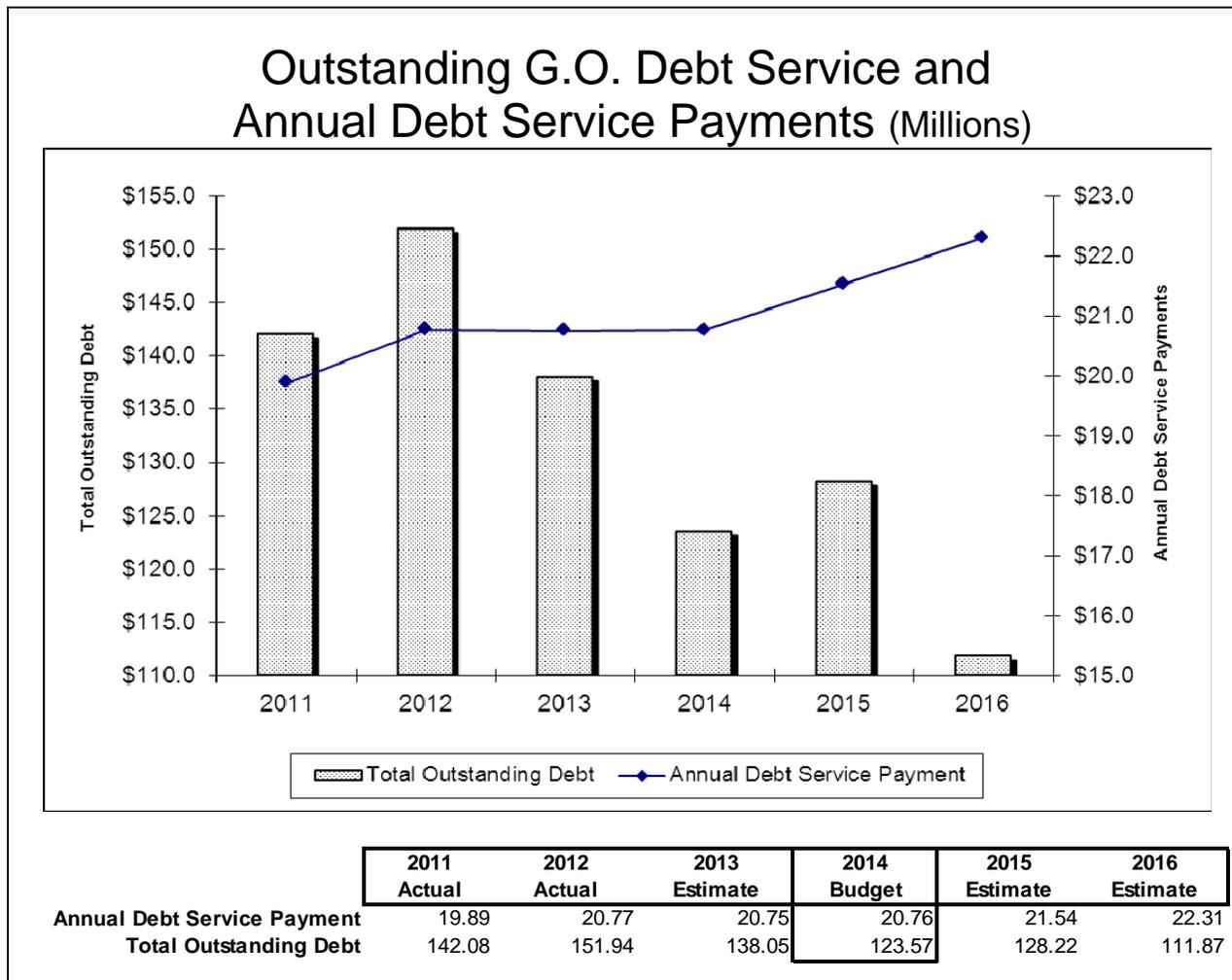


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

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 2013 of \$27.69 billion 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 \$27.69 billion, annual debt servicing capacity would be close to \$27.69 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.

# 2014-2018 Capital Improvement Plan

- 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 its establish rate of 11.4484 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 2014. 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 \$91 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 2013 by various public entities within the County exceeds the unvoted ten-mill limit. Due to this restraint in previous years, the Authority issued new debt of \$25.0 million in Revenue Bonds, rather than General Obligation 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 2014 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 & use tax revenues to the Capital Improvement Fund transfers resources that could be used to support operations. In the upcoming year, this amount is budgeted at \$16.12 million.
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements will continue to place pressure on the General Fund to contribute significant amounts to the Capital Improvement Fund in the future
- Debt service and interest payments of \$20.79 million will require a General Fund transfer to the Bond Retirement Fund of \$20.78 million in 2014 further limiting the amount available for operating expenditures.
- Some Operating Budget expenditures, primarily personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital construction projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2014, this activity will result in a projected \$1.5 million in grant funded reimbursements to the General Fund.
- In the five fiscal years, covering 2006 thru 2010, \$141.19 million of Federal formula capital grants, including both the 80-percent Federal and 20-percent Local Shares,

# 2014-2018 Capital Improvement Plan

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. Beginning with 2011 through the programmed 2015 estimate, this use will drop to a combined \$78.18 million with these funds being redirected to address state of good repair projects throughout the Authority. The 2014 Capital Budget includes an additional \$15.0 million of budget authority for this purpose, one of the lowest amounts in years though again reducing the availability of funding for the capital program.

- The capital program helps to maintain the Authority's capital assets in a state of good repair that facilitates improved delivery of transportation services and helps to reduce maintenance costs incurred in the operating budget.
- Daily activities within the 2014 General Fund Budget are supported by \$4.28 million of budget appropriation for various capital projects included within the RTA Capital Fund. These generally include smaller (less than \$150,000), equipment & non-revenue vehicle purchases and facilities maintenance activities and are exclusively supported by local funds from Sales & Use Tax revenue.

## Capital Project Categories

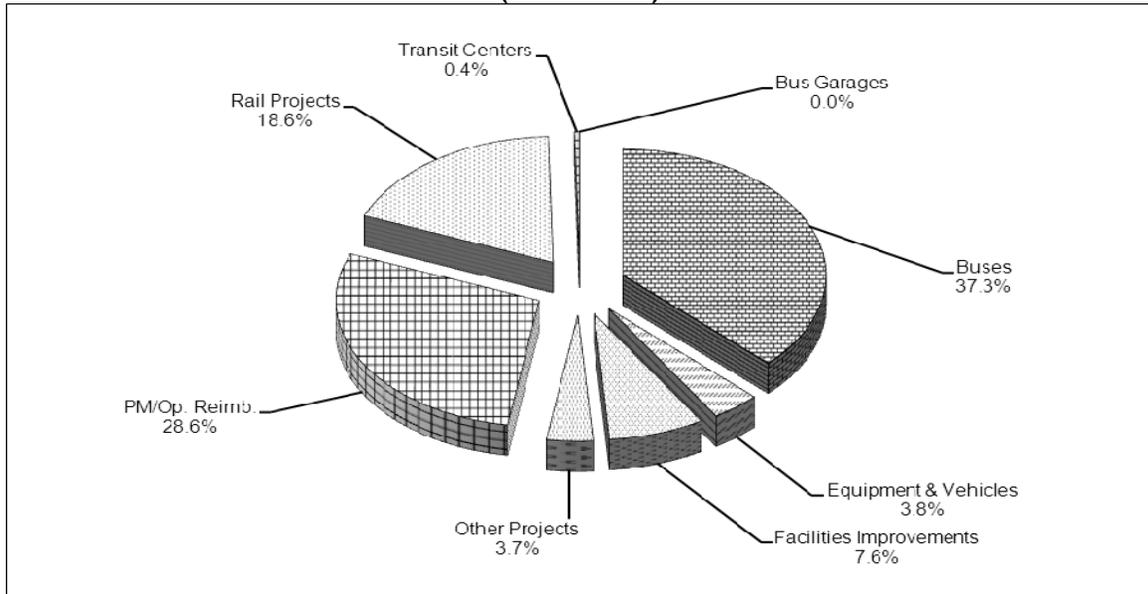
The combined 2014–2018 Capital Improvement Plan (CIP) totals \$334.28 million of capital budget appropriations over the five year plan with projects sorted among eight capital project categories – Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other Projects, Preventive Maintenance/Operating Reimbursements, Rail Projects, and Transit Centers.

In the approved 2014 Capital Budget, the Buses Category is the largest with \$28.62 million, or 37.3 percent of the total, is the second of a five year replacement program for the Authority's bus revenue fleets. For the upcoming year, this is followed by the Preventive Maintenance/Operating Expense projects category with \$21.90 million, or 28.6 percent, the Rail projects category, with \$14.23 million, or 18.6 percent of the total budget appropriation and the Facilities Improvements category with \$5.84 million, or 7.6 percent with the three remaining categories comprising the balance, \$6.06 million or 7.9 percent, of the approved capital budget as shown in Figure CIP-6.

Reflecting the challenging financial picture the Authority faces, the largest budgeted category over the five-year CIP is for the grant funded reimbursements of preventive maintenance and other operating expenses. This is followed by the Bus Improvement Programs with \$92.21 million, 27.6 percent, and the Rail Projects category, with \$84.43 million or 25.3 percent, followed by the other remaining categories to a lesser degree as prioritized by the needs assessment and prioritization of capital funds. Due to the current state of good repair projects at the Bus Garages, there are no major programmed bus garage projects in the upcoming 2014-18 CIP.

# 2014-2018 Capital Improvement Plan

## 2014 Capital Projects by Category (Millions)



	2014	2015	2016	2017	2018	2014 - 18
Bus Garages	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Buses	\$28.62	\$11.17	\$15.91	\$18.41	\$18.11	\$92.21
Equipment & Vehicles	\$2.95	\$2.58	\$2.28	\$2.26	\$3.94	\$14.00
Facilities Improvements	\$5.84	\$2.27	\$4.49	\$1.40	\$1.47	\$15.47
Other Projects	\$2.82	\$2.82	\$2.82	\$2.82	\$2.82	\$14.10
PM/Oper. Reimb.	\$21.90	\$20.81	\$23.31	\$23.31	\$23.31	\$112.62
Rail Projects	\$14.23	\$21.80	\$17.59	\$16.78	\$14.04	\$84.43
Transit Centers	\$0.29	\$0.29	\$0.29	\$0.29	\$0.29	\$1.44
<b>Total</b>	<b>\$76.65</b>	<b>\$61.73</b>	<b>\$66.68</b>	<b>\$65.25</b>	<b>\$63.96</b>	<b>\$334.28</b>

Figure CIP-6: Capital Projects by Category

## RTA Capital Fund

The RTA Capital Fund is a fund for smaller 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 the 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 covers 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. Other than a small amount of investment income, the main source of revenue is the sales & use tax revenue 'set aside' transfer from the General Fund to the RTA Capital Fund which began in 1989. Anticipated revenue in 2014 will include \$16.12 million of programmed transfers from the

# 2014-2018 Capital Improvement Plan

General Fund and investment income of \$450. The transfer amount, in combination with the General Fund transfer of \$18.32 million to the Bond Retirement Fund brings the total commitment to Capital to \$36.88 million or 19.0 percent of the projected 2014 sales & use tax revenue.

Budgeted FY 2014 expenditures or cash flows within the RTA Capital Fund of \$17.78 million include \$1.35 million for Asset Maintenance projects, \$2.20 million for Routine Capital purchases, and a \$14.23 million transfer into the RTA Development Fund for use on providing the local match on grant awards and for 100 percent locally funded project. The estimated 2014 ending balance of \$1.35 million is a decrease from prior years as additional local financial resources are positioned within the RTA Development Fund to meet the needs of the Authority's upcoming grant funded projects.

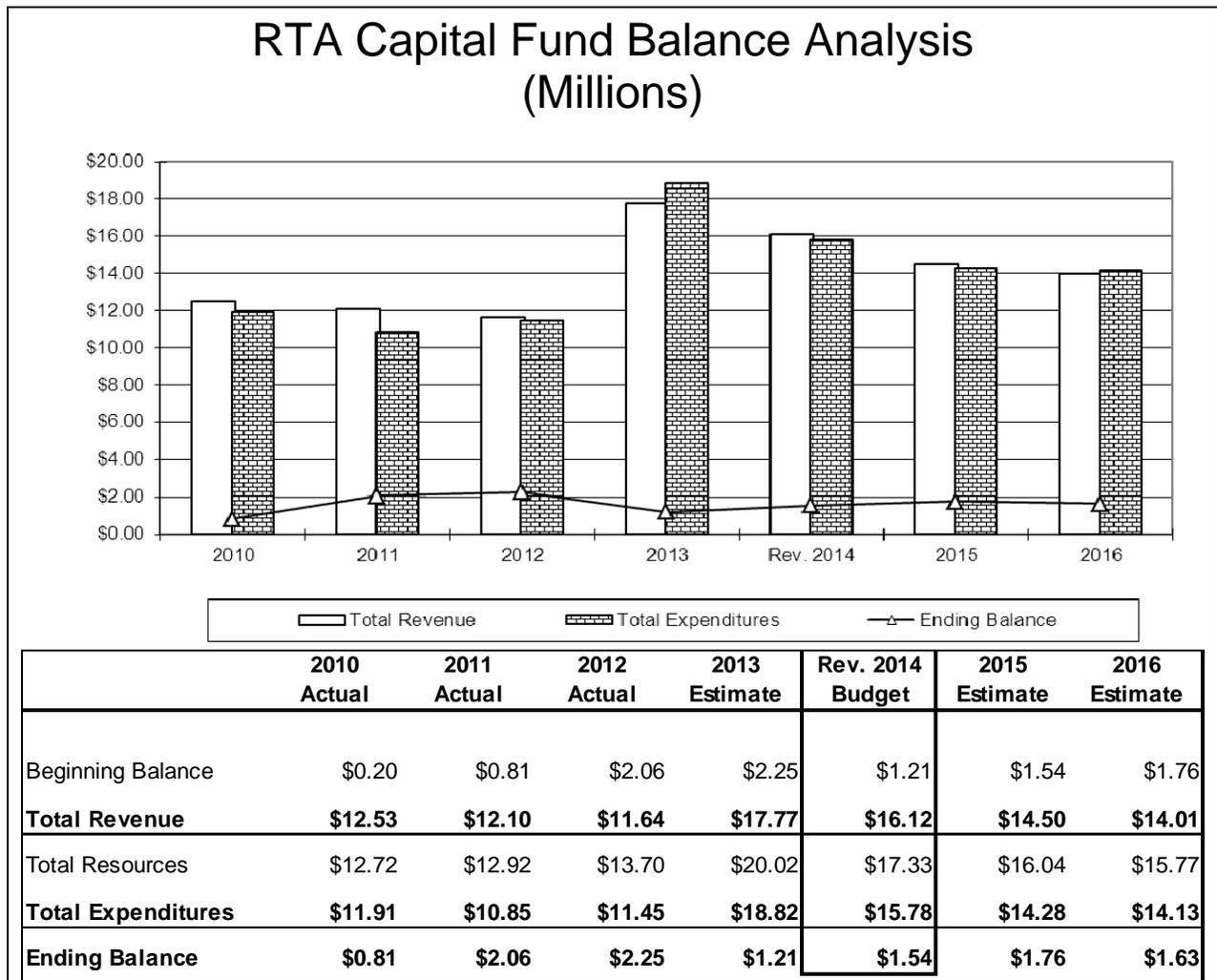


Figure CIP-7: RTA Capital Fund Balance Analysis

# 2014-2018 Capital Improvement Plan

## RTA Capital Fund Balance Analysis

	2011 Actual	2012 Actual	2013 Estimate	2014 Rev. Budget	2015 Budget	2016 Budget
<b>Beginning Balance</b>	<b>814,717</b>	<b>2,061,599</b>	<b>2,251,107</b>	<b>1,205,896</b>	<b>1,543,595</b>	<b>1,757,317</b>
<b>Revenue</b>						
Transfer from General Fund	12,101,441	11,636,995	17,770,044	16,121,505	14,497,576	14,010,086
Investment Income	265	-7	0	450	400	400
<b>Total Revenue</b>	<b>12,101,706</b>	<b>11,636,988</b>	<b>17,770,044</b>	<b>16,121,955</b>	<b>14,497,976</b>	<b>14,010,486</b>
<b>Total Resources</b>	<b>12,916,423</b>	<b>13,698,587</b>	<b>20,021,151</b>	<b>17,327,850</b>	<b>16,041,572</b>	<b>15,767,802</b>
<b>Expenditures</b>						
Asset Maintenance	708,534	873,929	1,250,000	1,350,000	1,300,000	1,300,000
Routine Capital	544,849	953,296	2,095,000	2,200,000	1,850,000	1,750,000
Transfer to RTA Development Fund	9,601,441	9,620,255	15,470,255	12,234,255	11,134,255	11,084,255
<b>Total Expenditures</b>	<b>10,854,824</b>	<b>11,447,480</b>	<b>18,815,255</b>	<b>15,784,255</b>	<b>14,284,255</b>	<b>14,134,255</b>
<b>Ending Balance</b>	<b>2,061,599</b>	<b>2,251,107</b>	<b>1,205,896</b>	<b>1,543,595</b>	<b>1,757,317</b>	<b>1,633,547</b>

### 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 on an annual basis.

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 \$2.70 million, or 3.5 percent, of the 2014 Capital Improvement Budget. This is a significant increase in budget appropriation, relative to previous years as the Authority continues its focus on bringing its non-revenue vehicle fleet to a state of good repair through a replacement and a vehicle-leasing program. Projected cash flows or expenditures for Routine Capital projects reflect anticipated expenditures for these programs over the next several years.

The greatest portion of Routine Capital projects in the 2014 CIP is included within the Operations Division, which has \$2.08 million or 77.0 percent of the total budget appropriated for this purpose. More than half of this, \$1.21 million, is programmed for the non-revenue vehicle replacement program followed by \$501,500 for various equipment pool projects throughout various Operating Division Departments and a budgeted Transit Police Department security pool program of \$220,000 in 2014.

### 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.

# 2014-2018 Capital Improvement Plan

The FY 2014 budget appropriation for Asset Maintenance projects is \$1.58 million representing 2.1 percent of the overall FY 2014 Capital Improvement Budget (see Figure CIP-8). This amount is again an increase, relative to prior years' budgets, as a result of the inclusion of additional state of good repair projects and energy efficiency initiatives

The largest portion of these projects, \$755,000, or 47.8 percent of Asset Maintenance projects, is within the Engineering and Project Development Department, which coordinates larger construction-related asset maintenance projects followed by the Service Management Department with \$280,000, or 17.7 percent, of all Asset Maintenance projects. The remaining amounts are budgeted in the Fleet Management Department for the rehabilitation of bus lifts (\$100,000) and in an asset maintenance contingency project of \$100,000.

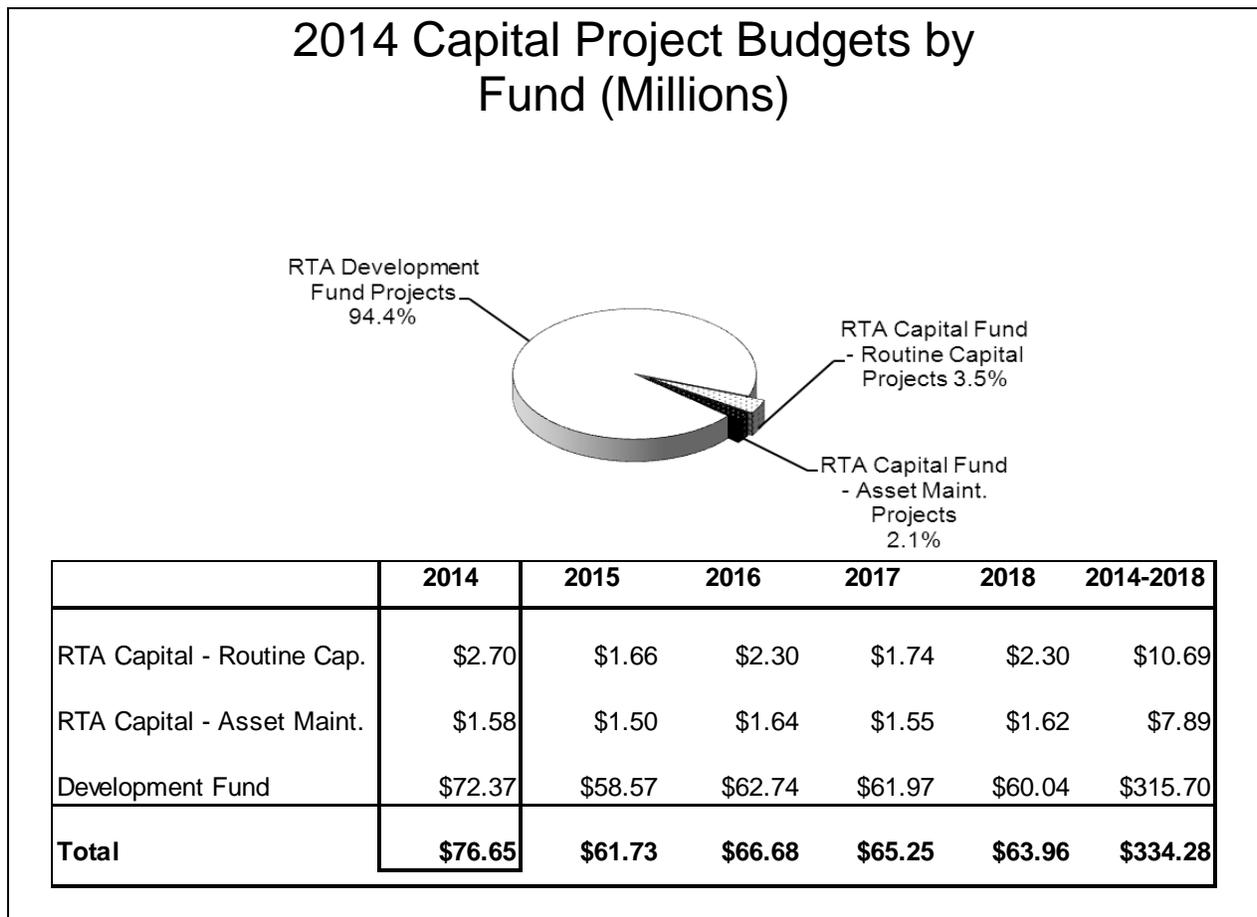


Figure CIP-8: Capital Project Budgets by Fund

# 2014-2018 Capital Improvement Plan

## GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2014 - 2018 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND

### (FACILITIES) ASSET MAINTENANCE PROJECTS

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2014-18 Total
<b><i>32 RAIL DISTRICT</i></b>							
Rehab - Rail HQ HVAC System	32325049	66,000	0	0	0	0	66,000
		<b>66,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,000</b>
<b><i>35 SERVICE MANAGEMENT</i></b>							
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
		<b>280,000</b>	<b>310,000</b>	<b>310,000</b>	<b>330,000</b>	<b>360,000</b>	<b>1,590,000</b>
<b><i>39 FLEET MANAGEMENT</i></b>							
Install Security Gates at CBM	32395049	88,000	0	0	0	0	88,000
Upgrade Electrical Phase Protection	32395149	42,000	0	0	0	0	42,000
Upgrade Transformers @ CBM	32395059	0	38,500	0	0	0	38,500
Paint CBM Interior	32395159	0	35,200	0	0	0	35,200
Replace Skylights & Smoke Hatches	32395069	0	0	171,518	0	0	171,518
Bus Districts Lift Rebuilds/Rehab's	47395099	100,000	100,000	100,000	100,000	100,000	500,000
		<b>230,000</b>	<b>173,700</b>	<b>271,518</b>	<b>100,000</b>	<b>100,000</b>	<b>875,218</b>
<b><i>80 ENG. &amp; PROJECT DEV.</i></b>							
Parking Lot Rehab Pool	32805029	60,000	75,000	75,000	85,000	85,000	380,000
Facilities - ADA Projects	32805049	100,000	100,000	100,000	100,000	125,000	525,000
Passenger Facilities Maint. Pool	32805149	250,000	200,000	225,000	225,000	225,000	1,125,000
Operating Facilities Maint. Pool	32805249	345,000	395,000	410,000	455,000	475,000	2,080,000
		<b>755,000</b>	<b>770,000</b>	<b>810,000</b>	<b>865,000</b>	<b>910,000</b>	<b>4,110,000</b>
<b><i>67 OFFICE OF MGT. &amp; BUDGET</i></b>							
Energy Retrofits	32675339	100,000	100,000	100,000	100,000	100,000	500,000
Asset Maintenance Contingency	49995059	150,000	150,000	150,000	150,000	150,000	750,000
		<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>1,250,000</b>
<b>TOTAL ASSET MAINTENANCE</b>		<b>1,581,000</b>	<b>1,503,700</b>	<b>1,641,518</b>	<b>1,545,000</b>	<b>1,620,000</b>	<b>7,891,218</b>

# 2014-2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2014 - 2018 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2014-18 Total
<b>12 EXECUTIVE</b>							
NOACA Dues	49120149	56,250	57,700	57,700	57,700	58,500	287,850
Build-up Greater Cleveland Dues	49120249	45,000	45,000	45,000	45,000	46,500	226,500
Outside Legal Services - Leg. Review	49120349	86,000	90,000	90,000	90,000	91,500	447,500
		<b>187,250</b>	<b>192,700</b>	<b>192,700</b>	<b>192,700</b>	<b>196,500</b>	<b>961,850</b>
<b>32 RAIL DISTRICT</b>							
Rail District Equipment Pool	47320149	230,000	90,000	70,000	30,000	20,000	440,000
		<b>230,000</b>	<b>90,000</b>	<b>70,000</b>	<b>30,000</b>	<b>20,000</b>	<b>440,000</b>
<b>34 TRANSIT POLICE</b>							
Security Improvements Pool	44340249	220,000	220,000	220,000	245,000	245,000	1,150,000
		<b>220,000</b>	<b>220,000</b>	<b>220,000</b>	<b>245,000</b>	<b>245,000</b>	<b>1,150,000</b>
<b>35 SERVICE MANAGEMENT</b>							
Work Access Passenger Vans	46350129	0	0	0	60,000	0	60,000
		<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>	<b>0</b>	<b>60,000</b>
<b>39 FLEET MANAGEMENT</b>							
Electronic Repair Shop Equipment	45390149	150,000	0	0	0	0	150,000
NRVIP - Lease Payments	46390139	450,000	675,000	725,000	725,000	725,000	3,300,000
NRVIP - Heavy Duty Trucks	46390239	756,000	0	700,000	0	700,000	2,156,000
Fleet Management Equipment Pool	47390349	119,000	114,800	35,000	82,000	60,000	410,800
		<b>1,475,000</b>	<b>789,800</b>	<b>1,460,000</b>	<b>807,000</b>	<b>1,485,000</b>	<b>6,016,800</b>
<b>46 HAYDEN DISTRICT</b>							
Hayden District Equipment Pool	47460129	72,500	30,000	20,000	31,750	0	154,250
		<b>72,500</b>	<b>30,000</b>	<b>20,000</b>	<b>31,750</b>	<b>0</b>	<b>154,250</b>
<b>49 TRISKETT DISTRICT</b>							
Triskett District Equipment Pool	47490129	80,000	12,000	0	35,000	14,000	141,000
		<b>80,000</b>	<b>12,000</b>	<b>0</b>	<b>35,000</b>	<b>14,000</b>	<b>141,000</b>
<b>61 INFORMATION TECHNOLOGY</b>							
IT Systems Development Pool	42610149	140,000	140,000	150,000	150,000	150,000	730,000
		<b>140,000</b>	<b>140,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>730,000</b>
<b>62 SUPPORT SERVICES</b>							
Office Equipment/Furniture Pool	43620149	35,000	35,000	35,000	35,000	40,000	180,000
		<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>40,000</b>	<b>180,000</b>
<b>65 REVENUE</b>							
Revenue Dept. Equipment Pool	47650149	108,035	0	0	0	0	108,035
		<b>108,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108,035</b>
<b>67 OFFICE OF MGT. &amp; BUDGET</b>							
Routine Capital Contingency	49990159	150,000	150,000	150,000	150,000	150,000	750,000
		<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>750,000</b>
<b>TOTAL ROUTINE CAPITAL</b>		<b>2,697,785</b>	<b>1,659,500</b>	<b>2,297,700</b>	<b>1,736,450</b>	<b>2,300,500</b>	<b>10,691,935</b>
<b>RTA CAPITAL FUND TOTAL</b>		<b>4,278,785</b>	<b>3,163,200</b>	<b>3,939,218</b>	<b>3,281,450</b>	<b>3,920,500</b>	<b>18,583,153</b>

# 2014 - 2018 Capital Improvement Plan

## RTA Development Fund

The Authority's Capital Improvement Funds are used to account for the acquisition, construction, replacement, repair, and renovation of major capital facilities and equipment. The RTA Development Fund includes both a majority of the larger rehabilitation and expansion projects and the Authority's Long Range projects. Generally, RTA Development Fund projects are greater than \$150,000 and have a useful life of more than five years. This Fund is primarily, 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 as well as locally funded projects are reviewed and resources provided through sales & use tax contributions transferred from the RTA Capital Fund, available proceeds from debt sales, and interest income.

In 2010, \$9.28 million was transferred from the RTA Capital Fund to the RTA Development Fund to provide the local match for Operating Budget expense reimbursements and to cover expenses within the RTA Development Fund not covered by other revenue sources. This amount increased to \$9.60 million in 2011, to \$9.62 million in 2012, and again to an estimated \$15.47 million in FY 2013. For FY 2014, transfers from the RTA Capital Fund to the RTA Development Fund will decrease to a projected \$12.23 million due to a projected increase in use of available bond proceeds towards the composition of the local funding component of the Authority's capital program for the upcoming year. The transfer amount will then decrease slightly in FY 2015 to \$11.13 million and stabilize at \$11.08 million in FY 2016, through it is expected to then begin increasing after that FY due to the financial demands of the Authority's capital program.

Other local funding sources include debt service, revenue bonds, 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 2014, 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. By the end of FY 2011, the fund balance had increased to \$25.95 million from the ending FY 2010 balance of \$21.14 due in part to the impact of 100 percent Federal Stimulus funds for construction projects and a \$25.0 million revenue bond issuance in 2012, further increased the fund balance to \$44.44 million at the end of FY 2012. Capital construction activities over the following years will then draw the fund balance down as it declines to a projected \$35.22 million at the end of FY 2013 and to \$23.99 million at the end of FY 2014, before rising in FY 2015 due to a planned issuance of G.O. debt or Revenue bonds.

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-28, 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 expenditures or cash outlays of \$92.50 million in 2014. 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 numbers included in the 2014-18 CIP, which is based upon the

# 2014 - 2018 Capital Improvement Plan

establishment of the necessary budget appropriation for the capital projects.

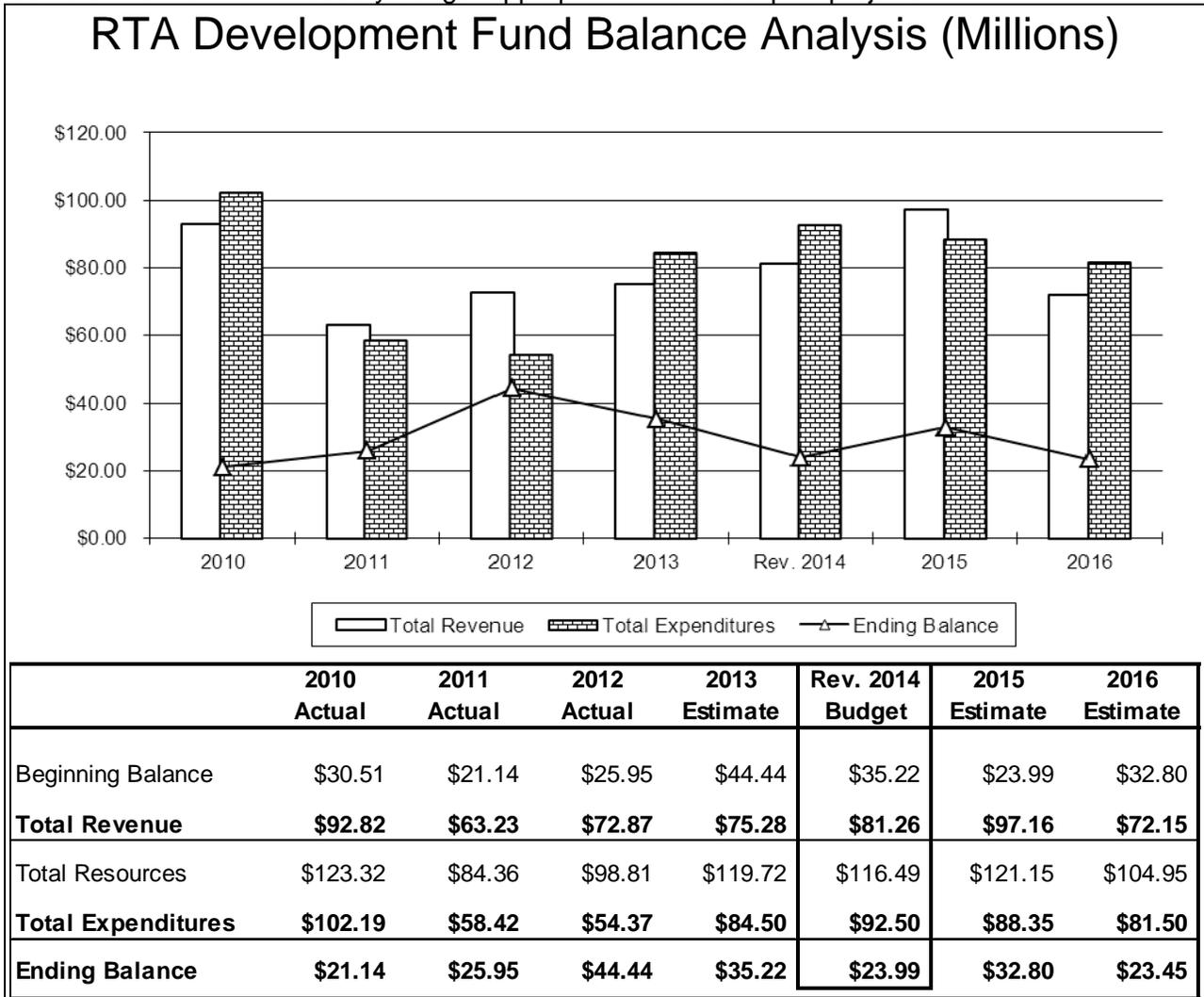


Figure CIP-9: RTA Development Fund Balance Analysis

# 2014 - 2018 Capital Improvement Plan

## RTA Development Fund Balance Analysis

	2011 Actual	2012 Actual	2013 Estimate	2014 Rev. Budget	2015 Budget	2016 Budget
<b>Beginning Balance</b>	<b>21,135,307</b>	<b>25,947,255</b>	<b>44,440,121</b>	<b>35,224,865</b>	<b>23,987,442</b>	<b>32,801,269</b>
<b>Revenue</b>						
Debt Service	0	25,000,000	0	0	20,000,000	0
Transfer from RTA Capital Fund	9,601,441	9,620,255	15,470,255	12,234,255	11,134,255	11,084,255
Investment Income	242,341	115,389	91,253	235,000	245,000	245,000
Federal Capital Grants	51,104,869	33,570,510	57,746,500	67,062,500	64,053,750	59,087,500
State Capital Grants	778,956	1,135,673	1,971,736	1,730,822	1,730,822	1,730,822
Other Revenue	1,500,000	3,424,859	0	0	0	0
<b>Total Revenue</b>	<b>63,227,607</b>	<b>72,866,686</b>	<b>75,279,744</b>	<b>81,262,577</b>	<b>97,163,827</b>	<b>72,147,577</b>
<b>Total Resources</b>	<b>84,362,914</b>	<b>98,813,941</b>	<b>119,719,865</b>	<b>116,487,442</b>	<b>121,151,269</b>	<b>104,948,846</b>
<b>Expenditures</b>						
Capital Outlay	58,415,659	54,373,820	84,495,000	92,500,000	88,350,000	81,500,000
<b>Total Expenditures</b>	<b>58,415,659</b>	<b>54,373,820</b>	<b>84,495,000</b>	<b>92,500,000</b>	<b>88,350,000</b>	<b>81,500,000</b>
<b>Ending Balance</b>	<b>25,947,255</b>	<b>44,440,121</b>	<b>35,224,865</b>	<b>23,987,442</b>	<b>32,801,269</b>	<b>23,448,846</b>

### RTA Development Fund Projects

In 2014, the combined budget appropriation for RTA Development Fund projects accounts for most, \$72.37 million or 94.4 percent, of the Authority's Capital Improvement Budget for the upcoming year (see Figure CIP-8). The inclusion of capital projects within this fund is based upon the establishment of budget appropriation authority and may include projects that may have already received grant-funding, projects in the preliminary application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 100 percent local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2014. Please refer to pages CIP-31 through CIP-35 for a complete list of projects included within the five-year RTA Development Fund CIP.

#### **Bus Garages - \$0.0 million**

Facility improvements and equipment replacement projects remain underway at the Paratransit, Hayden and Central Bus garages due to a Federal State of Good Repair grant award received in FY 2011, all with an expected completion in mid-FY 2014. As a result of these improvements, no grant funded bus garage projects are programmed in the 2014-18 CIP.

#### **Bus/Paratransit Improvement Programs - \$28.62 million**

The 2014 CIP includes \$27.97 million for replacement 40-Ft buses and \$646,000 for a multi-year bus spare parts program to improve the dependability of the Authority bus fleet. Grant funding for these amounts will become available in 2014 through a series of grant revisions and execution of new grant awards.

# 2014 - 2018 Capital Improvement Plan

## **Equipment & Vehicles - \$403,000**

All budget appropriation within this category is for the continuation of various information technology projects throughout the Authority including Data Center and Network improvements.

## **Facilities Improvements - \$4.41 million**

The combined Facilities Improvements budget appropriation of \$4.41 million in 2014 includes a construction project of \$4.16 million for rehabilitation of two track bridges over East 81<sup>st</sup> and East 83<sup>rd</sup> Streets , \$200,00 for the installation of fall protection at the Central Bus Maintenance Facility and \$50,000 for the initial cost of upgrading the Authority's fiber optic lines.

## **Other Projects - \$2.52 million**

The 2014 budget appropriation included for projects in this category include \$2.43 million for the annual payment of a fare collection equipment lease and \$93,750 for various transportation studies depending upon the availability of funds.

## **Preventive Maintenance / Operating Budget Reimbursements - \$21.90 million**

This category includes capital project budget appropriation for preventive maintenance reimbursements to the Operating Budget, as well as ADA, Trolley, and JARC / Welfare to Work grant funded Operating expense reimbursements.

The largest of these is for preventive maintenance reimbursements with a 2014 budget appropriation of \$15.00 million, or 20.7 percent of the 2014 RTA Development Fund appropriation. Other programmed grant funded projects within this category for FY 2014 include \$3.60 million for the final award year for the JARC, or reverse commute services program that was not extended in MAP-21, \$3.13 million for the reimbursement of ADA Operating Budget expenses, and \$180,000 for the grant funded reimbursement of the Travel Trainer program.

## **Rail Projects- \$14.23 million**

The Rail Projects category continues to be the most diverse capital project category within the RTA Development Fund and in FY 2014, one of the largest. Major programmed 2014 projects within this category include \$3.20 million for the rehabilitation of the West 65<sup>th</sup> Street Substation, a combined \$7.27 million for various track and rail infrastructure projects on the Heavy and Light Rail lines, \$1.92 million for engineering & design and construction services on the Authority Rail Station State of Good Repair/ADA KeyStation program, and \$1.37 million for a Light Rail Fleet reliability project for the Breda Fleet.

## **Transit Centers / Bus Loops – \$288,783**

The 2014 capital budget includes \$288,783 for various small grant funded passenger enhancements throughout the Authority. Funds for these enhancement projects will be appropriated as grant awards are executed during the year.

# 2014 - 2018 Capital Improvement Plan

## Transit 2025 Long Range Plan

The purpose of the Long Range Plan of the Authority is to support its Mission and Policy goals. The plan accomplishes this by providing a guide for developing a balanced, multi-modal transit system that meets the mobility needs of Cuyahoga County residents and all visitors safely, efficiently, and cost-effectively.

The original plan was drafted in 1998 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.

# 2014 - 2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2014 - 2018 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2014-2018
		2014	2015	2016	2017	2018	
<b><u>BUSES</u></b>							
<b><u>BUS IMPROVEMENT PROGRAM</u></b>							
2012-2014 Bus Improvement Program 37,500,000 (71 40 foot vehicles to be contracted in 2013 for delivery in 2014)	10390230	6,250,000	0	6,250,000	0	0	12,500,000
SFY 2012 NOACA CMAQ Grant (Committed) 6,250,000							
SFY 2013 NOACA CMAQ Grant (Committed) 6,250,000							
SFY 2014 NOACA CMAQ Grant (Committed) 6,250,000							
SFY 2016 NOACA CMAQ Grant (In NOACA Plan) 6,250,000							
SFY 2013 ODOT UTP Award (Applied for Grant) 1,730,822							
FFY 2012 Federal Formula Grant (Amending Grant) 10,769,178							
2015-2017 Bus Improvement Program 52,500,000 (104 40 foot and MCI vehicles to be contracted in 2016 for delivery in 2017)	10390150	15,861,838	10,781,392	6,715,766	15,746,616	0	49,105,612
SFY 2015 NOACA CMAQ Grant (Committed) 6,250,000							
SFY 2016 NOACA CMAQ Grant (In NOACA PPR) 6,250,000							
SFY 2017 NOACA CMAQ Grant (In NOACA PPR) 6,250,000							
SFY 2014 ODOT UTP Award (Planned) 1,730,822							
SFY 2013 ODOT OTPPP Award (Submitting Grant) 6,250,000							
FFY 2013 Federal Formula Grant (Grant Pending) 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							
FY 2013 100% Local Funds (Rolling Stock Reserve) 3,394,388							
2018-2020 Bus Improvement Program 60,000,000 (105 HL and MCI vehicles to be contracted in 2019 for delivery in 2020)	10390170	5,857,744	0	0	0	16,855,822	22,713,566
SFY 2018 NOACA CMAQ Grant 7,500,000							
SFY 2019 NOACA CMAQ Grant 7,500,000							
SFY 2020 NOACA CMAQ Grant 7,500,000							
SFY 2018 ODOT UTP Award 1,730,822							
SFY 2019 ODOT UTP Award 1,730,822							
SFY 2020 ODOT UTP Award 1,730,822							
SFY 2018 ODOT OTPPP Award 3,125,000							
SFY 2019 ODOT OTPPP Award 3,125,000							
SFY 2020 ODOT OTPPP Award 3,125,000							
FFY 2017 Federal Formula Grant 4,500,000							
FFY 2018 Federal Formula Grant 4,500,000							
FFY 2019 Federal Formula Grant 4,500,000							
FY 2013 100% Local Funds (Unfunded) 3,574,790							
FY 2014 100% Local Funds (Unfunded) 5,857,744							
<b>Sub-Total - Bus Improvement Program</b>		<b>27,969,582</b>	<b>10,781,392</b>	<b>12,965,766</b>	<b>15,746,616</b>	<b>16,855,822</b>	<b>84,319,178</b>
<b><u>PARATRANSIT IMPROVEMENT PROGRAM</u></b>							
2016-18 Paratransit Buses	12390160	0	0	2,550,000	2,550,000	1,250,000	6,350,000
FY 2016 100% Local Funds 2,550,000							
FY 2017 100% Local Funds 2,550,000							
FFY 2017 Federal Formula Grant 1,250,000							
<b>Sub-Total - Paratransit Improvement Program</b>		<b>0</b>	<b>0</b>	<b>2,550,000</b>	<b>2,550,000</b>	<b>1,250,000</b>	<b>6,350,000</b>
<b><u>BUS CAPITAL SPARE PARTS PROGRAM</u></b>							
2014-18 Bus Capital Spare Parts Program	16390140	646,000	390,000	390,000	110,000	0	1,536,000
FFY 2013 Federal Formula Grant (Revise/Amend) 646,000							
FFY 2014 Federal Formula Grant 390,000							
FFY 2015 Federal Formula Grant 390,000							
FFY 2016 Federal Formula Grant 110,000							
<b>Sub-Total - Bus Capital Spare Parts Program</b>		<b>646,000</b>	<b>390,000</b>	<b>390,000</b>	<b>110,000</b>	<b>0</b>	<b>1,536,000</b>
<b>TOTAL - BUSES</b>		<b>28,615,582</b>	<b>11,171,392</b>	<b>15,905,766</b>	<b>18,406,616</b>	<b>18,105,822</b>	<b>92,205,178</b>

# 2014 - 2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2014 - 2018 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2014-2018
		2014	2015	2016	2017	2018	
<b>EQUIPMENT &amp; VEHICLES</b>							
<b>MANAGEMENT INFORMATION SYSTEM</b>							
Ultramain Version 9 Upgrade FFY 2017 Federal Formula Grant	42350180	0	0	0	0	1,115,951	1,115,951
Oracle Upgrade to Version 12 FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	42610100	100,000	50,000	0	120,000	120,000	390,000
Network Infrastructure - Networks FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	42610120	98,000	58,000	27,000	166,600	166,600	516,200
Network Infrastructure - Data Center FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	42610220	145,000	65,000	55,000	115,000	115,000	495,000
Network Infrastructure - Phone System FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	42610320	10,000	845,000	0	189,000	189,000	1,233,000
Internet - Intranet Development FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	42610520	50,000	50,000	50,000	80,000	80,000	310,000
<b>Sub-Total - Management Information System</b>		<b>403,000</b>	<b>1,068,000</b>	<b>132,000</b>	<b>670,600</b>	<b>1,786,551</b>	<b>4,060,151</b>
<b>TOTAL - EQUIPMENT &amp; VEHICLES</b>		<b>403,000</b>	<b>1,068,000</b>	<b>132,000</b>	<b>670,600</b>	<b>1,786,551</b>	<b>4,060,151</b>
<b>FACILITIES IMPROVEMENTS</b>							
<b>BRIDGE REHABILITATION</b>							
Track Bridges Rehabilitation - E. 81st & 83rd Sts. FFY 2013 Federal Formula Grant	20800160	4,160,000	0	0	0	0	4,160,000
Track Bridge Rehabilitation - CSX & East 92nd St. FFY 2015 Federal Formula Grant	20800170	0	0	3,000,000	0	0	3,000,000
<b>Sub-Total - Bridge Rehabilitation</b>		<b>4,160,000</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>7,160,000</b>
<b>SYSTEM-WIDE FACILITIES</b>							
CBM Fall Prevention Systems FFY 2013 Federal Formula Grant (Revise/Amend)	22390140	200,000	0	0	0	0	200,000
Fiber Optic Hardware Replacement Program FFY 2013 Federal Formula Grant (Revise/Amend) FFY 2014 Federal Formula Grant	26800440	50,000	500,000	0	0	0	550,000
Rail Station Door Rehabilitation Program FFY 2014 Federal Formula Grant	32320150	0	209,213	0	0	0	209,213
Hayden Parking Lot Repaving FFY 2014 Federal Formula Grant	32800150	0	210,000	0	0	0	210,000
<b>Sub-Total - System-Wide Facilities</b>		<b>250,000</b>	<b>919,213</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,169,213</b>
<b>TOTAL - FACILITIES IMPROVEMENTS</b>		<b>4,410,000</b>	<b>919,213</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>8,329,213</b>

# 2014 - 2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2014 - 2018 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2014-2018
		2014	2015	2016	2017	2018	
<b>OTHER PROJECTS</b>							
<b>OTHER</b>							
Planning Studies (Transportation for Livable Communities Initiative)	49570120	93,750	93,750	93,750	93,750	93,750	468,750
SFY 2014 NOACA STP Grant	93,750						
SFY 2015 NOACA STP Grant	93,750						
SFY 2016 NOACA STP Grant	93,750						
SFY 2017 NOACA STP Grant	93,750						
SFY 2018 NOACA STP Grant	93,750						
Fare Collection Equipment Lease	49650180	2,426,110	2,426,110	2,426,110	2,426,110	2,426,110	12,130,550
FFY 2013 Federal Formula Grant	2,426,110						
FFY 2014 Federal Formula Grant	2,426,110						
FFY 2015 Federal Formula Grant	2,426,110						
FFY 2016 Federal Formula Grant	2,426,110						
FFY 2017 Federal Formula Grant	2,426,110						
<b>TOTAL - OTHER PROJECTS</b>		<b>2,519,860</b>	<b>2,519,860</b>	<b>2,519,860</b>	<b>2,519,860</b>	<b>2,519,860</b>	<b>12,599,300</b>
<b>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</b>							
<b>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</b>							
2008 New Freedom Program (Mobility Management Only)	49310180	180,000	180,000	180,000	180,000	180,000	900,000
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						
SFY 2018 Section 5317 NOACA New Freedom Pro.	180,000						
Job Access Reverse Commute Program (JARC)	49350180	3,598,340	0	0	0	0	3,598,340
SFY 2014 Section 5316 NOACA JARC	3,598,340						
Paratransit Operating Expenses Reimbursement	49670110	3,125,000	3,125,000	3,125,000	3,125,000	3,125,000	15,625,000
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						
SFY 2018 NOACA STP Grant	3,125,000						
Preventive Maintenance Expenses	51670140	15,000,000	17,500,000	20,000,000	20,000,000	20,000,000	92,500,000
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						
FFY 2017 Federal Formula Grant	20,000,000						
<b>TOTAL - PREVENTIVE MAINT./OPER. REIMB.</b>		<b>21,903,340</b>	<b>20,805,000</b>	<b>23,305,000</b>	<b>23,305,000</b>	<b>23,305,000</b>	<b>112,623,340</b>
<b>RAIL PROJECTS</b>							
<b>ELECTRICAL SYSTEM</b>							
OCS Replacement and Upgrade Plan	21320150	0	121,275	131,159	141,848	153,409	547,691
FFY 2014 Federal Formula Grant	121,275						
FFY 2015 Federal Formula Grant	131,159						
FFY 2016 Federal Formula Grant	141,848						
FFY 2017 Federal Formula Grant	153,409						
Replacement Transformer & Rectifier for Shaker 1 Substation	21320340	332,500	0	0	0	0	332,500
FFY 2013 Federal Formula Grant (Revise/Amend)	332,500						
Substation Replacement - West 117th Street	21800160	0	151,000	0	3,727,600	0	3,878,600
FFY 2014 Federal Formula Grant	151,000						
FFY 2016 Federal Formula Grant	3,727,600						
Substation Replacement - West 65th Street	21800190	3,198,200	0	0	0	0	3,198,200
FFY 2013 Federal Formula Grant	3,198,200						

# 2014 - 2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2014 - 2018 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2014-2018
		2014	2015	2016	2017	2018	
<b>RAIL PROJECTS - Cont.</b>							
<b>ELECTRICAL SYSTEM - Cont.</b>							
Substation Replacement - East 120th Street FFY 2016 Federal Formula Grant 165,400 FFY 2017 Federal Formula Grant 3,800,000	21800240	0	0	0	165,400	3,800,000	3,965,400
Sectionalize Tower City Catenary System FFY 2014 Federal Formula Grant 660,000	21800260	0	660,000	0	0	0	660,000
2nd Independent Feed for E. 55th Street Substation FFY 2014 Federal Formula Grant 66,000 FFY 2016 Federal Formula Grant 2,050,650	21800360	0	66,000	0	2,050,650	0	2,116,650
Substation Replacement - Puritas Avenue FFY 2013 Federal Formula Grant 142,000 FFY 2015 Federal Formula Grant 3,717,600	21800390	142,000	0	3,717,600	0	0	3,859,600
<b>Sub-Total - Electrical System</b>		<b>3,672,700</b>	<b>998,275</b>	<b>3,848,759</b>	<b>6,085,498</b>	<b>3,953,409</b>	<b>18,558,641</b>
<b>SIGNALS</b>							
CAB Signal System Replacement (Railcars) FFY 2017 Federal Formula Grant 985,750	26800170	0	0	0	0	985,750	985,750
Cab Signaling - East 79th to Shaker Square FFY 2017 Federal Formula Grant 3,904,514	26800240	0	0	0	0	3,904,514	3,904,514
Red Line Signal System Replacement (Design) FFY 2017 Federal Formula Grant 1,000,000	26800270	0	0	0	0	1,000,000	1,000,000
<b>Sub-Total - Signals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,890,264</b>	<b>5,890,264</b>
<b>TRACK REHABILITATION</b>							
Rail Profile Grinding Program FFY 2016 Federal Formula Grant 488,029 FFY 2017 Federal Formula Grant 1,488,534 FFY 2018 Federal Formula Grant 1,779,719 FFY 2019 Federal Formula Grant 2,588,093	23320170	0	0	0	488,029	1,488,534	1,976,563
Rail Infrastructure Program FFY 2013 Federal Formula Grant 820,273 FFY 2014 Federal Formula Grant 622,783 FFY 2015 Federal Formula Grant 952,771 FFY 2016 Federal Formula Grant 864,421 FFY 2017 Federal Formula Grant 686,458	23320190	820,273	622,783	952,771	864,421	686,458	3,946,706
LR Retaining Wall - Buckeye/Woodhill - Shaker Sq. FFY 2013 Federal Formula Grant 1,148,200	23800130	1,148,200	0	0	0	0	1,148,200
Westpark Diamond Crossover Rebuild FFY 2015 Federal Formula Grant 38,273 FFY 2016 Federal Formula Grant 459,270	23800160	0	0	38,273	459,270	0	497,543
Kinsman to University Circle Station Track Rehabilitation FFY 2013 Federal Formula Grant (Revise/Amend) 1,127,845	23800220	1,127,845	0	0	0	0	1,127,845
Light Rail Crossings Improvements FFY 2013 Federal Formula Grant 4,178,000 FFY 2015 Federal Formula Grant 4,391,400	23800430	4,178,000	0	4,391,400	0	0	8,569,400
Tower City 8 and 10 Track Replacement FFY 2017 Federal Formula Grant 347,288 FFY 2018 Federal Formula Grant 2,083,725 FFY 2019 Federal Formula Grant 2,146,237	26800370	0	0	0	0	347,288	347,288
<b>Sub-Total - Track Rehabilitation</b>		<b>7,274,318</b>	<b>622,783</b>	<b>5,382,444</b>	<b>1,811,720</b>	<b>2,522,280</b>	<b>17,613,545</b>
<b>RAIL STATION REHABILITATION</b>							
University Circle - Little Italy Station SFY 2014 NOACA Enhancement Grant 1,000,000	24570140	1,000,000	0	0	0	0	1,000,000
East 79th Station Reconstruction (ADA Compliance) FFY 2014 Federal Formula Grant 1,795,972	24800150	0	1,795,972	0	0	0	1,795,972

# 2014 - 2018 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2014 - 2018 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2014-2018
		2014	2015	2016	2017	2018	
<b><u>RAIL PROJECTS - Cont.</u></b>							
<b><u>RAIL STATION REHABILITATION - Cont.</u></b>							
Brookpark Road HRV Station Rehabilitation FFY 2014 Federal Formula Grant	12,304,524 24800260	0	12,304,524	0	0	0	12,304,524
Lee-Shaker Station Reconstruction (Green Line) (ADA Compliance) FFY 2013 Federal Formula Grant (Revise/Amend) FFY 2014 Federal Formula Grant	203,700 1,444,275 24800340	203,700	1,444,275	0	0	0	1,647,975
East 116th Street LRV Station Rehabilitation FFY 2015 Federal Formula Grant	4,720,000 24800370	0	0	4,720,000	0	0	4,720,000
Farnsleigh Station Reconstruction (ADA Compliance) FFY 2015 Federal Formula Grant FFY 2017 Federal Formula Grant	224,579 1,671,928 24800440	0	0	224,579	0	1,671,928	1,896,507
East 34th Station Reconstruction (ADA Compliance) FFY 2013 Federal Formula Grant (Revise/Amend) FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant	718,200 3,410,886 3,400,000 24800540	718,200	0	3,410,886	3,400,000	0	7,529,086
<b>Sub-Total - Rail Station Rehabilitation</b>		<b>1,921,900</b>	<b>15,544,771</b>	<b>8,355,465</b>	<b>3,400,000</b>	<b>1,671,928</b>	<b>30,894,064</b>
<b><u>RAIL EXPANSION</u></b>							
Blue Line Extension FFY 2014 Alternate Funding Not Yet Identified FFY 2016 Federal New Starts Grant - Not Identified FFY 2018 Federal New Starts Grant - Not Identified	4,630,500 5,482,055 72,465,672 34800190	0	4,630,500	0	5,482,055	0	10,112,555
<b>Sub-Total - Rail Expansion</b>		<b>0</b>	<b>4,630,500</b>	<b>0</b>	<b>5,482,055</b>	<b>0</b>	<b>10,112,555</b>
<b><u>RAIL VEHICLE FLEET</u></b>							
State of Good Repair - LRV Fleet Reliability FFY 2013 Federal Formula Grant	1,365,500 15320140	1,365,500	0	0	0	0	1,365,500
<b>Sub-Total - Rail Vehicle Fleet</b>		<b>1,365,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,365,500</b>
<b>TOTAL - RAIL PROJECTS</b>		<b>14,234,418</b>	<b>21,796,329</b>	<b>17,586,668</b>	<b>16,779,273</b>	<b>14,037,881</b>	<b>84,434,569</b>
<b><u>TRANSIT CENTERS</u></b>							
<b><u>TRANSIT WAITING ENVIRONMENT</u></b>							
Transit Waiting Environment Program FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant	288,783 288,783 288,783 288,783 288,785 30570160	288,783	288,783	288,783	288,783	288,785	1,443,917
<b>Sub-Total - Transit Waiting Environment</b>		<b>288,783</b>	<b>288,783</b>	<b>288,783</b>	<b>288,783</b>	<b>288,785</b>	<b>1,443,917</b>
<b>TOTAL - TRANSIT CENTERS/SHELTERS</b>		<b>288,783</b>	<b>288,783</b>	<b>288,783</b>	<b>288,783</b>	<b>288,785</b>	<b>1,443,917</b>
<b>TOTAL RTA DEVELOPMENT FUND</b>		<b>72,374,983</b>	<b>58,568,577</b>	<b>62,738,077</b>	<b>61,970,132</b>	<b>60,043,899</b>	<b>315,695,668</b>
<b>TOTAL RTA CAPITAL FUND</b>		<b>4,278,785</b>	<b>3,163,200</b>	<b>3,939,218</b>	<b>3,281,450</b>	<b>3,920,500</b>	<b>18,583,153</b>
<b>TOTAL CAPITAL IMPROVEMENT PLAN</b>		<b>76,653,768</b>	<b>61,731,777</b>	<b>66,677,295</b>	<b>65,251,582</b>	<b>63,964,399</b>	<b>334,278,821</b>

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Greater Cleveland  
Regional Transit Authority

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[rideRTA.com](http://rideRTA.com)

