

2025-2029 CAPITAL IMPROVEMENT PLAN

INTRODUCTION

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

The 2025-2029 Capital Improvement Plan (CIP) continues the Authority's ongoing process to align available financial resources with programmed capital projects directed towards achieving a State of Good Repair (SOGR) throughout its vehicle fleets, capital assets, and infrastructure. Effective planning helps facilitate this process by providing a framework to schedule capital improvements based on the condition or SOGR of capital assets, the availability of financial resources, and the evaluation of requested capital projects. The process prioritizes capital infrastructure requests and needs and aligns the ongoing capital program with available Federal, State, Local and other funding resources.

The financial demands needed to maintain SOGR are higher than the funding available in each year. A 5-year plan enables the Authority to prioritize the SOGR needs with the available funding. In addition, some examples of projects included in the 2025 CIP:

- Railcar Replacement
- Replace Paratransit Bus Lifts
- Paratransit vehicle replacement
- Brookpark 155 Facility
- Overhead Catenary System upgrade
- Transit-oriented planning along Lorain Corridor
- CNG vehicles to replace diesel vehicles
- MetroHealth Line BRT improvements

ORGANIZATION OF THE CAPITAL IMPROVEMENT PLAN

The first year reflects the Board approved RTA Capital and RTA Development Fund budget appropriations for the FY 2025 capital projects. The following four years of the CIP highlight planned, but not yet approved, capital projects. Capital projects and their associated budgets included in these out-years are subject to change based on financial circumstances or revisions of project timelines or priorities.

The planning process for the capital program includes the method for establishing budget appropriation authority and aligning the capital program to the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). 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, as well as the impact of capital investment decisions on the Operating Budget.

The final section is devoted to the details of the 2025 Capital Improvement Budget and the four out-years of the overall 2025-2029 CIP. Smaller, locally funded projects included in the RTA Capital Fund are listed in Department order, while the larger, grant and/or locally funded capital projects included in the RTA Development Fund projects are organized by capital project categories and reflect specific funding sources that support those projects.

CAPITAL ASSETS

The principal share of expenditures planned within the 2025-29 CIP focuses on attaining a State of Good Repair (SOGR) for the Authority’s capital assets. Highlights include replacement of the Authority’s rail fleet, bus replacement program, an on-going track rehabilitation plan, revenue fare collection system upgrades, bridge rehabilitation, authority-wide improvement programs for heating, ventilation, and air-conditioning (HVAC), pavement, and roofing, and reimbursement of preventive maintenance (PM). The age of the Authority’s primary facilities, including rehabilitations, are shown below in Figure 47: Age Distribution of Primary Facility. These facilities are briefly discussed on the following pages.

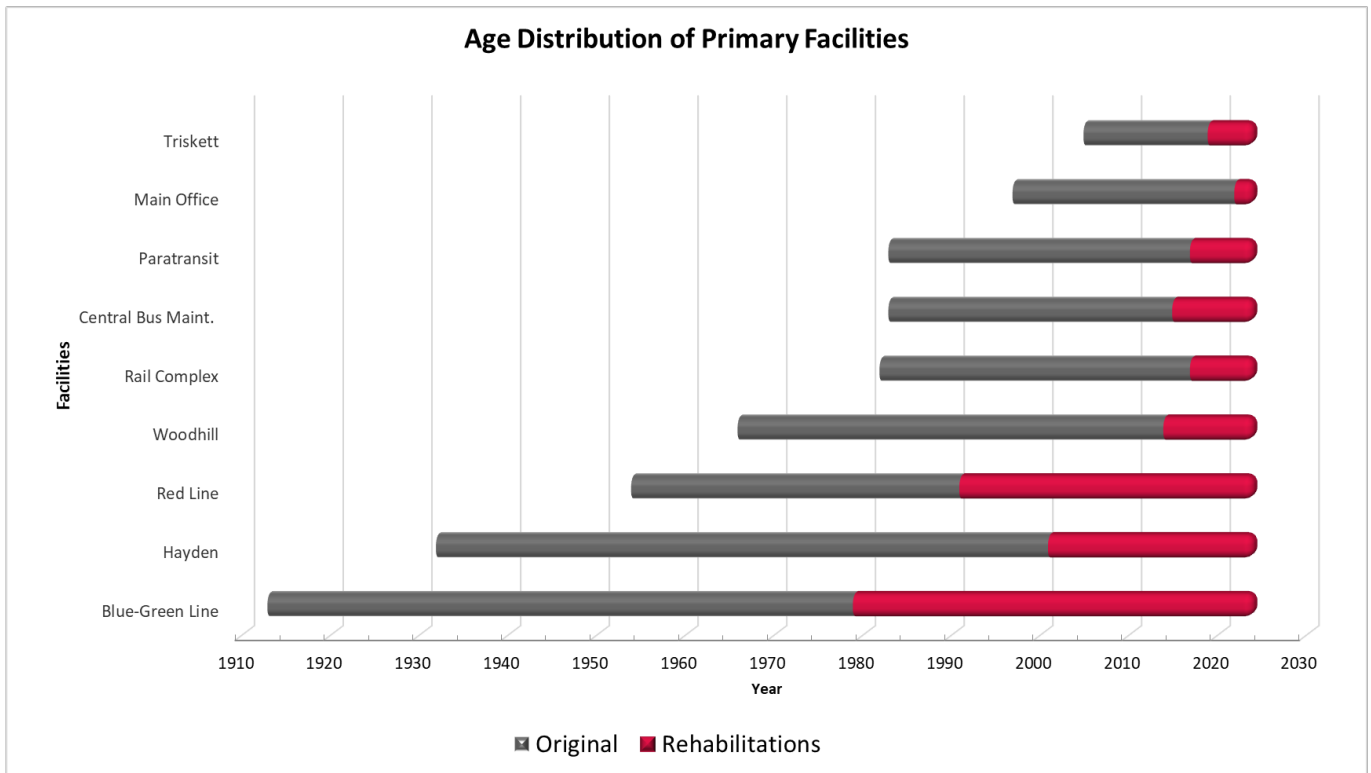


Figure 47: Age Distribution of Primary Facility

BUS DISTRICT GARAGE FACILITIES

The Authority has two large, active bus district garages:

TRISKETT GARAGE is located at 13405 Lakewood Heights Boulevard. It was originally put into service in 1958 with a new replacement garage opening in 2005 at this location. West side bus service and trolley operations are operated from this garage.

HAYDEN GARAGE at 1661 Hayden Avenue, was constructed in 1932 and major additions were implemented in 1952 and 1968. The garage was rehabilitated in 1998. East side bus service and the Health Line operate from this garage.

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, bus service & maintenance area, and central inventory stores. Various facilities improvements and lift replacements were completed in 2014 and CNG building improvements were completed in FY 2018. State of good repair (SOGR) projects and safety improvement projects are continuously taking place to improve CBM.

CUSTOMER SERVICE CENTERS

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

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 Central Communication Center.

PARATRANSIT FACILITY

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all non-revenue vehicle repair and Paratransit functions including scheduling, dispatching, and Paratransit revenue vehicle repair. In FY 2014, a propane fueling station was installed. In 2025, the Paratransit facility is expected to start the replacement of Bus Lifts.

PASSENGER SHELTERS

There are approximately 1,000 bus shelters throughout the Greater Cleveland area, providing a place to wait for buses. GCRTA currently offers an "Adopt a Shelter" program, providing members of the community to help the authority maintain these shelters. GCRTA also provides over 4,400 parking spaces at 23 rapid stations and Park-N-Ride service out of the city of Strongsville.

RAIL DISTRICT COMPLEX

The Rail District Complex, located at 6200 Grand Avenue, went into service in late 1982. It houses the 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.

TRANSIT CENTERS

Transit Centers provide heated customer waiting areas and roadways to allow several bus routes to meet and transfer passengers. RTA has four Transit Centers: Westgate Transit Center, Southgate Transit Center, Parma Transit Center, and Stephanie Tubbs Jones Transit Center.

WOODHILL GARAGE FACILITY

The Woodhill Garage opened in 1966 as a bus garage and remained in service until 1998. It is currently being used as a training facility and houses the Authority's Print Shop operations. In 2025, a Workforce Development Training Space is being added to expand training operations.

BROOKPARK 155 FACILITY

The Brookpark 155 Facility was acquired in 2023. This facility is used to house the west side rail facilities maintenance department. Transit police will move into the facility once renovations are complete.

RAIL SYSTEM

The 2025-29 Capital Improvement Plan (CIP) continues to commit a significant amount of resources towards achieving a State of Good Repair (SOGR) in its Light & Heavy Rail infrastructure including the reconstruction, rehabilitation, and upgrades to train stations, power substations and electrical systems, and train controls.

RTA is implementing a [railcar replacement project](#). The project will introduce new, standardized rail cars to replace the heavy and light rail cars that have surpassed their intended lifespan, with heavy rail cars being 40 years old and light rail cars being 44 years old.

RIGHT-OF-WAY

RTA owns 65 miles of rail lines used for the operation of its rapid transit system including 27 miles for light rail and 38 miles for heavy rail. The Authority is involved in a multi-year program to prioritize an on-going rail rehabilitation program that will establish SOGR throughout the rail system. The right-of-way of the Rail System includes 63 track 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.

Figure 48

BLUE, GREEN & WATERFRONT LINES (LIGHT RAIL)

The Blue, Green and Waterfront Lines comprise 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, near First Energy Football Stadium and the Rock and Roll Hall of Fame and terminates at the Muni Parking Lot.

Most of the 27 miles of Light Rail, apart from 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, the East 34th/Campus and East 55th Street Stations. The entire Light Rail System, including tracks, infrastructure, and stations were reconstructed between 1980 and 1984.



Figure 49: Jacking Process on the Waterfront Line Bridge

Recent improvements to the Light Rail line have included track installation of guards and retaining walls, Waterfront Line track rehabilitation, and rehabilitation of the Waterfront Line Track Bridge. Blue line stations are scheduled to begin updates in FY 2025.

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. All stations have been upgraded to ADA standards. **Overhead Catenary System (OCS)** upgrade and replacement is planned to continue to take place during 2025 for the Red Line.

Rail System



BRIDGES/TUNNELS

The Authority 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. Many of these bridges were built before 1930 and now require major repairs.

The out-years of the CIP include engineering & design services and reconstruction work on four track bridges: Viaduct bridge, Central Rail Maintenance Facility access road, Flyover, and Canal Road. A track bridge inspection program is incorporated into the out years for on-going bridge condition monitoring.

TOWER CITY STATION

The Tower City Station is the downtown station for both Heavy (Red Line) and Light Rail (Blue, Green, and Waterfront Lines) systems. Tower City is the main connection point for the Authority's rail lines. Originally constructed and opened in 1930 for passenger rail service, modified in 1955 to accommodate the Authority's rail services, it was completely reconstructed in the late eighties as part of an overall re-development of the entire Tower City complex.

REVENUE VEHICLE FLEETS

CONVENTIONAL BUSES

There were 313 vehicles in the GCRTA bus fleet at the end of third quarter 2024, identified as follows:

- 9 diesel commuter buses
- 16 sixty-foot articulated CNG bus rapid transit (BRT) vehicles
- 23 sixty-foot articulated diesel buses
- 12 thirty-five-foot diesel trolley buses.
- 29 forty-foot diesel transit buses
- 224 forty-foot CNG buses

The average age of the large bus fleet is 6.5 years. Age distribution of the Authority's large bus fleet is shown in Figure 50: Age Distribution of Bus Fleet . The FTA defines the life of a bus to be the lesser of 12 years or 500,000 miles. Currently, there are no buses in the fleet that are past the useful life benchmark.

The Authority's goal is to replace approximately 1/14th (20 to 25 buses) of its large bus fleet every year and to accommodate any increases in peak vehicle requirements. This hasn't been possible until recent budget years due to the lingering impact of the recession, supply chain issues, and other higher priority capital needs of the Authority. The 2025-29 CIP continues the planned Bus Improvement Program (BIP).

The BIP reduces operating maintenance costs, improves the reliability of the fleet, distributes maintenance efforts more evenly, reduces the Authority's vulnerability to large groups of bus defects, and helps to prevent one-time, large purchase bus orders.

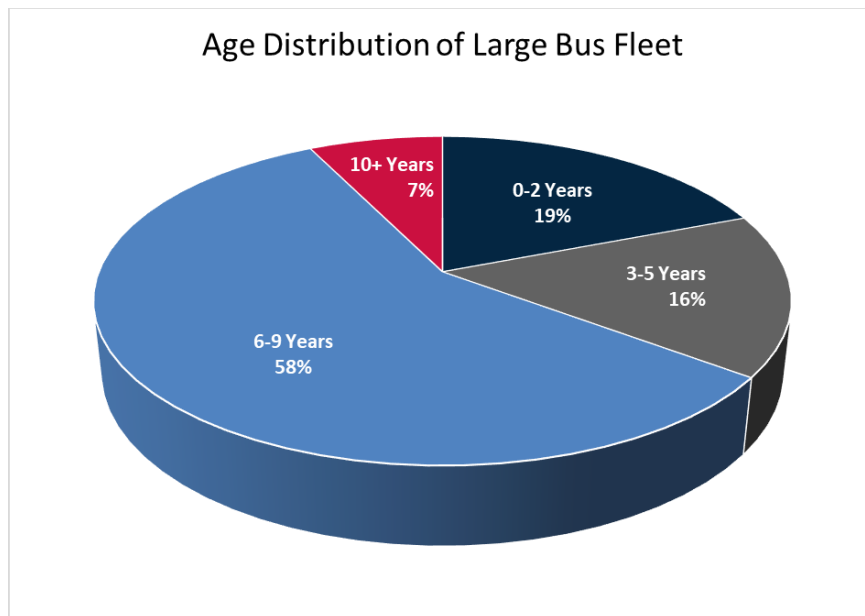


Figure 50: Age Distribution of Bus Fleet

Programmed orders in future years depend upon the availability of non-formula funding and competitive grants. All current and future ordered GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and are equipped with bicycle racks with the exception of BRT vehicles that allow for in-vehicle storage.

PARATRANSIT BUSES

The Authority’s Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. There are 82 ADA compliant, wheelchair-equipped buses in active service in the Paratransit fleet with an average age of 5.5 years at the end of third quarter FY 2024. Future replacement plans have a total of 18 vehicles being replaced in 2025 that will reduce the average life of the Paratransit fleet to 4.5 years old.

RAIL VEHICLES

RTA owns a combined seventy-two (72) heavy and light rail vehicles, sixty-six (66) available for its rail operations. The age of the Authority’s rail fleet ranges between 40 and 44 years old. The Authority’s Light Rail (LR) and Heavy Rail (HR) fleets entered service in 1981 and 1985. The Authority is in the process of replacing both rail fleets through its **Railcar Replacement Project**. Maintaining them has become increasingly expensive and time-consuming. Their age has made it difficult to find replacement parts, and the technology and components within these cars are now outdated. This upgrade is essential to serve the 25,000 daily rail passengers and the hundreds of thousands who depend on rail service for significant community and sporting events. By replacing the ageing rail cars, RTA expects to increase ridership and stimulate private transit-oriented development along its extensive 33-mile double track system. GCRTA has secured a rail car contractor through a competitive bid process to replace the Heavy Rail Vehicle fleet. The goal is to then follow this procurement with replacement of the Light Rail fleet so the authority will be running a single fleet of Hybrid High/Low Platform vehicles.

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 (page 39) depicts the Capital Improvement and Transportation Improvement Program (TIP) planning cycles for the 2025-2029 CIP. The process began in August 2022 when the Office of Management and Budget (OMB) reviewed the budgeting policies and parameters for the Capital Budget and concluded in May 2024 with the Board Adoption of the recommended 2025-2029 CIP followed by submission to Northeast Ohio Area-wide Coordinating Agency (NOACA) for inclusion in the TIP and the State Transportation Improvement Program (STIP).

At the start of the CIP development process, an initial review is done by OMB and various departments to assess the status of projects included in the current year's plan. This review includes evaluation and adjustments with programmed project timelines, assessment of the assets, availability of grant funds, and an inter-departmental review of data and resources required for the upcoming CIP. Meetings are held with the Divisions and Departments that include a review of the information required for capital project requests, clarification of Department and Division requests and an overview of anticipated funding for the upcoming capital budget year.

In February 2024, OMB staff and the Capital Program Working Group (CPWG), consisting of project managers, department directors and other managers, reviewed all submitted requests for consistency with the needs of the Authority's funding availability, the Authority's Long-Range Plan, the current TIP, and the annual strategic planning process. Projects were then prioritized in accordance with RTA's capital priority areas: state of good repair, health & safety, mandates, environmental impact, operating budget impact, and ridership/transit-oriented development. The prioritized projects were then forwarded to the Capital Program Oversight Committee (CPOC) which includes the Executive Management Team. The CPOC was formed to develop and monitor the Capital Program and to authorize the five-year Capital Program with projected grant, local and non-traditional revenue sources. The CPOC reviewed and finalized the recommended Capital Budgets for the CIP. The recommended CIP for 2025-2029 was presented to the Board of Trustees' Operational Planning & Infrastructure Committee in May 2024 for discussion, review, and approval.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into the TIP and STIP. The TIP documents transportation-related capital projects within the region for which federal funding is requested. Projects must appear in the TIP and STIP (State Transportation Improvement Program) to receive funding consideration. NOACA is responsible for bi-annually preparing the four-year plan for this area with GCRTA responsible for preparing the transit component of the plan for Cuyahoga County.

The GCRTA Long-Range Plan and its related five-year Strategic Plan guides the CIP and TIP. These plans articulate the future services and areas expected. The Authority's preparation of projects for inclusion in the TIP begins in August when departments request revisions, additions, or deletions to the current year's CIP. The

Budget Calendar of Events reflects the TIP/STIP process and how it corresponds to the Capital Improvement planning cycle.

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. 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 supports the project (RTA Capital or the RTA Development Fund).

CAPITAL BUDGET APPROPRIATIONS

The RTA Capital Fund includes capital projects funded from the Sales & Use Tax revenue. In general, these capital projects are less than \$150,000, have a useful life of less than 5 years, are routine in nature, and usually directly tie to daily operations. This Fund is subdivided into Routine Capital projects, for the acquisition of non-revenue vehicles and equipment, and Asset Maintenance projects, that include minor rehabilitation projects at Authority facilities.

The RTA Development Fund primarily includes capital projects with a value greater than \$150,000, a useful life greater than five years, and includes all the large, multi-year rehabilitation, reconstruction, and expansion projects of the Authority. Projects in this Fund are normally supported through various combinations of Federal and State of Ohio grants, local matches for these grants, or 100% 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 grantor agency approves an amendment.

CAPITAL IMPROVEMENT FINANCIAL POLICIES

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

- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- Projects that are locally funded, smaller, and more routine in nature, generally less than \$150,000, and have a useful life not exceeding five years will primarily be budgeted in the RTA Capital Fund.
- The RTA Development Fund will consist of projects that are larger, greater than \$150,000, and have a useful life greater than five years.
- The Authority will strive to take advantage of all available federal and state grants and other financing programs for capital improvements.
- Items that have a useful life in excess of one year and an acquisition cost in excess of five thousand dollars (\$5,000) are considered to be capital expenditures.
- An amount equivalent to at least 10% of Sales & Use Tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 75% and a maximum of 90%.

CAPITAL IMPROVEMENT CRITERIA

Capital project requests for consideration in the 2025-2029 CIP far exceed available resources. As a result, established guidelines are used to prioritize project requests for funding. 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 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 replacement, 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 of scale and avoid a duplication of effort.

PRIORITY AREAS

In addition to the above criteria, all capital projects must relate to one of the following priority areas to be considered for approval. Capital projects that address multiple priority areas have a greater likelihood of approval.

During the 2025-2029 planning cycle, priority areas of the Authority were defined as:

- **State of Good Repair (25%)** – 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 (20%)** – Ensuring the physical well-being of the Authority’s customers, employees, and the general public.
- **Mandates (20%)** – Ensuring compliance with Federal and State mandates such as the Clean Air Act and Americans with Disabilities Act.
- **Ridership Transit Oriented Development (15%)** – Invest in equipment, opportunities for private investment, increased revenues, and encourage partnerships with other organizations. Stimulate the development of current property for the benefit of customer satisfaction to maintain current ridership and attract new customers.
- **Operating Budget Impact (15%)** – Investing in projects that will result in a direct positive impact on reducing operating expenses or improving operational efficiencies of the Authority.

- **Environmental Impact (5%)** – Investing in equipment, adapting facilities, or enhancing service infrastructure to support overall environmental benefits such as improved air quality.

Figure 51: Capital Projects by Priority Area reflects the distribution of approved 2025 CIP projects by capital priority area. The largest portion of the 2025 appropriations, \$136.69 million or 75.21%, are for projects included in the State of Good Repair (SOGR) category. This is followed by the other category with \$33.7 million, or 18.54%.

PRIORITY CATEGORIES - Combined	2025	2026	2027	2028	2029	TOTALS
						2025-2029
RIDERSHIP	\$ 0.45	\$ 0.53	\$ 0.53	\$ 0.53	\$ 0.53	\$ 2.55
HEALTH & SAFETY	\$ 0.38	\$ 0.38	\$ 0.38	\$ 0.38	\$ 0.38	\$ 1.90
STATE OF GOOD REPAIR	\$ 136.69	\$ 101.61	\$ 103.62	\$ 67.99	\$ 68.75	\$ 478.66
TECHNOLOGIES/EFFICIENCIES	\$ 10.52	\$ 14.82	\$ 14.82	\$ 14.82	\$ 3.82	\$ 58.80
OTHER	\$ 33.70	\$ 18.20	\$ 2.10	\$ 2.10	\$ 2.10	\$ 58.20
SUB-TOTAL: COMBINED CAPITAL	\$ 181.74	\$ 135.53	\$ 121.44	\$ 85.82	\$ 75.57	\$ 600.11

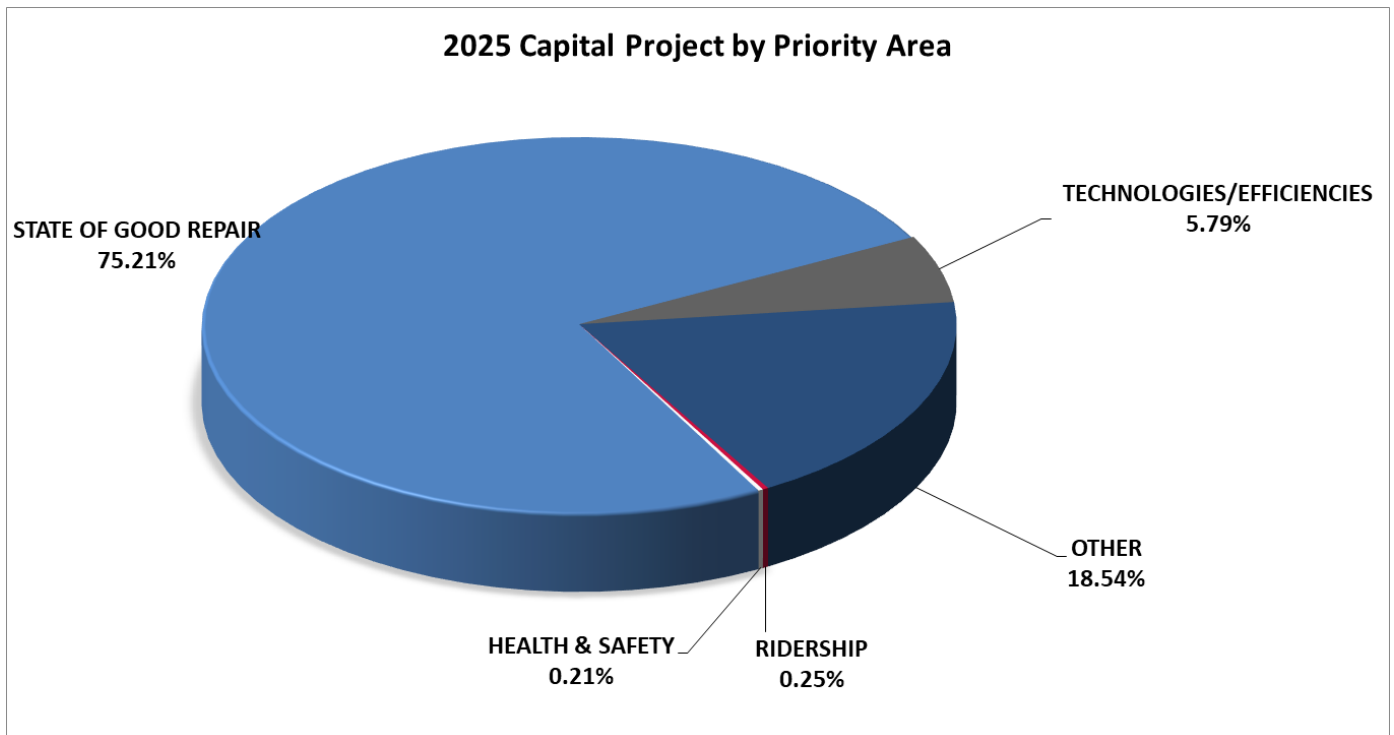


Figure 51: Capital Projects by Priority Area

FINANCIAL CAPACITY

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. The Authority utilizes debt financing sparingly and only goes out for debt when it is required. The principal outstanding debt for the Authority totaled \$34.4 million in Sales Tax Revenue bonds at the end of 2023, which will require principal and interest payments of \$9.47 million in 2024.

In addition to determining the method of financing for a project, capital investment decisions by the Authority consider a project's impact on operating costs. The operating budget must be capable of supporting any additional costs or be positioned to take advantage of any efficiencies from a capital project.

FEDERAL SOURCES

As reflected in Figure 52: Capital Improvement Revenue by Source, Federal grants provide an estimated \$71.88 million, or 42.76% of the Authority's total 2024 capital improvement revenue stream. Most major Federal grant programs require a local match, normally 20%, though some grant applications require a higher or lower match.

On July 26, 2016, FTA required transit agencies to establish a Transit Asset Management System (TAMS) plan to monitor and manage its assets, improve safety, and increase reliability and performance. Transit agencies must achieve a state of good repair (SOGR) by creating a business model using transit asset condition ratings to guide capital planning decisions and optimize funding resources.

FY 2025 Capital Improvement Revenue By Source

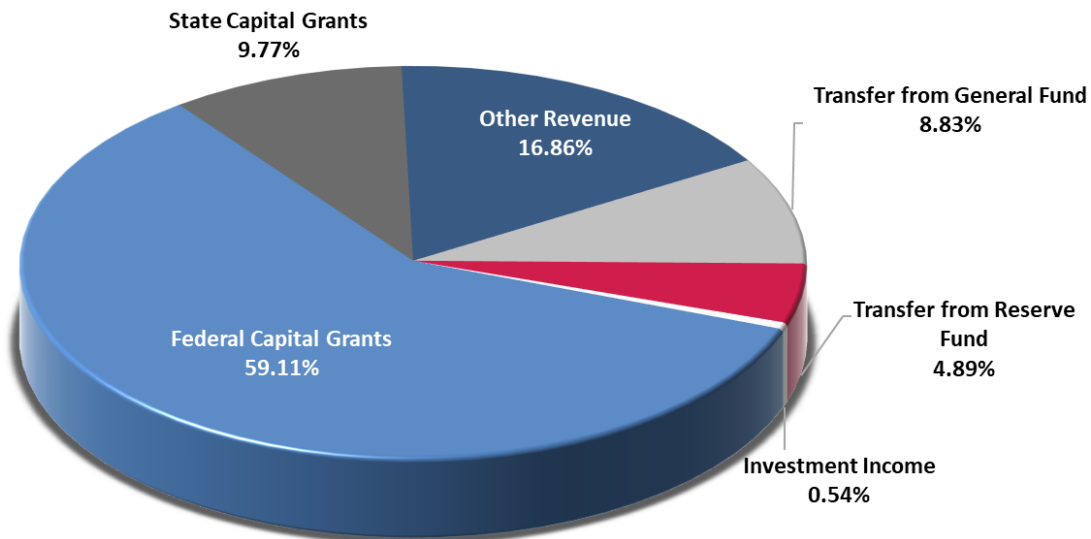


Figure 52: Capital Improvement Revenue by Source

	2023	2024	2025	2026	2027
	Actual	Actual	Budget	Plan	Plan
Transfer from General Fund	\$21.87	\$16.81	\$18.07	\$20.47	\$24.71
Transfer from Reserve Fund	\$10.00	\$12.42	\$10.00	\$10.00	\$5.00
Investment Income	\$5.44	\$6.60	\$1.10	\$1.10	\$1.10
Federal Capital Grants	\$53.68	\$92.50	\$120.94	\$102.61	\$82.55
State Capital Grants	\$0.13	\$0.64	\$20.00	\$20.00	\$15.00
Debt Service Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue	\$0.17	\$0.00	\$34.50	\$25.00	\$0.00
Total Revenue	\$91.28	\$128.96	\$204.61	\$179.18	\$128.35

Figure 53

URBANIZED AREA FORMULA - SECTION 5307

Urbanized Area grants were originally provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources are allocated to urban areas according to a formula and matched on an 80% federal and 20% local basis. In FY 2025, RTA is anticipating \$38.11 million for capital project.

STATE OF GOOD REPAIR – SECTION 5337

The Section 5337 SOGR grant program favors agencies serving urban areas. In FY 2024, RTA is anticipating \$24.08 million appropriated. The authority’s level of funding remains below the actual need to maintain a SOGR.

BUS & BUS FACILITIES – SECTION 5339

Section 5339 grant funding is a smaller formula award that provides additional capital funding for the replacement, rehabilitation, purchase of buses and related equipment, and the construction of bus-related facilities. In FY 2025, GCRTA expects to receive funding for this award in the amount of \$2.69 million.

NON-TRADITIONAL FEDERAL SOURCES

Non-traditional federal awards, including competitive and earmark grants, are beyond the scope of the previously discussed programs, but are impacted by the FTA legislation.

The Authority remains successful in competing for, and being awarded, non-traditional/competitive awards. These provide the necessary resources for a number of important capital projects. The Authority will continue to seek and submit applications for needed SOGR capital projects as non-traditional/competitive grant awards become available.

GCRTA was awarded non-traditional funding for several projects under the proposed 2025-2029 CIP. FTA awarded GCRTA \$16.0 million through its All Stations Accessibility Program (ASAP) to reconstruct its Blue Line

Light Rail stations, \$10.6 million to purchase electric vehicles which will be used in a pilot program, and \$700,000 for transit-oriented planning along the **Lorain Corridor**.

STATE SOURCES

Administered through the Ohio Department of Transportation (ODOT), the State contributes up to one-half of the local match portion of federal grant programs. The authority has been awarded various competitive grants through ODOT and Ohio EPA including Ohio Transit Preservation Partnership Program (OTP2), Urban Transit Program (UTP), and Diesel Emission Reduction Grant (DERG) grant awards. Recently it has focused on contributions that are project-specific rather than for local match, and it utilizes available federal rather than state awards.

GCRTA was awarded \$2.3 million for the purchase of **CNG-fueled vehicles** through the Ohio EPA's Diesel Emission Reduction Grant program. ODOT awarded \$8.2 million to replace rail vehicles and \$844,000 to purchase LED signage along the HealthLine through its Ohio Transit Partnership Program (OTP2), \$4.2 million to purchase CNG-fueled vehicles through its Urban Transit Program (UTP), and \$400,000 for bus stops and shelters through its Ohio Workplace Mobility Program (OWMP). In future years, the Authority will continue to submit applications to the State in support of the multi-year bus improvement and track reconstruction programs.

LOCAL SOURCES

The Capital Improvement Budget requires local resources to support the match for most grant-funded projects, as well as support 100% locally funded projects in both the RTA Capital and RTA Development Funds. In FY 2025, the combined local contribution for the Authority's capital program of \$18.07 million is sourced from two transfers included within the General Fund.

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% locally funded projects. In FY 2019 Sales Tax Revenue Bonds (RB) were issued for \$30.0 million in new debt. In August 2021, the Authority used \$57.7 million of its sales tax revenue to retire a portion of its outstanding debt. FY2025 is estimated to begin with a principal outstanding debt of \$24.9 million and all outstanding debt will be paid off in 2030.

DEBT LIMITATIONS

As a political subdivision of the State of Ohio, Ohio law permits the Authority to issue both un-voted and voted General Obligation (GO) bonds. In the past, only un-voted general obligation bonds were issued. As the name implies, un-voted 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 do not require the use of ad valorem property taxes to pay debt service but are supported by the Authority's sales tax revenue.

Debt Series	Series 2014 A		Series 2015		Series 2016		Series 2019		Total Debt	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Total Principal	Total Interest
FY 2025	\$ 1.74	\$ 0.09	\$ 4.08	\$ 0.42	\$ 1.38	\$ 0.22	\$ 1.16	\$ 0.39	\$ 8.36	\$ 1.12
FY 2026			\$ 4.28	\$ 0.21	\$ 1.45	\$ 0.15	\$ 1.22	\$ 0.34	\$ 6.94	\$ 0.70
FY 2027					\$ 1.52	\$ 0.08	\$ 1.28	\$ 0.28	\$ 2.80	\$ 0.35
FY 2028							\$ 1.34	\$ 0.21	\$ 1.34	\$ 0.21
FY 2029							\$ 1.41	\$ 0.14	\$ 1.41	\$ 0.14
FY 2030							\$ 1.48	\$ 0.07	\$ 1.48	\$ 0.07
Total	\$ 1.74	\$ 0.09	\$ 8.35	\$ 0.63	\$ 4.35	\$ 0.44	\$ 7.88	\$ 1.43	\$ 22.31	\$ 2.59
Total Debt		\$ 1.83		\$ 8.98		\$ 4.79		\$ 9.31		\$ 24.90

Figure 54: Outstanding Debt Service & Annual Debt Service Payments (In Millions)

THERE ARE THREE LIMITATIONS RELATED TO THE AUTHORITY’S ABILITY TO ISSUE GENERAL OBLIGATION DEBT:

1. Section 306.40 of the Ohio Revised Code **limits the principal amount of bonds** that are supported by property taxes to 5% 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 2024 of \$44.3 billion limits the amount of available debt to \$2.22 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.
2. 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%) of the assessed valuation. Based on the assessed valuation of \$44.3 billion, annual debt servicing capacity would be close to \$44.3 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.
3. 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 un-voted 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 un-voted 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 6.8603 mills, total outstanding debt issued by various public entities within the County exceeds the un-voted ten-mill limit, restricting the Authority’s ability to issue any General Obligation Bonds. The Authority’s ability to issue more general obligation debt remains limited under the third constraint, in that the total outstanding debt issued as of year-end 2024 by various public entities within the County exceeds the un-voted ten-mill limit.

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. Financial requirements and programmed activities within the Authority's capital program will impact the 2025 Operating Budget in a number of ways:

- The Trustees' commitment to balancing Sales & Use Tax revenues between the Capital Improvement Fund and supporting operation needs. The estimated transfers to Capital Fund during FY 2025 are \$18.1 million.
- In tandem with increased capital requirements to achieve a SOGR, the challenges with securing needed grant award funds from federal, state and other intergovernmental agencies places continual pressure on the General Fund to contribute increasingly significant amounts of financial resources to the Capital Improvement Fund.
- Estimated debt service and interest payments of \$9.5 million will require a General Fund transfer to the Bond Retirement Fund to offset the debt in FY 2025, further limiting the amount available for operating expenditures.
- Some Operating Budget expenditures, primarily personnel costs, are incurred in support of ongoing capital construction projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund.
- Formula grant funds are eligible to reimburse preventive maintenance (PM) activities with the Operating Budget.
- 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 FY 2025 General Fund or Operating Budget are supported by \$4.64 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 2025-2029 Capital Improvement Plan (CIP) totals \$600.12 million of capital budget appropriations over the five-year plan in eight capital project categories:

1. Bus Garages
2. Buses
3. Equipment & Vehicles
4. Facilities Improvements
5. Other Projects
6. Preventive Maintenance/Operating Reimbursements (PM/OR)
7. Rail Projects
8. Transit Centers

For the approved 2025 CIP, four categories comprise 84.18% of the combined \$181.7 million capital budget appropriations. Rail Car Replacement Program represents 22.95%, Rail Projects represent 26.2% followed by Other Projects at 18.93%. Buses represent 16.12%. A detailed breakdown is contained within Figure 47: Age Distribution of Primary Facility and Figure below.

2025 - 2029 COMBINED CAPITAL IMPROVEMENT PLAN						
Combined Budget Authority						
PROJECT CATEGORY	2025	2026	2027	2028	2029	TOTAL 2025-2029
Bus Garages	\$0.0	\$4.8	\$2.5	\$0.3	\$2.6	\$10.1
Buses	\$29.2	\$17.3	\$30.1	\$17.8	\$17.8	\$112.2
Equipment & Vehicles	\$12.1	\$16.3	\$16.3	\$16.4	\$5.1	\$66.2
Facilities Improvements	\$14.6	\$26.8	\$14.0	\$7.8	\$19.2	\$82.5
Other Projects	\$34.4	\$18.9	\$2.8	\$2.8	\$2.8	\$61.9
Preventive Maint./Oper. Reimb.	\$1.7	\$2.8	\$4.3	\$7.0	\$7.0	\$22.9
RailCar Program	\$41.7	\$20.5	\$13.8	\$14.3	\$9.6	\$99.7
Rail Projects	\$47.7	\$27.6	\$37.3	\$19.1	\$11.1	\$142.8
Transit Centers	\$0.3	\$0.4	\$0.4	\$0.4	\$0.4	\$1.8
TOTALS	\$181.7	\$135.5	\$121.4	\$85.8	\$75.6	\$600.1

Figure 55: Capital Projects by Category

RTA CAPITAL FUND

The RTA Capital Fund supports smaller capital projects and includes routine expenditures. Projects within this fund are generally less than \$150,000 and have a useful life not exceeding five years. The RTA Capital Fund is 100% locally funded, almost exclusively through transfers of Sales & Use Tax revenue from the Operating Budget. Items included in the RTA Capital Fund are divided into two categories:

- Routine Capital, which includes the acquisition of non-revenue vehicles and small equipment.
- Asset Maintenance, which covers small rehabilitation projects to maintain the Authority's existing assets.

Figure 56 shows the annual fund balance for the RTA Capital Fund. Other than a small amount of investment income, the main source of revenue is the Sales & Use Tax revenue transfer from the General Fund to the RTA Capital Fund. Anticipated revenue in FY 2025 will include \$18.1 million of programmed transfers from the General Fund and investment income is budgeted at \$100,000.

Budgeted FY 2025 expenditures within the RTA Capital Fund include \$2.56 million for Asset Maintenance, \$2.07 million for Routine Capital, and a \$15.5 million transfer into the RTA Development Fund for use on providing the local match on grant awards and 100% locally funded projects.

RTA Routine Capital Balance Analysis

	FY 2023 Budget	FY 2023 Actual	FY 2024 Amended Budget	FY 2025 Budget	FY 2026 Plan	FY 2027 Plan
Revenues						
Investment Income	\$ 65,000	\$ 232,400	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Transfer from General Fund	21,866,868	21,866,868	19,127,878	18,074,438	20,468,089	24,707,042
Total Revenue	21,931,868	22,099,268	19,227,878	18,174,438	20,568,089	24,807,042
Expenditures						
Capital Outlay						
Asset Maintenance	2,410,000	1,081,292	2,310,000	2,560,000	2,560,000	2,560,000
Routine Capital	1,637,734	1,198,712	1,718,921	2,078,000	1,990,500	1,940,000
Total Capital Outlay	4,047,734	2,280,004	4,028,921	4,638,000	4,550,500	4,500,000
Other Capital Expenditures						
Transfer to RTA Development Fund	19,500,000	19,500,000	16,144,837	15,500,000	16,000,000	21,000,000
Total Other Capital Expenditures	19,500,000	19,500,000	16,144,837	15,500,000	16,000,000	21,000,000
Total Expenditures	23,547,734	21,780,004	20,173,758	20,138,000	20,550,500	25,500,000
Excess/(Deficiency) of Total Revenues over Total Expe	(1,615,866)	319,264	(945,880)	(1,963,562)	17,589	(692,958)
Beginning Balance	7,491,688	7,491,688	7,810,952	6,992,237	5,028,675	5,046,264
Projected Ending Balance	\$ 5,875,822	\$ 7,810,952	\$ 6,865,072	\$ 5,028,675	\$ 5,046,264	\$ 4,353,306

Figure 56

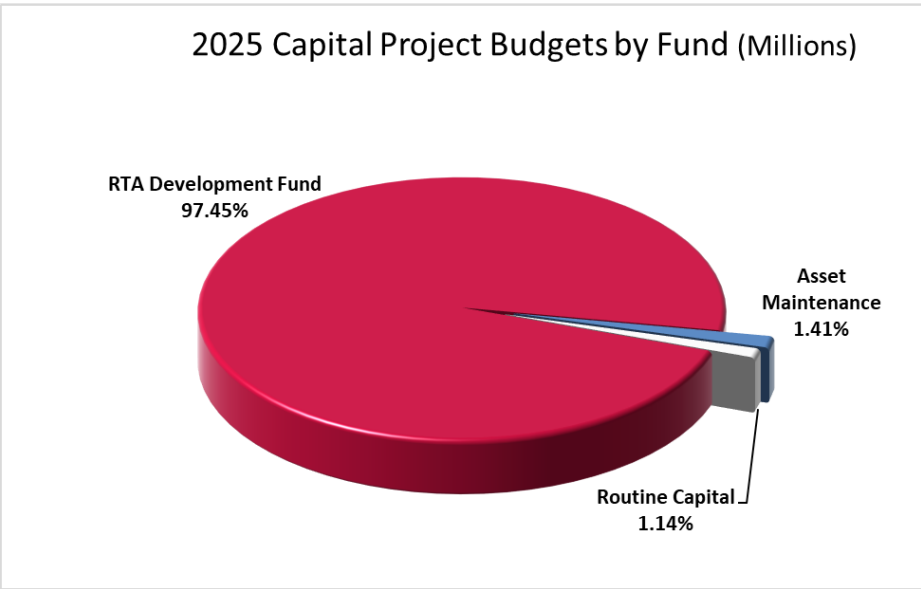


Figure 57: Capital Budget by Fund Distribution

ASSET MAINTENANCE PROJECTS

Asset Maintenance consists of locally funded projects that maintain, repair, or rehabilitate facilities of the Authority. These include projects of smaller scope, duration, and expense than those included in the RTA Development Fund. These projects are normally completed within less than a year, costs generally not exceeding \$150,000, and a useful life of less than five years.

The FY 2025 budget appropriation for Asset Maintenance projects is \$2.56 million, representing 1.41% of the overall FY 2025 CIP budget as represented in Figure 57: Capital Budget by Fund Distribution. Most of the projects are within two organizational areas of the Authority: Engineering & Project Development and Service Management. Engineering & Project Development is responsible for coordinating larger construction-related asset maintenance projects throughout the entire Authority. Service Management focuses on operation, passenger, and administrative facility projects. The remaining budgeted projects within Asset Maintenance are for location specific facilities projects focused on energy efficiency throughout the Authority or in the Asset Maintenance Contingency project for unanticipated facilities improvements needed throughout the year.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2025 - 2029 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ASSET MAINTENANCE (FACILITIES) PROJECTS							
Department / Project Name	Project Number	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2025-29 Total
35 Service Management							
Administration Facilities Maint. Pool	P32355239	\$100,000	\$100,000	\$100,000	\$100,000	\$50,000	\$450,000
Elevator/Escalator Maintenance Pool	P32355339	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Operating Facilities Maintenance Pool	P32355039	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$550,000
Passenger Facilities Maintenance Pool	P32355139	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
		\$560,000	\$560,000	\$560,000	\$560,000	\$510,000	\$2,750,000
57 Programming & Planning							
Transit Waiting Environment	P28575039	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Thrive 105 Transit Enhancements	P49575019	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
80 Engineering & Project Dev.							
Facilities - ADA Projects	P32805039	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Passenger Facilities Maint. Pool	P32805339	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
Operating Facilities Maint. Pool	P32805439	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
67 OFFICE OF MGT. & BUDGET							
Environmental Sustainability Pool	P32675019	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Asset Maintenance Contingency	P49995239	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
		\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$4,250,000
TOTAL ASSET MAINTENANCE		\$2,560,000	\$2,560,000	\$2,560,000	\$2,560,000	\$2,510,000	\$12,750,000

Figure 58

ROUTINE CAPITAL PROJECTS

This category includes the purchase of vehicles and equipment, where the cost is between \$5,000 and \$150,000 and has a useful life between one and five years. The Routine Capital projects are to be fully committed, if not expensed, within the calendar year.

As indicated in Figure 59, the budget appropriation for Routine Capital projects accounts for \$2.07 million, or 1.14%, of the 2025 CIP Budget. The greatest portion of the FY25 budget appropriation for Routine Capital projects is within the Operations Division, which has \$350,000 programmed for the non-revenue vehicle replacement program. There is \$360,000 for technology related equipment replacement, \$205,000 for Security Improvements, \$70,000 for office equipment/furniture, and the remaining contingency.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2025 - 2029 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
Department / Project Name	Project Number	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2025-29 Total
18 Labor & Employee Relations							
Fitness Equipment Upgrade Program	*NEW*	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
		\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
32 Rail District							
Rail District Equipment Pool	P47320019	\$93,000	\$71,500	\$125,000	\$0	\$0	\$289,500
		\$93,000	\$71,500	\$125,000	\$0	\$0	\$289,500
34 Transit Police							
Security Improvements Pool	P44340019	\$205,000	\$205,000	\$205,000	\$205,000	\$205,000	\$1,025,000
TP Protective Gear & Equipment	P49340029	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$400,000
Taser Replacement Program	P49340049	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
		\$355,000	\$355,000	\$355,000	\$355,000	\$355,000	\$1,775,000
35 Service Management							
Furniture Pool	P43350039	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
SM Equipment Pool	*NEW*	\$75,000	\$20,000	\$25,000	\$53,000	\$0	\$173,000
		\$145,000	\$90,000	\$95,000	\$123,000	\$70,000	\$523,000
39 Fleet Management							
Non-Revenue Vehicle Imp. Program	P46390039	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
Specialty Vehicle Replacement Program	*NEW*	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Fleet Management Equipment Pool	P47390039	\$0	\$0	\$0	\$181,150	\$0	\$181,150
		\$500,000	\$500,000	\$500,000	\$681,150	\$500,000	\$2,681,150
46 Hayden District							
Hayden District Equipment Pool	P47460039	\$0	\$49,000	\$0	\$0	\$0	\$49,000
		\$0	\$49,000	\$0	\$0	\$0	\$49,000
49 Triskett District							
Triskett District Equipment Pool	P47490039	\$100,000	\$80,000	\$20,000	\$0	\$0	\$200,000
		\$100,000	\$80,000	\$20,000	\$0	\$0	\$200,000
61 Information Technology							
IT Systems Development Pool	P42611209	\$130,000	\$150,000	\$150,000	\$150,000	\$150,000	\$730,000
PC Replacement Program	P42610039	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Thin Client Replacement	*NEW*	\$80,000	\$20,000	\$20,000	\$20,000	\$20,000	\$160,000
Laser Printer Replacement Program	P42610139	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
		\$360,000	\$320,000	\$320,000	\$320,000	\$320,000	\$1,640,000
67 OFFICE OF MGT. & BUDGET							
Routine Capital Contingency	P49990239	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
TOTAL ROUTINE CAPITAL		\$2,078,000	\$1,990,500	\$1,940,000	\$2,004,150	\$1,770,000	\$9,782,650
RTA CAPITAL FUND TOTAL		\$4,638,000	\$4,550,500	\$4,500,000	\$4,564,150	\$4,280,000	\$22,532,650

Figure 59

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 is the larger capital fund that includes rehabilitation & expansion projects that 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, providing roughly 80% of the project funds with a 20% local match.

Federal Capital grants received by the Authority usually require local match funds, normally 20%, to be set aside and available for Capital Improvement projects. During the budget process, local match requirements, as well as potential locally funded projects, are reviewed. Resources to fund these are provided through Sales & Use Tax

contributions transferred from the RTA Capital Fund, available proceeds from debt sales, and investment income. Investment income is projected at \$1.0 million in 2025.

In 2024, \$16.1 million was transferred from the RTA Capital Fund to the RTA Development Fund to provide the local match and cover other locally funded expenditures within the RTA Development Fund. The transfer is anticipated to decrease to \$15.5 million for FY 2024.

RTA Development Fund Balance Analysis

	FY 2024 Amended Budget	FY 2024 Actual	FY 2025 Budget	FY 2026 Plan	FY 2027 Plan
Revenues					
Federal / State Revenues					
Federal Capital Grants	\$ 71,876,582	\$ 92,498,466	\$ 120,939,575	\$ 102,611,773	\$ 82,547,867
State Capital Grants	41,116,997	639,712	20,000,000	20,000,000	15,000,000
Total Federal / State Revenues	112,993,579	93,138,178	140,939,575	122,611,773	97,547,867
Other Revenue					
Investment Income	1,000,000	6,287,634	1,000,000	1,000,000	1,000,000
Other Revenue	26,520,794	26,520,794	34,500,000	25,000,000	-
Total Other Revenue	27,520,794	32,808,428	35,500,000	26,000,000	1,000,000
Transfers					
Transfer from RTA Routine Capital Fund	16,144,837	16,144,837	15,500,000	16,000,000	21,000,000
Transfer from Reserve Fund	10,770,503	12,415,340	10,000,000	10,000,000	5,000,000
Total Transfers	26,915,340	28,560,177	25,500,000	26,000,000	26,000,000
Total Revenue	167,429,713	154,506,783	201,939,575	174,611,773	124,547,867
Expenditures					
Capital Outlay					
Capital Outlay - Development Fund	243,748,249	96,042,007	177,102,767	130,983,952	116,940,343
Total Capital Outlay	243,748,249	96,042,007	177,102,767	130,983,952	116,940,343
Total Expenditures	243,748,249	96,042,007	177,102,767	130,983,952	116,940,343
Excess/(Deficiency) of Total Revenues over Total Expenditures	(76,318,536)	58,464,776	24,836,808	43,627,821	7,607,524
Beginning Balance	225,462,610	225,462,610	283,927,386	308,764,194	352,392,015
Projected Ending Balance	\$ 149,144,074	\$ 283,927,386	\$ 308,764,194	\$ 352,392,015	\$ 359,999,539

Figure 60

Figure 60 presents the fund balance analysis for the RTA Development Fund. The balance typically fluctuates depending upon new debt service issuances, receipt of a competitive non-formula grant award, and scheduled construction activities for the year. The authority does not plan any new bond issuance in the foreseeable future. FY 2025 began the year with a fund balance of \$283.9 million and is projected to end at \$308.8 million. The budget is set up where revenue will outpace expenses leading to an increase in the ending balance.

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 by 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, Figure 60, various funding sources including federal capital grants, state capital grants, and 100% local funds will help support expected expenditures of \$177.1 million in 2025. Of note, the expenditures within the Fund Balance Analysis are presented on a cash basis and represent estimates of the actual cash flow.

RTA DEVELOPMENT FUND PROJECTS

The total budget appropriation of \$177.10 million for RTA Development Fund projects accounts for 97.45% of the Authority's CIP budget as allocated for 2025, as seen in Figure 57: Capital Budget by Fund Distribution. The inclusion of capital projects within this fund is



Figure 61: Warrensville Substation

based upon the establishment of budget appropriation authority and includes projects that may have already received grant-funding, projects in the preliminary application stage, those included in the TIP, larger projects supported by 100% local funds, or projects without an identified funding source.

The following are highlights of some of the larger programmed RTA Development Fund Improvement Projects programmed for FY 2025. Please refer to pages at the end of this section for a complete list of projects included within the five-year RTA Development Fund CIP.

BUS/PARATRANSIT IMPROVEMENT PROGRAMS - \$29.2 MILLION

The 2025 CIP focuses vehicle reliability improvements through a multi-year bus spare parts program, which meets objectives for bus replacements and the SOGR. The programmed capital budget includes funds to purchase 40 forty-foot CNG's and up to 18 paratransit vehicles in FY 2025.

FACILITIES IMPROVEMENTS - \$12.1 MILLION

The Facilities Improvements budget consists of appropriations of \$2.25 million for the continuation of HVAC System Improvement Pool, \$1.62 million for the continuation of the Roofing Improvement Program, and \$1.10 million for the start of the Pavement Improvement Program. Several rehabilitations of track bridge projects are budgeted totaling \$4.69 million. An additional \$1.0 million has been set aside for State of Good Repairs across the authority.

EQUIPMENT & VEHICLES - \$10.0 MILLION

FY 2025 has \$3.35 million programmed for related technology improvements through the Information Technology Program (\$3 million) and IT System Upgrades (\$350,000). MIS is programmed for \$6.5 million in ERP related improvements. Transit Police will continue their Radio Replacement and body worn camera program through 2025 at a cost of \$156,620 per year.

OTHER PROJECTS - \$34.4 MILLION

This project category includes projects with varying scopes of work that do not fall into the other major categories. These projects include \$30.5 million for **MetroHealth Line BRT improvements**, \$2.0 million budget contingency, and \$800,000 for planning studies.

PREVENTIVE MAINTENANCE / OPERATING BUDGET REIMBURSEMENTS - \$1.7 MILLION

This category includes the preventive maintenance reimbursements to the General Fund. It includes formula and non-formula grant funded reimbursements for various eligible activities within the General Fund with a 2025 budget appropriation of \$1.7 million. This amount has been reduced from years past due to a decreased need to supplement the operating budget. This funding can be used for capital projects across the authority.

RAIL PROJECTS - \$89.3 MILLION

In FY 2025, the Rail Projects category includes a wide diversity of capital projects and is one of the largest of the CIP. Major programmed areas within this category include \$16.0 million for track rehabilitation projects, \$1.02 million for the West 25th Street Station rehab, \$16.0 million for 8 Blue line Stations, \$8.9 million in Train Control and Signal Upgrades, \$4.4 million for Electrical System Upgrades, and \$500,000 for Rail Spare Parts. \$4.0 million is programmed for Rail Line Car/Rail work equipment, \$23.6 million is programmed for Light Rail Vehicle Replacement, and \$10.5 million for Rail Car Replacement Infrastructure Modifications.



Figure 62: Light Rail Ongoing Track Rehab

TRANSIT CENTERS / BUS LOOPS – \$300,000

The 2025 capital budget includes \$300,000 for various grant funded passenger enhancements throughout the Authority. Many of the enhancement funds are allocated for bus shelters, landscaping, and ADA access improvements.

TRANSIT 2025 LONG RANGE PLAN

The purpose of the Long-Range Plan of the Authority is to support its Mission and Policy goals by providing guidance 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 current Long-Range Plan, "GCRTA Strategic Plan 2020, Framework for the Future" was adopted by the Board of Trustees in 2020. The goals of the Plan are to guide GCRTA in choosing projects that are consistent with its goals resulting in increased ridership, revenues, and the State of Good Repair while being grounded in the economic and financial reality of public transportation funding in Northeast Ohio. It covers the period from 2020-2030.

The Long-Range Plan has created prioritized actions for short-, medium-, and long-term investment. The Planning and Programming Department works on an ongoing basis to advance and track the identified strategies for achieving the plan goals:

- Improve Passenger Safety & Comfort.
- Engage with emerging technology, data, and new mobility.
- Improve where and when buses travel.
- Improve how streets function.
- Address funding challenges.
- Improve how customers pay.
- Partner to support vibrant communities and access to job centers.

While the plan's strategies are implemented across multiple departments in the GCRTA organization, the Programming and Planning Department has been engaged in key initiatives to advance plan strategies rooted in capital planning and community collaboration.

The Programming and Planning Department has initiated several projects that improve passenger safety and comfort. The Community Partner Investment Program continues to provide communities with resources to improve bus stops and shelters. The program is now being coordinated with a newly branded Adopt a Shelter program. The Light Rail Station Replacement project that upgrades the stations along the Blue and Green Lines has completed design and is being prepared for construction in 2025.

GCRTA is engaging with emerging technology, data, and new mobility. GCRTA is building on the completion of its Climate Change Plan and Zero Emissions Transition Plan with a Fleet Electrification Study to begin in 2025. GCRTA is pursuing an electric bus pilot. GCRTA has implemented the installation of electric car charging at stations funded by NOACA and is investigating Phase II of this program.

To improve how streets function, GCRTA works closely with local municipalities to review street improvement plans, with a focus on priority corridors, and plans for infrastructure that supports Bus Rapid Transit (BRT). The award winning 25Connects Transit Oriented Development (TOD) study led to a contract for design and engineering of the MetroHealth Line BRT which began in 2024. GCRTA has begun an FTA grant for a similar TOD study for the future Broadway BRT corridor which will be completed by the end of 2025. GCRTA also closely engaged with the City of Cleveland to implement their SMART signals grant, Cleveland Moves Bike Plan and TOD planning.

To address funding challenges, the Programming and Planning department assists with grant writing by supplying data, maps, statistical analysis, and program descriptions for competitive grants. Grant compliance efforts in Title VI and gaining environmental clearances for projects also assists in solidifying grant funding.

Partnering to support vibrant communities and access to job centers was articulated through several projects spearheaded by Programming and Planning, The Microtransit Pilot program provided first/last mile service to connect transit riders with jobs in partnership with the City of Solon and in the Aerozone area near Cleveland Hopkins Airport. In 2025, GCRTA will evaluate the results of these pilots for incorporation into the GCRTA network.

GCRTA is in process of using FTA AoPP funds for its Transit Access Barrier Study which will be completed by the end of 2025. Its purpose is to identify any barriers to the use of public transit creating a strategy to remedy this issues.

Collaboration with the City of Cleveland and Cuyahoga County on a TOD Planning and Zoning Analysis raised the awareness of the benefits of TOD projects in the GCRTA Service area creating new opportunities for TOD. Development activities that incorporate Transit Oriented Development will continue in 2025. It is anticipated new Policies and Procedures that support this goal can be completed.

The "GCRTA Strategic Plan 2020, Framework for the Future" plan is now entering its mid-term objectives. Those objectives are being tracked throughout the Authority and tied to the metrics associated with TRACTION.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2025 - 2029 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND - Attachment D								
ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2025	2026	2027	2028	2029	TOTALS 2025-2029
CATEGORY / PROJECT NAME								
BUS GARAGES								
BUS GARAGES								
Paratransit 9 Bus Lifts		P22800940	0	800,000	500,000	0	0	1,300,000
FFY 2025 Federal Formula Grant	800,000							
FFY 2026 Federal Formula Grant	500,000							
CRMF Replacement Exterior Wash		*NEW*	0	1,350,000	0	0	0	1,350,000
FFY 2025 Federal Formula Grants	1,350,000							
ASRS Replacement		*NEW*	0	1,675,000	0	0	0	1,675,000
FFY 2025 Federal Formula Grants	1,675,000							
Lift Replacement Program		*NEW*	0	740,000	1,700,000	0	2,300,000	4,740,000
FFY 2025 Federal Formula Grants	740,000							
FFY 2026 Federal Formula Grants	1,700,000							
FFY 2028 Federal Formula Grants	2,300,000							
Fire Protection Pool		*NEW*	0	250,000	250,000	250,000	250,000	1,000,000
FY 2026 Local Funds	250,000							
FY 2027 Local Funds	250,000							
FY 2028 Local Funds	250,000							
FY 2029 Local Funds	250,000							
TOTAL - BUS GARAGES			0	4,815,000	2,450,000	250,000	2,550,000	10,065,000

CATEGORY / PROJECT NAME	PROJECT NUMBER		2025	2026	2027	2028	2029	TOTALS	
			2025-2029						
<u>BUS REPLACEMENTS</u>									
<u>BUS IMPROVEMENT PROGRAM</u>									
2024-2026 Bus Replacement Program		42,843,499							
SFY 2025 ODOT CMAQ Grant		16,525,000	*NEW*						
SFY 2025 ODOT UTP Award		3,670,747		27,380,747	0	0	0	27,380,747	
FFY 2024 Federal Formula Grants		4,185,000							
FFY 2024 FLEX		3,000,000							
SFY 2026 ODOT CMAQ Grant		5,950,000	*NEW*						
SFY 2026 ODOT UTP Award		4,089,002		0	15,462,752	0	0	15,462,752	
FFY 2025 Federal Formula Grants		5,423,750							
2027-2029 Bus Replacement Program		60,211,804							
SFY 2027 ODOT CMAQ Grant		18,658,266	*NEW*						
SFY 2027 ODOT UTP Award		4,089,002		0	0	28,234,768	0	28,234,768	
FFY 2026 Federal Formula Grants		5,487,500							
SFY 2028 ODOT CMAQ Grant		6,358,266	*NEW*						
SFY 2028 ODOT UTP Award		4,089,002		0	0	0	15,988,518	0	
FFY 2028 Federal Formula Grants		5,541,250						15,988,518	
SFY 2029 ODOT CMAQ Grant		6,358,265	*NEW*						
SFY 2029 ODOT UTP Award		4,089,002		0	0	0	0	15,988,517	
FFY 2029 Federal Formula Grants		5,541,250							
Sub-Total: Bus Improvement Program				27,380,747	15,462,752	28,234,768	15,988,518	15,988,517	103,055,303
<u>PARATRANSIT REPLACEMENT PROGRAM</u>									
Paratransit Buses-NOACA 5310	P12390040			1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
FY 2025 NOACA 5310		800,000							
FFY 2024 Federal Formula Grants		800,000							
FY 2026 NOACA 5310		800,000							
FFY 2025 Federal Formula Grants		800,000							
FY 2027 NOACA 5310		800,000							
FFY 2026 Federal Formula Grants		800,000							
FY 2028 NOACA 5310		800,000							
FFY 2027 Federal Formula Grants		800,000							
FY 2028 NOACA 5310		800,000							
FFY 2028 Federal Formula Grants		800,000							
Sub-Total: Paratransit Improvement Program				1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
<u>BUS SPARE PARTS PROGRAM</u>									
Bus/BRT Capital Spare Parts Program	P16390100			226,750	226,750	226,750	226,750	226,750	1,133,750
FFY 2024 Federal Formula Grant		226,750							
FFY 2025 Federal Formula Grant		226,750							
FFY 2026 Federal Formula Grant		226,750							
FFY 2027 Federal Formula Grant		226,750							
FFY 2028 Federal Formula Grant		226,750							
Sub-Total: Bus Spare Parts Program				226,750	226,750	226,750	226,750	226,750	1,133,750
TOTAL - BUSES				29,207,497	17,289,502	30,061,518	17,815,268	17,815,267	112,189,053

CATEGORY / PROJECT NAME	PROJECT NUMBER	2025	2026	2027	2028	2029	TOTALS
		2025-2029					
FACILITIES IMPROVEMENTS							
BRIDGE REHABILITATION							
Track Bridge Rehab. - Viaduct Bridge Rehab: Phase 2 & 3	*NEW*	3,750,000	6,900,000	0	0	0	10,650,000
FFY 2024 Federal Formula Grant		3,750,000					
FFY 2025 Federal Formula Grant		6,900,000					
Track Bridge Inspection Program	P20800270	15,000	475,000	15,000	475,000	15,000	995,000
FY 2025 Local Funds		15,000					
FY 2026 Local Funds		475,000					
FY 2027 Local Funds		15,000					
FY 2028 Local Funds		475,000					
FY 2029 Local Funds		15,000					
Rehab of Track Bridge Canal Road	*NEW*	0	850,000	7,150,000	0	0	8,000,000
FFY 2025 Federal Formula Grant		850,000					
FFY 2026 Federal Formula Grant		7,150,000					
Rehab of Track Bridge Access Rd over NS at CRMF	P20800390	925,000	11,075,000	0	0	0	12,000,000
FFY 2024 Federal Formula Grant		\$ 925,000.00					
FFY 2025 Federal Formula Grant		\$ 3,075,000.00					
FY 2024 USDOT Bridge Improvement Progr		\$ 8,000,000.00					
Next Track Bridge Project(Flyover Ph2)	*NEW*	0	0	0	500,000	10,800,000	11,300,000
FFY 2027 Federal Formula Grant		500,000					
FFY 2028 Federal Formula Grant		10,800,000					
Sub-Total: Bridge Rehabilitation		4,690,000	19,300,000	7,165,000	975,000	10,815,000	42,945,000
FACILITIES IMPROVEMENTS							
HVAC System Improvement Program	P32800040	2,250,000	1,250,000	1,175,000	1,175,000	1,625,000	7,475,000
FFY 2024 Federal Formula Grant		2,250,000					
FFY 2025 Federal Formula Grant		1,250,000					
FFY 2026 Federal Formula Grant		1,175,000					
FFY 2027 Federal Formula Grant		1,175,000					
FFY 2027 Federal Formula Grant		1,625,000					
Pavement Improvement Program	P32800440	1,100,000	1,100,000	1,050,000	1,050,000	1,625,000	5,925,000
FFY 2024 Federal Formula Grant		1,100,000					
FFY 2025 Federal Formula Grant		1,100,000					
FFY 2026 Federal Formula Grant		1,050,000					
FFY 2027 Federal Formula Grant		1,050,000					
FFY 2027 Federal Formula Grant		1,625,000					
Roofing Improvement Program	P32800540	1,625,000	1,625,000	1,075,000	1,075,000	1,625,000	7,025,000
FFY 2024 Federal Formula Grant		1,625,000					
FFY 2025 Federal Formula Grant		1,625,000					
FFY 2026 Federal Formula Grant		1,075,000					
FFY 2027 Federal Formula Grant		1,075,000					
FFY 2027 Federal Formula Grant		1,625,000					
Elevator Replacements - MOB	*NEW*	750,000	0	0	0	0	750,000
FFY 2024 Federal Formula Grant		750,000					
CRMF Service Build Mezz Infill	P32800620	650,000	0	0	0	0	650,000
TBD - TECH AMEND		650,000					
SYSTEM-WIDE FACILITIES							
State of Good Repair Projects	P32800290	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
FFY 2024 Federal Formula Grant		1,000,000					
FFY 2025 Federal Formula Grant		1,000,000					
FFY 2026 Federal Formula Grant		1,000,000					
FFY 2027 Federal Formula Grant		1,000,000					
FFY 2027 Federal Formula Grant		1,000,000					
Sub-Total: System-Wide Facilities		7,375,000	4,975,000	4,300,000	4,300,000	5,875,000	26,825,000
TOTAL - FACILITIES IMPROVEMENTS		12,065,000	24,275,000	11,465,000	5,275,000	16,690,000	69,770,000

Capital Improvement Program

CATEGORY / PROJECT NAME	PROJECT NUMBER	2025	2026	2027	2028	2029	TOTALS 2025-2029
EQUIPMENT & VEHICLES							
INFORMATION TECHNOLOGY							
Information Technology Program	P42610030	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
FFY 2024 Federal Formula	2,000,000						
SFY 2025 OTP2	1,000,000						
FFY 2025 Federal Formula	2,000,000						
SFY 2026 OTP2	1,000,000						
FFY 2026 Federal Formula	2,000,000						
SFY 2027 OTP2	1,000,000						
FFY 2027 Federal Formula Grant	2,000,000						
SFY 2028 OTP2	1,000,000						
FFY 2028 Federal Formula Grant	2,000,000						
SFY 2029 OTP2	1,000,000						
IT System Upgrades	P42580120	350,000	350,000	350,000	350,000	350,000	1,750,000
FFY 2024 Federal Formula Grant	350,000						
FFY 2025 Federal Formula Grant	350,000						
FFY 2026 Federal Formula Grant	350,000						
FFY 2027 Federal Formula Grant	350,000						
FFY 2028 Federal Formula Grant	350,000						
MIS-ERP	*NEW*	6,500,000	5,000,000	5,000,000	3,500,000	0	20,000,000
FFY 2024 Federal Formula Grant	6,500,000						
FFY 2025 Federal Formula Grant	5,000,000						
FFY 2026 Federal Formula Grant	5,000,000						
FFY 2027 Federal Formula Grant	3,500,000						
MIS-Revenue Fare Collection-TVM/GFI	*NEW*	0	6,000,000	6,000,000	7,500,000	0	19,500,000
FFY 2025 Federal Formula Grant	6,000,000						
FFY 2026 Federal Formula Grant	6,000,000						
FFY 2027 Federal Formula Grant	5,000,000						
FY 2028 (TBD)	2,500,000						
Transit Police Radio / Body Camera Replacement	P44340010	156,620	0	0	0	0	156,620
FY 2025 Local Funds	156,620						
TOTAL - EQUIPMENT & VEHICLES		10,006,620	14,350,000	14,350,000	14,350,000	3,350,000	56,406,620
OTHER PROJECTS							
OTHER							
Planning Studies (Transportation for Livable Communities)	P49570040	100,000	100,000	100,000	100,000	100,000	500,000
FY 2025 Local Funds	100,000						
FY 2026 Local Funds	100,000						
FY 2027 Local Funds	100,000						
FY 2028 Local Funds	100,000						
FY 2029 Local Funds	100,000						
Bus Shelters Upgrade	P49570040	400,000	600,000	0	0	0	1,000,000
FY 2023 ODOT Workforce Development	400,000						
FY 2026 (TBD)	600,000						
Lorain TOD	P49570040	700,000	0	0	0	0	700,000
FY 2024 TOD Pilot Program	700,000						
RTA Development Fund Contingency 2025 - 29 (TBD)	TBD P49670030 *NEW*	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Metrohealth Line BRT	P49570420	30,500,000	15,500,000	0	0	0	46,000,000
FFY 2024 Federal Formula Grant	3,000,000						
SFY 2024 TRAC	15,000,000						
FY 2025 (TBD)	12,500,000						
FFY 2025 Federal Formula Grant	3,000,000						
FY 2026 (TBD)	12,500,000						
NOACA Unserve Areas - 5307 CUA	P51670XX0	741,575	741,576	741,576	741,576	741,576	3,707,879
FFY 2024 Federal Formula Grant	741,575						
FFY 2025 Federal Formula Grant	741,576						
FFY 2026 Federal Formula Grant	741,576						
FFY 2027 Federal Formula Grant	741,576						
FFY 2028 Federal Formula Grant	741,576						
TOTAL - OTHER PROJECTS		34,441,575	18,941,576	2,841,576	2,841,576	2,841,576	61,907,879
PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS							
Preventive Maintenance Reimb. Exp.	P51670040	1,740,075	2,837,874	4,322,249	7,000,000	7,000,000	22,900,198
FFY 2024 Federal Formula Grant	1,740,075						
FFY 2025 Federal Formula Grant	2,837,874						
FFY 2026 Federal Formula Grant	4,322,249						
FFY 2027 Federal Formula Grant	7,000,000						
FFY 2028 Federal Formula Grant	7,000,000						
TOTAL - PREVENTIVE MAINT./OPERATING REIMB.		1,740,075	2,837,874	4,322,249	7,000,000	7,000,000	22,900,198

CATEGORY / PROJECT NAME	PROJECT NUMBER	2025	2026	2027	2028	2029	TOTALS 2025-2029
RAIL PROJECTS							
ELECTRICAL SYSTEM							
OCS Replacement and Upgrade Plan	P21800220	500,000	2,000,000	0	0	0	2,500,000
FFY 2024 Federal Formula Grant	500,000						
FFY 2025 Federal Formula Grant	2,000,000						
Substation Improvement Program	*NEW*	3,937,500	4,000,000	0	0	5,575,000	13,512,500
FFY 2024 Federal Formula Grant	3,937,500						
FFY 2025 Federal Formula Grant	4,000,000						
FFY 2028 Federal Formula Grant	5,575,000						
Sub-Total: Electrical System		4,437,500	6,000,000	0	0	5,575,000	16,012,500
TRAIN CONTROL / SIGNALS							
Signal System Upgrade Program	P26800020	3,362,500	4,000,000	4,000,000	896,867	3,000,000	15,259,367
FFY 2024 Federal Formula Grant	3,362,500						
FFY 2025 Federal Formula Grant	4,000,000						
FFY 2026 Federal Formula Grant	4,000,000						
FFY 2027 Federal Formula Grant	896,867						
FFY 2028 Federal Formula Grant	3,000,000						
Light Rail Fiber Optics	P26800040	5,625,000	0	0	0	0	5,625,000
FFY 2024 Federal Formula Grant	5,625,000						
Sub-Total: Train Control / Signals		8,987,500	4,000,000	4,000,000	896,867	3,000,000	20,884,367
TRACK REHABILITATION							
Rail Infrastructure Program	P23320010	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
FFY 2024 Federal Formula Grant	1,000,000						
FFY 2025 Federal Formula Grant	1,000,000						
FFY 2026 Federal Formula Grant	1,000,000						
FFY 2027 Federal Formula Grant	1,000,000						
FFY 2028 Federal Formula Grant	1,000,000						
On-Call Rail Engineering Services	P23800730	200,000	200,000	200,000	200,000	200,000	1,000,000
FFY 2024 Federal Formula Grant	200,000						
FFY 2025 Federal Formula Grant	200,000						
FFY 2026 Federal Formula Grant	200,000						
FFY 2027 Federal Formula Grant	200,000						
FFY 2028 Federal Formula Grant	200,000						
Light Rail Rehabilitation Program	P24800400	15,500,000	15,500,000	0	0	0	31,000,000
FFY 2024 Federal Formula Grant	6,000,000						
SFY 2025 ODOT TRAC	9,500,000						
FFY 2025 Federal Formula Grant	6,000,000						
SFY 2026 ODOT TRAC	9,500,000						
Red Line East Track Rehabilitation	P24800040	500,000	0	0	17,000,000	500,000	18,000,000
FFY 2024 Federal Formula Grant	500,000						
FFY 2027 Federal Formula Grant	7,000,000						
FY 2028 (TBD)	10,000,000						
FFY 2029 Federal Formula Grant	500,000						
Track 3 Repairs & CRMF Interior Wash	*NEW*	0	900,000	5,925,000.00	0	0	6,825,000
FFY 2025 Federal Formula Grant	900,000						
FFY 2026 Federal Formula Grant	5,925,000						
Sub-Total: Track Rehabilitation		17,200,000	17,600,000	7,125,000	18,200,000	1,700,000	61,825,000

CATEGORY / PROJECT NAME	PROJECT NUMBER	2025	2026	2027	2028	2029	TOTALS 2025-2029
RAIL STATION REHABILITATION							
W. 25th Street Station Rehab	*NEW*	1,025,000	0	10,200,000	0	0	11,225,000
FFY 2024 Federal Formula Grant		1,025,000					
FFY 2026 Federal Formula Grant		10,200,000					
Windermere Station Repairs	*NEW*	0	0	0	0	844,000	844,000
FFY 2028 Federal Formula Grant			844,000				
8 Blue Line Stations FY 2025 ASAP	*NEW*	16,000,000	0	0	0	0	16,000,000
8 Green Line Stations FY 2027 ASAP	*NEW*	0	0	16,000,000	0	0	16,000,000
Sub-Total: Rail Station Rehabilitation		17,025,000	0	26,200,000	0	844,000	44,069,000
RAIL VEHICLE FLEET							
Rail Capital Spare Parts Program	P16390200	500,000	500,000	500,000	500,000	500,000	2,500,000
FFY 2024 Federal Formula Grant		500,000					
FFY 2025 Federal Formula Grant		500,000					
FFY 2026 Federal Formula Grant		500,000					
FFY 2027 Federal Formula Grant		500,000					
FFY 2028 Federal Formula Grant		500,000					
Rail Line Car/ Rail Work Equipment	P46390020	4,000,000	0	3,250,000	1,250,000	1,052,867	9,552,867
FFY 2024 Federal Formula Grant		4,000,000					
FFY 2026 Federal Formula Grant		3,250,000					
FFY 2027 Federal Formula Grant		1,250,000					
FFY 2028 Federal Formula Grant		1,052,867					
RAILCAR REPLACEMENT PROGRAM							
2024-2029 LRV Rail Replacement Program	P13390040	23,692,000	20,000,000	10,000,000	12,500,000	8,000,000	74,192,000
FFY 2024 Federal Formula Grant		1,000,000					
FFY 2024 NOACA -STBG		9,000,000					
SFY 2025 OTP2		10,000,000					
FY 2025 (TBD)		3,692,000					
FFY 2025 Federal Formula Grant		7,500,000					
SFY 2026 OTP2		10,000,000					
FY 2026 (TBD)		2,500,000					
FFY 2026 Federal Formula Grant		10,000,000					
FFY 2027 Federal Formula Grant		12,500,000					
FFY 2028 Federal Formula Grant		5,000,000					
FFY 2028 NOACA STBG		3,000,000					
2022-2026 RCRP -Rail Infrastructure Modification Upgrades	P24800020	10,500,000	0	0	0	0	10,500,000
FFY 2024 Federal Formula Grant		10,500,000					
Heavy Rail Platform Replacement Upgrades	P24800020	3,000,000	0	0	0	0	3,000,000
FFY 2024 Federal Formula Grant		3,000,000					
Sub-Total: Rail Vehicle Fleet		41,692,000	20,500,000	13,750,000	14,250,000	9,552,867	99,744,867
TOTAL - RAIL PROJECTS		89,342,000	48,100,000	51,075,000	33,346,867	20,671,867	242,535,734
TRANSIT CENTERS							
Enhanced ADA Access (Enhancement Item)	P49800020	300,000	375,000	375,000	375,000	375,000	1,800,000
FFY 2024 Federal Formula Grant		300,000					
FFY 2025 Federal Formula Grant		375,000					
FFY 2026 Federal Formula Grant		375,000					
FFY 2027 Federal Formula Grant		375,000					
FFY 2028 Federal Formula Grant		375,000					
TOTAL - TRANSIT CENTERS		300,000	375,000	375,000	375,000	375,000	1,800,000
TOTAL RTA DEVELOPMENT FUND		177,102,767	130,983,952	116,940,343	81,253,711	71,293,710	577,574,484
TOTAL RTA CAPITAL FUND		4,638,000	4,550,500	4,500,000	4,564,150	4,280,000	22,532,650
TOTAL CAPITAL IMPROVEMENT PLAN		181,740,767	135,534,452	121,440,343	85,817,861	75,573,710	600,107,134