

# 2026-2030 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 2026-2030 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.

## ORGANIZATION OF THE CAPITAL IMPROVEMENT PLAN

The first year reflects the Board approved RTA Capital and RTA Development Fund budget appropriations for the FY 2026 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 2026 Capital Improvement Budget and the four out-years of the overall 2026-2030 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 2026-30 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. These facilities are briefly discussed on the following pages.

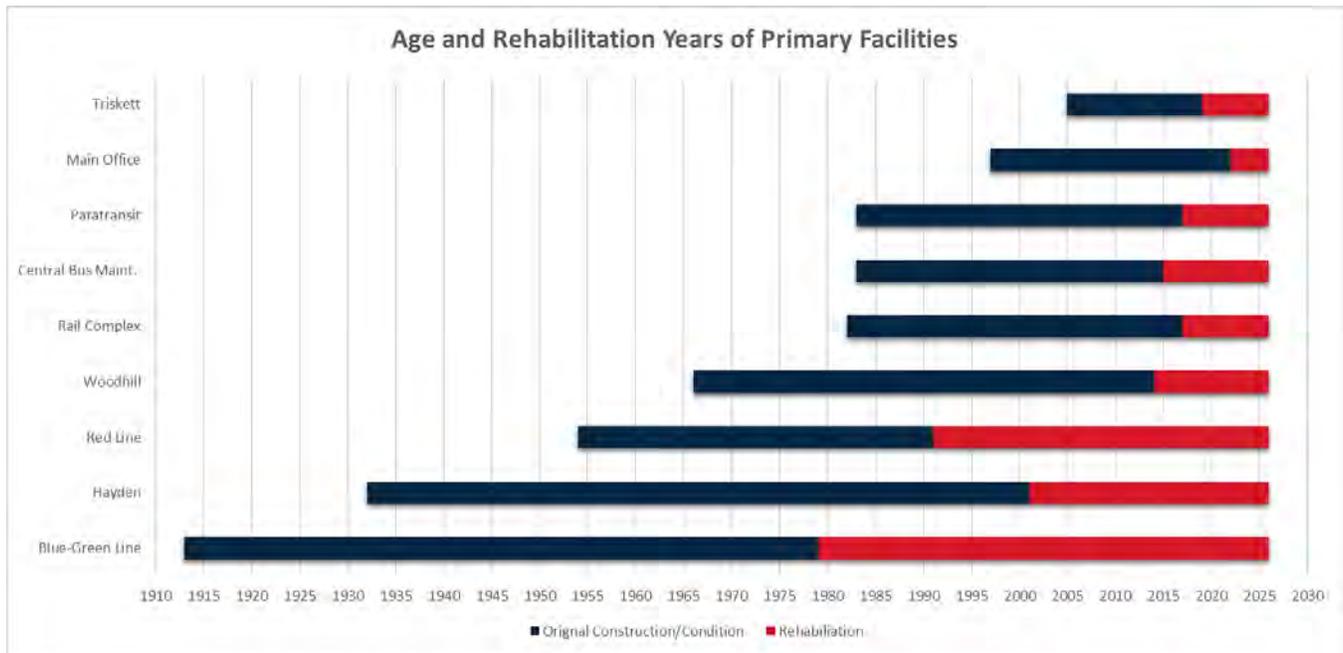


Figure 59 - Age and Rehabilitation of Primary Facilities

## FACILITIES

### 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.

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## 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.

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## 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.

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## 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.

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## 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 began the replacement of Bus Lifts.

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## 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.

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## 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.

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## 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.

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## 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. A Workforce Development Training Space is being planned 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 2026-2030 Capital Improvement Plan (CIP) continues to commit significant resources towards achieving a State of Good Repair (SOGR) in its Light & Heavy Rail infrastructure including the reconstruction, rehabilitation, and upgrades to train stations to meet the needs of new rail cars, power substations and electrical systems, and train controls.

## 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 remains 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.

## Rail System



Figure 60: Current RTA Rail System

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## 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 34<sup>th</sup>/Campus and East 55<sup>th</sup> Street Stations. The entire Light Rail System, including tracks, infrastructure, and stations were reconstructed between 1980 and 1984.

Recent improvements to the Light Rail line have included track installation of guards and retaining walls, Waterfront and joint Blue and Green Lines track rehabilitation, and rehabilitation of the Waterfront Line Track Bridge. Planning and construction of accessibility improvements to all remaining non-ADA compliant blue line stations began in FY2025 and will continue into FY 2026.

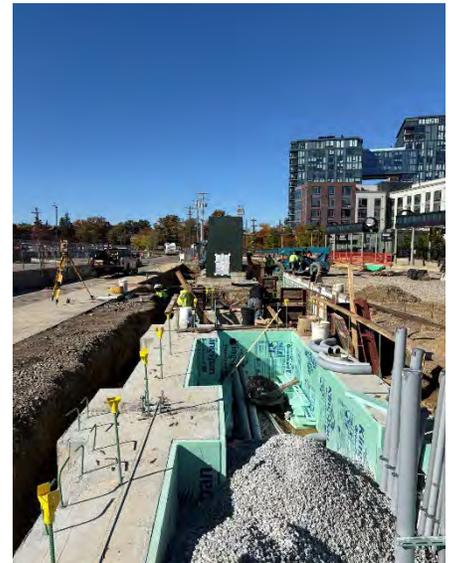


Figure 61 - Reconstruction of the Warrensville/Van Aken Station

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## 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. Recently completed and ongoing major projects focus on improving bridges and other key infrastructure as well as improvements to all GCRTA facilities to accommodate its new rail car fleet.

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## 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 CIP includes design and/or reconstruction work on three track bridges (Cuyahoga River Viaduct, Central Rail Maintenance Facility Access Road, and Canal Road) in FY 2026 and plans for an additional

major bridge reconstruction on a flyover bridge in the out years. A track bridge inspection program is incorporated into the out years for on-going bridge condition monitoring.

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## 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 290 vehicles in the GCRTA bus fleet at the end of FY 2025, 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.
- 22 forty-foot diesel transit buses
- 208 forty-foot CNG buses

The average age of the large bus fleet is 7.0 years. Age distribution of the Authority’s large bus fleet is shown in Figure 62: 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 1/14<sup>th</sup> (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 2026-30 CIP continues the planned Bus Improvement Program (BIP).

The Bus Improvement Program (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.

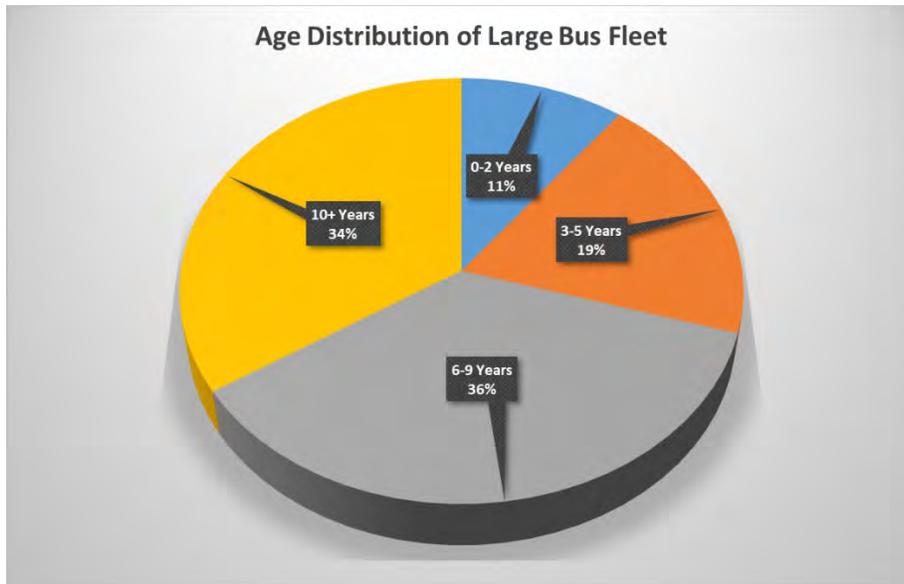


Figure 62: Age Distribution of Bus Fleet

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).

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### PARATRANSIT BUSES

The Authority’s Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. Including propane fueled vehicles there are 88 ADA compliant, wheelchair-equipped buses in active service in the Paratransit fleet with an average age of 4.5 years at the end of FY 2025. Future replacement plans have a total of 30 vehicles being replaced in 2026 that will reduce the average life of the Paratransit fleet to 3.0 years old.

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### 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.

GCRTA has secured a rail car contractor through a competitive bid process to replace both the Heavy Rail Vehicle fleet and Light Rail Vehicle Fleet with one combined fleet. The first railcar is scheduled to be received in June 2026.

## 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 48) depicts the Capital Improvement (CIP) and Transportation Improvement Program (TIP) planning cycles for the 2026-2030 CIP. The process began in August 2024 when the Office of Management and Budget (OMB) reviewed the budgeting policies and parameters for the Capital Budget and concluded in May 2025 with the Board Adoption of the recommended 2026-2030 CIP followed by submission to Northeast Ohio Area-wide Coordinating Agency (NOACA), the Metropolitan Planning Organization designated for this region, 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 2025, OMB staff and the Capital Program Working Group (CPWG), consisting of project managers, department directors and other managers, assessed all submitted requests for alignment with the Authority's needs, funding availability, Long-Range Plan, annual strategic planning process, and the TIP. OMB and CPWG then sorted and prioritized projects within RTA's capital priority areas: state of good repair, health & safety, mandates, environmental impact, operating budget impact, and ridership/transit-oriented development. CPWG forwarded a list of those prioritized projects to the Capital Program Oversight Committee (CPOC). Led by the Authority's executive leadership team, the CPOC then developed the Capital Improvement Plan and assessed the proposed CIP based on projected grant, local and non-traditional revenue sources. Authority staff presented the 2026-2030 plan to the Board of Trustees' Operational Planning & Infrastructure Committee in May 2025.

## 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 the region 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 (page 48) reflects the TIP/STIP process and how it corresponds to the Capital Improvement planning cycle.

Revisions to existing projects and 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 generally 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 generally 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 generally larger, generally 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 2026-2030 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

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 2026-2030 planning cycle, priority areas of the Authority were defined as:

- **State of Good Repair (25%)** – Maintaining the current “core business” through investments in projects which are necessary in order to operate the existing system, improve the operation of existing infrastructure, or add an additional dimension/mode to existing systems.
- **Health and Safety (20%)** – Investing in equipment, facilities and infrastructure to address identified safety and health issues.
- **Mandates (20%)** – Investing in equipment, adapting or enhancing facilities or infrastructure to satisfy government mandates

- **Ridership Transit Oriented Development (15%)** – Investing in equipment, opportunities for private investment, encourage partnerships with other organization, stimulate the development of current property, for the benefit of customer satisfaction, to increase revenue and ridership.
- **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 63 - Capital Projects by Priority Area reflects the distribution of approved 2026 CIP projects by capital priority area. The largest portion of the 2026 appropriations, \$133.3 million or 79.4%, are for projects included in the State of Good Repair (SOGR) category. This is followed by the Other category at \$18.8 million, or 11.2%.

PRIORITY CATEGORIES - RTA DEV. + RTA CAP.	2026	2027	2028	2029	2030	TOTALS 2026-30
RIDERSHIP	\$525,000	\$525,000	\$525,000	\$525,000	\$525,000	\$2,625,000
HEALTH & SAFETY	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$1,900,000
STATE OF GOOD REPAIR	\$133,276,657	\$119,788,841	\$90,754,343	\$88,710,193	\$72,570,193	\$505,100,227
TECHNOLOGIES/EFFICIENCIES	\$14,820,000	\$14,820,000	\$14,820,000	\$3,820,000	\$3,820,000	\$52,100,000
OTHER	\$18,800,000	\$14,950,000	\$2,450,000	\$2,450,000	\$2,450,000	\$41,100,000
<b>SUB-TOTAL: RTA CAPITAL</b>	<b>\$167,801,657</b>	<b>\$150,463,841</b>	<b>\$108,929,343</b>	<b>\$95,885,193</b>	<b>\$79,745,193</b>	<b>\$602,825,227</b>

Figure 63 - 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 \$15.4 million in Sales Tax Revenue bonds at the end of 2025, which will require principal and interest payments of \$7.60 million in 2026.

In addition to determining the method of financing for a project, the Authority’s capital investment decisions 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

	2024	2025	2026	2027	2028
	Actual	Actual	Budget	Plan	Plan
Transfer from General Fund	\$16.81	\$18.07	\$21.07	\$25.58	\$27.55
Transfer from Reserve Fund	\$12.42	\$10.00	\$0.00	\$0.00	\$5.00
Investment Income	\$6.60	\$7.33	\$5.50	\$1.10	\$1.10
Federal Capital Grants	\$92.50	\$120.94	\$110.60	\$106.77	\$73.49
State Capital Grants	\$0.64	\$20.00	\$20.00	\$15.00	\$15.00
Debt Service Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue	\$26.52	\$34.50	\$25.00	\$0.00	\$0.00
<b>Total Revenue</b>	<b>\$155.48</b>	<b>\$210.85</b>	<b>\$182.17</b>	<b>\$148.45</b>	<b>\$122.14</b>

Federal grants provide an estimated \$110.6 million, or 60.71% of the Authority's total 2026 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. Due to the length of time required to access federal funding, the CIP will generally plan for grant funding to be expended the year after the Federal Fiscal Year (FFY) that the funds are allocated (e.g. FFY 2025 funds will be planned for 2026 in the CIP).

FY 2026 Capital Improvement Revenue By Source

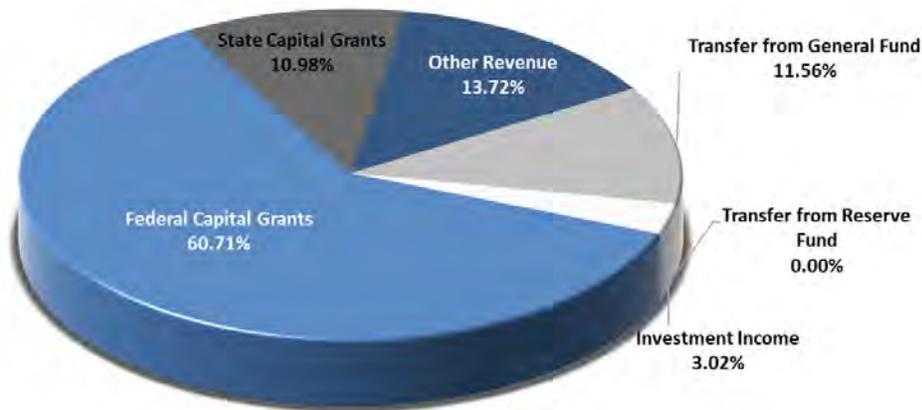


Figure 64 - Capital Improvement Revenue by Source (Chart)

	2024	2025	2026	2027	2028
	Actual	Actual	Budget	Plan	Plan
Transfer from General Fund	\$16.81	\$18.07	\$21.07	\$25.58	\$27.55
Transfer from Reserve Fund	\$12.42	\$10.00	\$0.00	\$0.00	\$5.00
Investment Income	\$6.60	\$7.33	\$5.50	\$1.10	\$1.10
Federal Capital Grants	\$92.50	\$120.94	\$110.60	\$106.77	\$73.49
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Debt Service Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue	\$26.52	\$34.50	\$25.00	\$0.00	\$0.00
<b>Total Revenue</b>	<b>\$155.48</b>	<b>\$210.85</b>	<b>\$182.17</b>	<b>\$148.45</b>	<b>\$122.14</b>

Figure 65: Capital Improvement Revenue by Source (Table)

### URBANIZED AREA FORMULA - SECTION 5307

The Section 5307 Urbanized Area formula grant provides the largest, regular federal share of funding to the Authority. Under the 2021 Infrastructure Investment and Jobs Act (IIJA), the formula allocates capital funding to the Cleveland Urbanized Area based on population and transit metrics. A 20% local match is required for these capital funds. For FFY 2025, the Authority was allocated \$33.3 million.

### STATE OF GOOD REPAIR – SECTION 5337

The Section 5337 SOGR formula grant provides additional funding for transit agencies operating intensive fixed guideway transit. Under the IIJA, the formula allocates capital funds funding to the Authority based key metrics of the Authority’s Bus Rapid Transit and rail networks to maintain those networks. A 20% local match is required for these capital funds. In FFY 2025, the Authority was allocated \$24.9 million. The Authority’s level of funding remains below the actual need to maintain a SOGR.

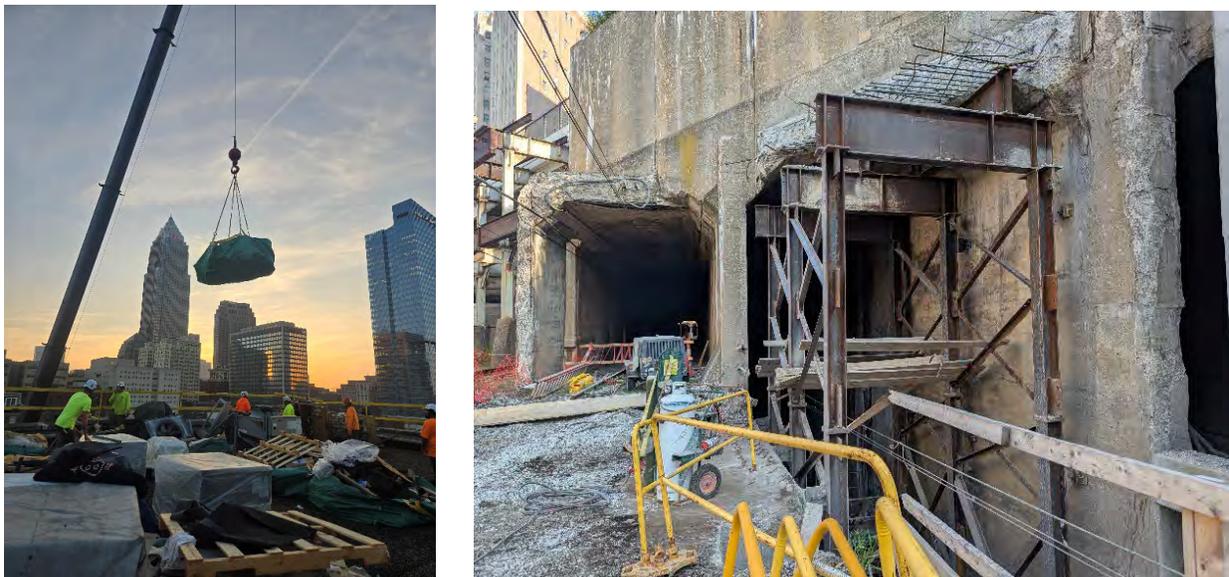


Figure 66 - Rehabilitation of the Main Office Building Roof and HVAC (Left) and Reconstruction of the Tower City East Portals (Right). Both projects funded with a combination of 5307 and/or 5337 Formula Funding

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## BUS & BUS FACILITIES – SECTION 5339

The Section 5339 Bus & Bus Facilities (BBF) formula grant is a smaller allocation. Under the IIJA, the formula allocates funding to the Cleveland Urbanized Area according to a formula based on key bus-related metrics. A 20% local match is required for these capital funds. In FFY 2025, the Authority was allocated \$2.3 million for these capital funds. These funds along with a portion of section 5307 and non-traditional/competitive sources make up the Authority's Bus Improvement Program.

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## NON-TRADITIONAL FEDERAL SOURCES

Non-traditional federal awards, including competitive and earmark grants, are beyond the scope of the formula grants. Sources include congressional earmarks, competitive grant programs, and other legislation affect may affect this category of funding.

The Authority commits itself to a robust pursuit of all available competitive dollars as they provide a critical source of funding within the CIP. In FY 2026 of the CIP, these sources make up \$34.6 million of the Authority's capital program with a focus on maintaining a SOGR and the Rail Car Replacement Program.

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## STATE SOURCES

The Ohio Department of Transportation (ODOT), through its Office of Transit, administers a combination of federal pass-through and State General Revenue Funds award through various programs. The Authority annually applies to and has been awarded several competitive grants through ODOT and Ohio Environmental Protection Agency (OEPA). These programs include Ohio Transit Partnership Program (OTP2), Urban Transit Program (UTP), and Diesel Emission Reduction Grant (DERG) awards, and the Ohio Workforce Mobility Partnership (OWMP). Funding from these programs, except for UTP, is applied for and awarded on a per-project basis.

In 2025, OEPA awarded the Authority \$2.7 million for bus replacement. The Authority applied for and won \$8.2 million to replace rail vehicles and \$844,000 to purchase LED signage on the HealthLine through ODOT's OTP2. The Authority also applied for and won \$500,000 for bus shelters and \$900,000 to pilot and study an expanded Connectworks microtransit program through ODOT's OWMP. ODOT also awarded the Authority \$4.2 million for acquiring CNG-Bus through UTP. In future years, the Authority will continue to submit applications to the State in support of bus and rail car improvement, track reconstruction programs, and all other programs as the state makes available.

## LOCAL SOURCES

The Capital Improvement Plan lays out local resources to support the match requirement for grant-funded projects, as well as supports 100% locally funded projects in both the RTA Capital and RTA Development Funds. In FY 2026, the combined local contribution for the Authority’s capital program of \$21 million is sourced from transfers from 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. That debt was used to provide the local match and pay for projects whose use life exceeded that of the bonds. In August 2021, the Authority used \$57.7 million of its sales tax revenue to retire a portion of its outstanding debt. FY2026 is estimated to begin with a principal outstanding debt of \$13.9 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 2015		Series 2016		Series 2019		Total Debt	
	Principal	Interest	Principal	Interest	Principal	Interest	Total Principal	Total Interest
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
<b>Total</b>	<b>\$ 4.28</b>	<b>\$ 0.21</b>	<b>\$ 2.97</b>	<b>\$ 0.22</b>	<b>\$ 6.72</b>	<b>\$ 1.04</b>	<b>\$ 13.96</b>	<b>\$ 1.48</b>
<b>Total Debt</b>		<b>\$ 4.49</b>		<b>\$ 3.19</b>		<b>\$ 7.76</b>		<b>\$ 15.43</b>

Figure 67: Outstanding Debt Service & Annual Debt Service Payments (In Millions)

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## 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 \$49.6 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 \$49.6 billion, annual debt servicing capacity would be close to \$49.6 million. This provision applies to all debt issued by the Authority and is the most restrictive of the limitations, though it exceeds current debt payment levels.
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 8.6391 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 2023 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 2026 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 2026 are \$20.4 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 \$7.6 million will require a General Fund transfer to the Bond Retirement Fund to offset the debt in FY 2026, 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. For example, the Rail Car Replacement Program is leveraging state and federal grant dollars that will reduce RTA's long and medium-term maintenance expenses by simplifying inventory and reducing the need for specialized parts and time in maintenance.
- Daily activities within the FY 2026 General Fund or Operating Budget are supported by \$4.50 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 2026-2030 CIP totals \$602.8 million of capital budget appropriations over the five-year plan in nine capital project categories and breakdown as follows:

1. Bus Garages (2.3%)
2. Buses (20.9%)
3. Equipment & Vehicles (9.9%)
4. Facilities Improvements (14.1%)
5. Other Projects (7.3%)
6. Preventive Maintenance/Operating Reimbursements - PM/OR (6.2%)
7. Rail Car Replacement Program (21.6%)
8. Rail Projects (17.4%)
9. Transit Centers (0.3%)

<b>2026 - 2030 CAPITAL IMPROVEMENT PLAN</b>						
<b>COMBINED BUDGET</b>						
<b>PROJECT CATEGORY</b>						<b>TOTAL</b>
	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2026-2030</b>
Bus Garages	\$4,815,000	\$3,950,000	\$250,000	\$2,550,000	\$2,550,000	\$14,115,000
Buses	\$29,989,502	\$24,235,016	\$23,826,750	\$23,826,750	\$23,826,750	\$125,704,768
Equipment & Vehicles	\$16,340,500	\$16,290,000	\$16,354,150	\$5,320,000	\$5,320,000	\$59,624,650
Facilities Improvements	\$35,480,000	\$12,925,000	\$7,985,000	\$19,350,000	\$9,010,000	\$84,750,000
Other Projects	\$18,800,000	\$15,691,576	\$3,191,576	\$3,191,576	\$3,191,576	\$44,066,304
Preventive Maint./Oper. Reimb.	\$2,837,874	\$4,322,249	\$7,000,000	\$7,000,000	\$16,144,000	\$37,304,123
Rail Car Program	\$41,063,781	\$29,100,000	\$30,850,000	\$22,902,867	\$6,302,867	\$130,219,515
Rail Projects	\$18,100,000	\$43,575,000	\$19,096,867	\$11,369,000	\$13,025,000	\$105,165,867
Transit Centers	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$1,875,000
<b>TOTALS</b>	<b>\$167,801,657</b>	<b>\$150,463,841</b>	<b>\$108,929,343</b>	<b>\$95,885,193</b>	<b>\$79,745,193</b>	<b>\$602,825,227</b>

Figure 68: 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 69 - Routine Capital Balance Analysis 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 2026 will include \$21.1 million of programmed transfers from the General Fund and investment income is budgeted at \$500,000.

Budgeted FY 2026 expenditures within the RTA Capital Fund include \$2.56 million for Asset Maintenance, \$1.99 million for Routine Capital, and a \$16.0 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	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Actual	Actual	Actual	Budget	Plan	Plan	Plan
<b>Revenues</b>							
Investment Income	\$ 232,400	\$ 309,820	\$ 1,052,926	\$ 500,000	\$ 100,000	\$ 100,000	\$ 100,000
Transfer from General Fund	21,866,868	16,812,041	18,074,438	21,065,140	25,580,121	27,548,774	25,516,818
<b>Total Revenue</b>	<b>22,099,268</b>	<b>17,121,861</b>	<b>19,127,364</b>	<b>21,565,140</b>	<b>25,680,121</b>	<b>27,648,774</b>	<b>25,616,818</b>
<b>Expenditures</b>							
<b>Capital Outlay</b>							
Asset Maintenance	1,081,292	2,173,834	2,560,000	2,560,000	2,560,000	2,560,000	2,510,000
Routine Capital	1,198,712	1,255,162	2,078,000	1,990,500	1,940,000	2,004,150	1,970,000
<b>Total Capital Outlay</b>	<b>2,280,004</b>	<b>3,428,996</b>	<b>4,638,000</b>	<b>4,550,500</b>	<b>4,500,000</b>	<b>4,564,150</b>	<b>4,480,000</b>
Other Capital Expenditures							
Other Expenditures							
Transfer to RTA Development Fund	19,500,000	16,144,837	15,500,000	16,000,000	20,000,000	23,000,000	21,000,000
<b>Total Other Capital Expenditures</b>	<b>19,500,000</b>	<b>16,144,837</b>	<b>15,500,000</b>	<b>16,000,000</b>	<b>20,000,000</b>	<b>23,000,000</b>	<b>21,000,000</b>
<b>Total Expenditures</b>	<b>21,780,004</b>	<b>19,573,833</b>	<b>20,138,000</b>	<b>20,550,500</b>	<b>24,500,000</b>	<b>27,564,150</b>	<b>25,480,000</b>
Excess/(Deficiency) of Total Revenues over Tot	319,264	(2,451,972)	(1,010,636)	1,014,640	1,180,121	84,624	136,818
Beginning Balance	7,491,688	7,810,952	5,358,980	4,348,345	5,362,985	6,543,105	6,627,729
<b>Projected Ending Balance</b>	<b>\$ 7,810,952</b>	<b>\$ 5,358,980</b>	<b>\$ 4,348,345</b>	<b>\$ 5,362,985</b>	<b>\$ 6,543,105</b>	<b>\$ 6,627,729</b>	<b>\$ 6,764,547</b>

Figure 69 - Routine Capital Balance Analysis

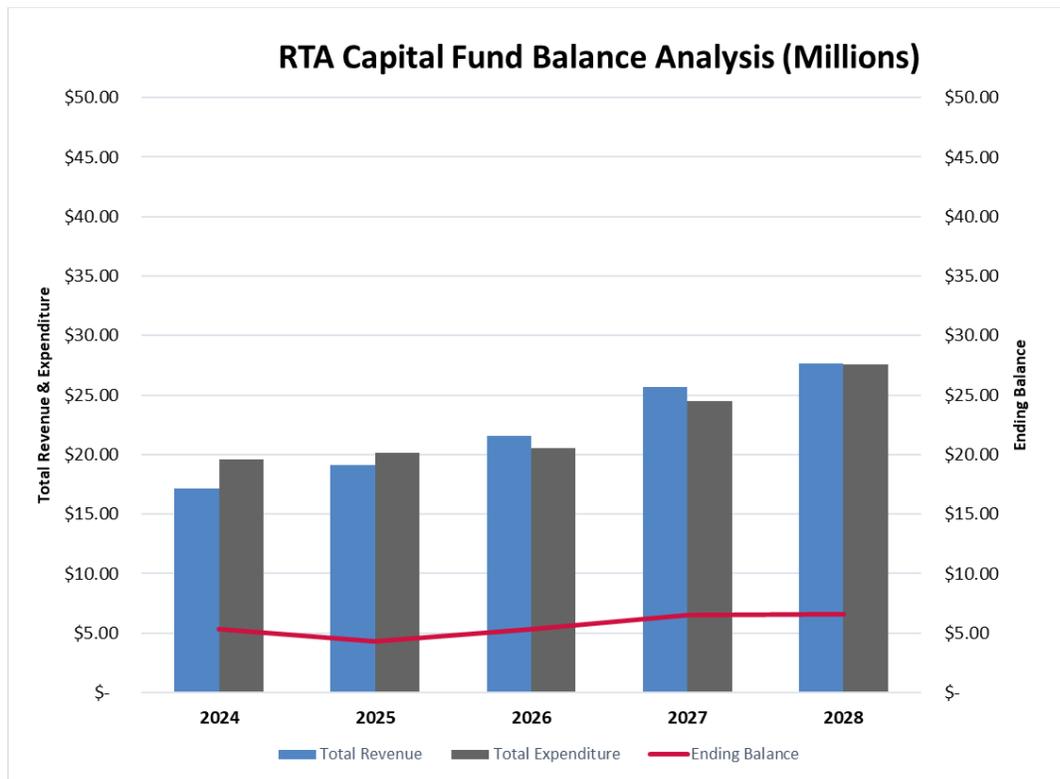


Figure 70 - RTA Capital Fund Balance Analysis

## 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 2026 budget appropriation for Asset Maintenance projects is \$2.56 million, representing 1.52% of the overall FY 2026 CIP budget. Most of the projects are within two organizational areas of the Authority: Engineering & Project Development and Central Facilities. Engineering & Project Development is responsible for coordinating larger construction-related asset maintenance projects throughout the entire Authority. Central Facilities 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.

## ROUTINE CAPITAL PROJECTS

This category includes the purchase of vehicles and equipment, where the cost is generally 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.

The budget appropriation for Routine Capital projects accounts for \$1.99 million, or 1.18%, of the 2026 CIP Budget. The greatest portion of the FY26 budget appropriation for Routine Capital projects is within the

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2026 - 2030 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ASSET MAINTENANCE (FACILITIES) PROJECTS							
Department / Project Name	Project Number	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2026-30 Total
<b>35 Service Management</b>							
Administration Facilities Maint. Pool	P32355239	\$100,000	\$100,000	\$100,000	\$50,000	\$50,000	\$400,000
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
		<b>\$560,000</b>	<b>\$560,000</b>	<b>\$560,000</b>	<b>\$510,000</b>	<b>\$510,000</b>	<b>\$2,700,000</b>
<b>57 Programming &amp; Planning</b>							
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
		<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>80 Engineering &amp; Project Dev.</b>							
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
		<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$5,000,000</b>
<b>67 OFFICE OF MGT. &amp; BUDGET</b>							
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
		<b>\$850,000</b>	<b>\$850,000</b>	<b>\$850,000</b>	<b>\$850,000</b>	<b>\$850,000</b>	<b>\$4,250,000</b>
<b>TOTAL ASSET MAINTENANCE</b>		<b>\$2,560,000</b>	<b>\$2,560,000</b>	<b>\$2,560,000</b>	<b>\$2,510,000</b>	<b>\$2,510,000</b>	<b>\$12,700,000</b>

Figure 71 - Asset Maintenance Projects and Categories

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2026 - 2030 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
Department / Project Name	Project Number	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2026-30 Total
<b>18 Labor &amp; Employee Relations</b>							
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
<b>34 Transit Police</b>							
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
<b>35 Service Management</b>							
Furniture Pool	P43350039	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
SM Equipment Pool	*NEW*	\$220,500	\$170,000	\$234,150	\$200,000	\$200,000	\$1,024,650
		\$290,500	\$240,000	\$304,150	\$270,000	\$270,000	\$1,374,650
<b>39 Fleet Management</b>							
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
		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
<b>58 Information Technology</b>							
IT Systems Development Pool	P42611209	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
PC Replacement Program	P42610039	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Thin Client Replacement	*NEW*	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Laser Printer Replacement Program	P42610139	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
		\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$1,600,000
<b>67 OFFICE OF MGT. &amp; BUDGET</b>							
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
<b>TOTAL ROUTINE CAPITAL</b>		\$1,990,500	\$1,940,000	\$2,004,150	\$1,970,000	\$1,970,000	\$9,874,650
<b>RTA CAPITAL FUND TOTAL</b>		\$4,550,500	\$4,500,000	\$4,564,150	\$4,480,000	\$4,480,000	\$22,574,650

Figure 72 - Routine Capital Projects and Categories

Operations Division, which has \$350,000 programmed for the non-revenue vehicle replacement program. There is \$320,000 for technology related equipment replacement, \$205,000 for Security Improvements, \$70,000 for office equipment/furniture, and the remaining contingency.

## RTA DEVELOPMENT FUND

The RTA Development Fund is the larger capital fund that includes rehabilitation & expansion projects that are generally greater than \$150,000 and have a useful life of more than five years. The Development Fund is primarily, but not exclusively, supported through federal grant awards. As discussed above, the Authority's Federal capital grants usually require local match funds, normally this share is 20%. During CIP development, local match requirements for federally assisted projects and 100% locally funded projects are reviewed and selected.

The Development Fund is funded by Sales & Use Tax transfers, proceeds from debt sales, and investments income. Investment income is projected at \$5.0 million in 2026. In 2025, \$15.5 million from the RTA Capital Fund and \$10 million from the Rolling Stock Reserve was transferred to the RTA Development Fund



to provide the local match and cover other locally funded expenditures within the RTA Development Fund. Total transfers are anticipated to decrease to \$16 million for FY 2026.

Figure 73 - RTA Development Fund Balance Analysis 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 awards, and scheduled construction activities for the year. FY 2026 is expected to begin with a fund balance of \$314 million and end at \$327.4 million. The budget is set up where revenue will outpace expenses leading to an increase in the ending balance.

Federal funding flows 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 73 - RTA Development Fund Balance Analysis, various funding sources including federal capital grants, state capital grants, and 100% local funds will help support expected expenditures of \$163.3 million in 2026. The expenditures within the Fund Balance Analysis are presented on a cash basis and represent estimates of the actual cash flow.

## RTA Development Fund Balance Analysis

	FY 2023 Actual	FY 2024 Actual	FY 2025 Actual	FY 2026 Budget	FY 2027 Plan	FY 2028 Plan	FY 2029 Plan
<b>Revenues</b>							
Federal / State Revenues							
Federal Capital Grants	\$ 53,677,554	\$ 92,498,466	\$ 120,939,575	\$ 110,600,926	\$ 106,771,073	\$ 73,492,154	\$ 63,124,154
State Capital Grants	128,200	639,712	20,000,000	20,000,000	15,000,000	15,000,000	5,000,000
<b>Total Federal / State Revenues</b>	<b>53,805,754</b>	<b>93,138,178</b>	<b>140,939,575</b>	<b>130,600,926</b>	<b>121,771,073</b>	<b>88,492,154</b>	<b>68,124,154</b>
Other Revenue							
Investment Income	5,204,465	6,287,634	6,278,075	5,000,000	1,000,000	1,000,000	1,000,000
Other Revenue	174,937	26,520,794	34,500,000	25,000,000	-	-	-
<b>Total Other Revenue</b>	<b>5,379,402</b>	<b>32,808,428</b>	<b>40,778,075</b>	<b>30,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
Transfers							
Transfer from RTA Routine Capital Fun	19,500,000	16,144,837	15,500,000	16,000,000	20,000,000	23,000,000	21,000,000
Transfer from Reserve Fund	10,000,000	12,415,340	10,000,000	-	-	5,000,000	5,000,000
<b>Total Transfers</b>	<b>29,500,000</b>	<b>28,560,177</b>	<b>25,500,000</b>	<b>16,000,000</b>	<b>20,000,000</b>	<b>28,000,000</b>	<b>26,000,000</b>
<b>Total Revenue</b>	<b>88,685,156</b>	<b>154,506,783</b>	<b>207,217,650</b>	<b>176,600,926</b>	<b>142,771,073</b>	<b>117,492,154</b>	<b>95,124,154</b>
<b>Expenditures</b>							
Capital Outlay							
Capital Outlay - Development Fund	71,451,754	96,042,007	177,102,767	163,251,157	145,963,841	104,365,193	91,405,193
<b>Total Capital Outlay</b>	<b>71,451,754</b>	<b>96,042,007</b>	<b>177,102,767</b>	<b>163,251,157</b>	<b>145,963,841</b>	<b>104,365,193</b>	<b>91,405,193</b>
<b>Total Expenditures</b>	<b>71,451,754</b>	<b>96,042,007</b>	<b>177,102,767</b>	<b>163,251,157</b>	<b>145,963,841</b>	<b>104,365,193</b>	<b>91,405,193</b>
Excess/(Deficiency) of Total Revenues over Tot	17,233,403	58,464,776	30,114,883	13,349,769	(3,192,768)	13,126,961	3,718,961
Beginning Balance	208,229,207	225,462,610	283,927,386	314,042,269	327,392,037	324,199,269	337,326,230
<b>Projected Ending Balance</b>	<b>\$ 225,462,610</b>	<b>\$ 283,927,386</b>	<b>\$ 314,042,269</b>	<b>\$ 327,392,037</b>	<b>\$ 324,199,269</b>	<b>\$ 337,326,230</b>	<b>\$ 341,045,192</b>

Figure 73 - RTA Development Fund Balance Analysis

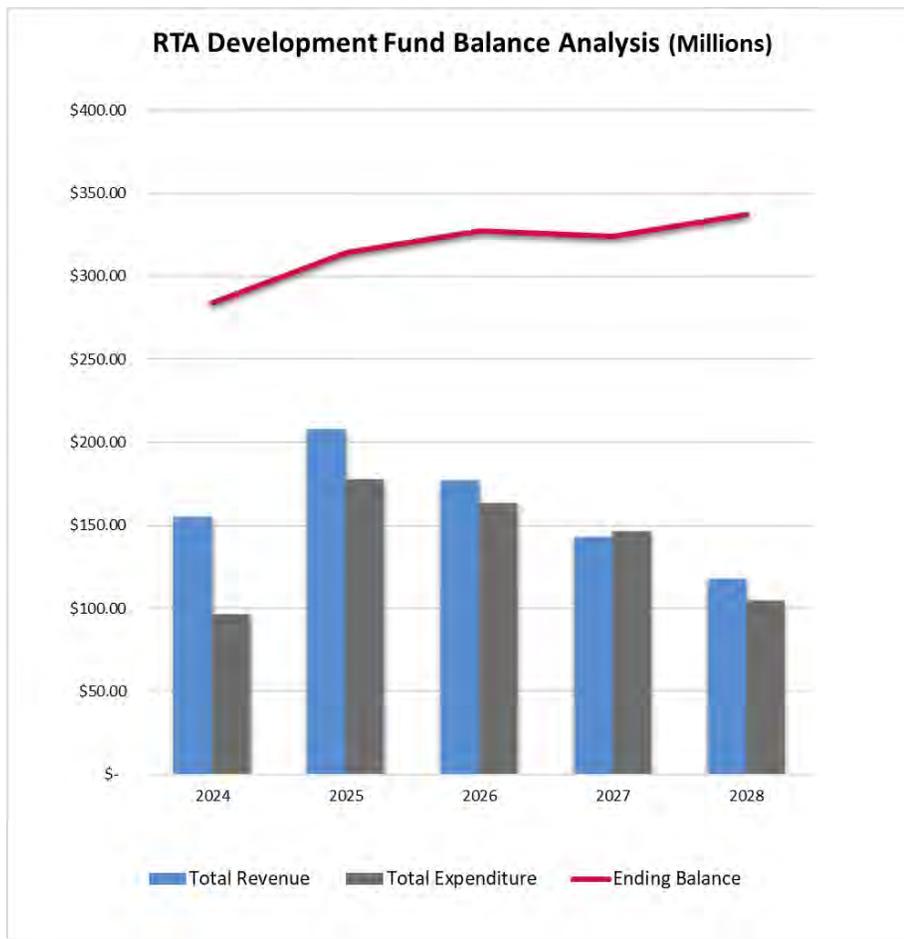
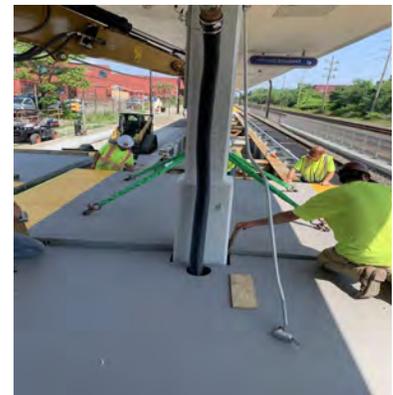


Figure 74 - RTA Development Fund Analysis Trend

## RTA DEVELOPMENT FUND PROJECTS

RTA Development Fund appropriation for 2026 is \$163.3 million. RTA Development fund projects account for 97.3% of the Authority’s CIP budget as allocated for 2026. The inclusion of capital projects within this fund is based upon the established 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 2026. 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.



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## **BUS/PARATRANSIT IMPROVEMENT PROGRAMS - \$29.9 MILLION**

The 2026 CIP maintains the Authority's focus on vehicle reliability improvements through a multi-year bus replacement, Paratransit vehicle replacement, and spare parts programs, which meets objectives for bus replacements and the SOGR.

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## **FACILITIES IMPROVEMENTS - \$32.9 MILLION**

The Facilities Improvements budget consists of appropriations of \$1.25 million for the continuation of HVAC System Improvement Pool, \$10.4 million for the continuation of the Roofing Improvement Program, and another \$1.10 million for the continuation of the Pavement Improvement Program. Several rehabilitations of track bridge projects are budgeted totaling \$19.3 million. An additional \$0.8 million has been set aside for State of Good Repairs across the authority.

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## **EQUIPMENT & VEHICLES - \$14.4 MILLION**

The FY 2026 CIP includes \$3 million for the Information Technology Program and an additional \$350,000 specifically for IT System Upgrades. The Authority's Management Information Systems Department is programmed for \$6.5 million in ERP-related improvements.

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## **OTHER PROJECTS - \$18.8 MILLION**

This project category includes projects with varying scopes of work that do not fall into the other major categories. These projects include \$15.5 million for MetroHealth Line BRT improvements, \$2.0 million budget contingency, funding for bus shelter expansion, an update to the Authorities strategic plan, and other planning efforts.

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## **PREVENTIVE MAINTENANCE / OPERATING BUDGET REIMBURSEMENTS - \$2.8 MILLION**

This category represents preventive maintenance reimbursements to the General Fund. It includes formula and atypical non-formula grant funded reimbursements for various eligible activities within the General Fund with a 2026 budget appropriation of \$2.8 million. The 2026-2030 CIP demonstrates the Authority's goal to increase operating budget reimbursements over the course of the next five years.

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## **RAIL PROJECTS - \$59.2 MILLION**

In FY 2026, the Rail Projects category remains the largest of the CIP. Major programmed areas within this category include \$40.6 million for the Rail Car Replacement Program, \$6 million to the Light Rail Rehabilitation Program, \$4 million for the upgrading substations, \$4 million for the upgrading of RTA's rail signal equipment, \$2 million for the upgrading of the OCS system, as well as continued investment in miscellaneous state of good repair (SOGR) projects on track, the Central Rail Maintenance Facility, and passenger facilities.

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## TRANSIT CENTERS / BUS LOOPS – \$375,000

The 2026 capital budget includes \$375,000 for various grant funded passenger enhancements throughout the Authority. Many of the enhancement funds are allocated for bus shelters, landscaping, and ADA access improvements.

### GCRTA STRATEGIC PLAN



Figure 76: Light Rail Track Rehab

The purpose of the Strategic Plan is to Connect the Community while supporting 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 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 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. Projects underway that improve passenger safety and comfort include the Community Partner Investment Program continues to provide communities with resources to improve bus stops and shelters. The program is now being coordinated with the Adopt a

Shelter program. The Light Rail Station Replacement project also upgrades the passenger experience along the Blue and Green Lines replacing the station shelters, adding seating elements, and real-time signage. It will be completed in 2026.

GCRTA is engaging with emerging technology, data, and new mobility. GCRTA has been building on the completion of its Climate Change Plan and Zero Emissions Transition Plan and commissioned a Fleet Electrification Study. GCRTA has implemented the installation of electric car charging at stations funded by NOACA and is continuously evaluating new ways to engage with partners and programs with emergent technologies.

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. The 2026 CIP includes an investment of over \$15 million for the construction of the new BRT line. GCRTA won an FTA grant for a similar TOD study for the future Broadway and a potential BRT corridor which was completed in 2025. GCRTA also closely engaged with the City of Cleveland to implement their SMART signals grant and Cleveland Moves Bike Plan. 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 TOD opportunities and policies throughout the region. The Broadway TOD Corridor plan is underway reviewing potential transportation improvements to this corridor identifying opportunities to enhance transportation elements along the corridor creating a more transit friendly environment while spurring TOD.

The Lorain Avenue Corridor TOD Pilot Planning Study will evaluate Lorain Avenue from the Lorain/Detroit Avenue to the County Line involving Cleveland, Fairview Park, and North Olmsted. It will focus on enhancing transit along the corridor while supporting the land use/development goals of each of the Cities. It will begin in 2026 completing in 2027.

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. The department also works closely with FTA and title VI to comply with various federal grant requirements.

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. The 2026-2030 CIP includes funding for GCRTA to evaluate the results of these pilots for incorporation into the GCRTA network.

GCRTA utilized FTA AoPP funds for its Transit Access Barrier Study which was completed in 2025. Its identified barriers to the use of public transit and suggested paths forward for GCRTA to reduce barriers to those with limited mobility options.

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. The 2026 CIP includes \$600,000 to update and revise the Strategic Plan. The project will revise the goals and objectives to capture the Authority’s immediate and longer-term objectives. It will add components such as TOD and Economic Impact to the Plan. The Plan will be completed by the end of 2026.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2026 - 2030 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>BUS REPLACEMENTS</b>								
<b>BUS IMPROVEMENT PROGRAM</b>								
2024-2026 Bus Replacement Program	27,962,752							
SFY 2026 ODOT CMAQ Flex	18,250,000	*NEW*	27,962,752	0	0	0	0	27,962,752
SFY 2026 ODOT UTP Award	4,089,002							
FFY 2025 Federal Formula Grants	5,623,750							
2027-2029 Bus Replacement Program	52,846,784							
SFY 2027 ODOT CMAQ Grant	6,358,266	*NEW*	0	20,408,266	0	0	0	20,408,266
SFY 2027 ODOT UTP Award	4,089,002							
FFY 2026 Federal Formula Grants	2,437,500							
SFY 2027 -TBD	7,523,498							
SFY 2028 ODOT CMAQ Grant	6,358,266	*NEW*	0	0	20,000,000	0	0	20,000,000
SFY 2028 ODOT UTP Award	4,089,002							
FFY 2027 Federal Formula Grants	1,991,250							
SFY 2028 TBD	7,561,482							
SFY 2029 ODOT CMAQ Grant	6,358,266	*NEW*	0	0	0	20,000,000	0	20,000,000
SFY 2029 ODOT UTP Award	4,089,002							
FFY 2028 Federal Formula Grants	1,991,250							
SFY 2029 TBD	7,561,482							
2029-2030 Bus Replacement Program								
SFY 2030 ODOT CMAQ Grant	6,358,266	*NEW*	0	0	0	0	20,000,000	20,000,000
SFY 2029 ODOT UTP Award	4,089,002							
FFY 2029 Federal Formula Grants	3,241,250							
SFY 2030 TBD	6,311,482							
<b>Sub-Total: Bus Improvement Program</b>			<b>27,962,752</b>	<b>20,408,266</b>	<b>20,000,000</b>	<b>20,000,000</b>	<b>20,000,000</b>	<b>108,371,018</b>
<b>PARATRANSIT REPLACEMENT PROGRAM</b>								
Paratransit Buses-NOACA 5310		P12390040	1,800,000	3,600,000	3,600,000	3,600,000	3,600,000	16,200,000
FY 2025 NOACA 5310	1,000,000							
FFY 2025 Federal Formula Grants	800,000							
FY 2026 NOACA 5310	1,000,000							
FFY 2026 Federal Formula Grants	2,600,000							
FY 2027 NOACA 5310	1,000,000							
FFY 2027 Federal Formula Grants	2,600,000							
FY 2028 NOACA 5310	1,000,000							
FFY 2028 Federal Formula Grants	2,600,000							
FY 2029 NOACA 5310	1,000,000							
FFY 2029 Federal Formula Grants	2,600,000							
<b>Sub-Total: Paratransit Improvement Program</b>			<b>1,800,000</b>	<b>3,600,000</b>	<b>3,600,000</b>	<b>3,600,000</b>	<b>3,600,000</b>	<b>16,200,000</b>

2026-2030 Capital Improvement Plan - 4.28.25 Final.xls

Figure 77 - 2026 - 2030 CIP Development Fund



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>BUS SPARE PARTS PROGRAM</b>							
Bus/BRT Capital Spare Parts Program	P16390100	226,750	226,750	226,750	226,750	226,750	1,133,750
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						
FFY 2029 Federal Formula Grant	226,750						
<b>Sub-Total: Bus Spare Parts Program</b>		<b>226,750</b>	<b>226,750</b>	<b>226,750</b>	<b>226,750</b>	<b>226,750</b>	<b>1,133,750</b>
<b>TOTAL - BUSES</b>		<b>29,989,502</b>	<b>24,235,016</b>	<b>23,826,750</b>	<b>23,826,750</b>	<b>23,826,750</b>	<b>125,704,768</b>
<b>FACILITIES IMPROVEMENTS</b>							
<b>BRIDGE REHABILITATION</b>							
Track Bridge Rehab. - Viaduct Bridge Rehab: Phase 2 & 3	"NEW"	6,900,000	0	0	0	0	6,900,000
FFY 2025 Federal Formula Grant		6,900,000					
Track Bridge Inspection Program	P20800270	475,000	15,000	475,000	15,000	475,000	1,455,000
FY 2026 Local Funds	475,000						
FY 2027 Local Funds	15,000						
FY 2028 Local Funds	475,000						
FY 2029 Local Funds	15,000						
FY 2030 Local Funds	475,000						
Rehab of Track Bridge Canal Road	"NEW"	850,000	6,400,000	0	0	0	7,250,000
FFY 2025 Federal Formula Grant	850,000						
FFY 2026 Federal Formula Grant	6,400,000						
Rehab of Track Bridge Access Rd over NS at CRMF	P20800390	11,075,000	0	0	0	0	11,075,000
FFY 2025 Federal Formula Grant	\$ 3,075,000.00						
FY 2024 USDOT Bridge Improvement Progi	\$ 8,000,000.00						
Next Track Bridge Project(Flyover Ph2)	"NEW"	0	0	500,000	10,800,000	0	11,300,000
FFY 2027 Federal Formula Grant	500,000						
FFY 2028 Federal Formula Grant	10,800,000						
<b>Sub-Total: Bridge Rehabilitation</b>		<b>19,300,000</b>	<b>6,415,000</b>	<b>975,000</b>	<b>10,815,000</b>	<b>475,000</b>	<b>37,980,000</b>



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b><u>EQUIPMENT &amp; VEHICLES</u></b>							
<b><u>INFORMATION TECHNOLOGY</u></b>							
Information Technology Program	P42610030	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
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						
FFY 2029 Federal Formula Grant	2,000,000						
SFY 2030 OTP2	1,000,000						
IT System Upgrades	P42580120	350,000	350,000	350,000	350,000	350,000	1,750,000
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						
FFY 2029 Federal Formula Grant	350,000						
MIS-ERP	*NEW*	5,000,000	5,000,000	3,500,000	0	0	13,500,000
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*	6,000,000	6,000,000	7,500,000	0	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						
<b>TOTAL - EQUIPMENT &amp; VEHICLES</b>		<b>14,350,000</b>	<b>14,350,000</b>	<b>14,350,000</b>	<b>3,350,000</b>	<b>3,350,000</b>	<b>49,750,000</b>



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>OTHER PROJECTS</b>								
<b>OTHER</b>								
Planning Studies (Transportation for Livable Communities)		P49570040	100,000	100,000	100,000	100,000	100,000	500,000
FY 2026 Local Funds	100,000							
FY 2027 Local Funds	100,000							
FY 2028 Local Funds	100,000							
FY 2029 Local Funds	100,000							
FY 2030 Local Funds	100,000							
GCRTA Strategic Plan(2025-2030)		*NEW*	600,000	0	0	0	0	600,000
FFY 2026 TBD (Unserve Areas Fund)	600,000							
Public Transportation Safety Plan(PTASP)		*NEW*	0	350,000	350,000	350,000	350,000	1,400,000
FFY 2026 Federal Formula Grant	350,000							
FFY 2027 Federal Formula Grant	350,000							
FFY 2028 Federal Formula Grant	350,000							
FFY 2029 Federal Formula Grant	350,000							
Bus Shelters Expansion OMWP/TBD		P49570620	600,000	0	0	0	0	600,000
FY 2026 (TBD)	600,000							
RTA Development Fund Contingency	TBD	P49670030	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
2025 - 29 (TBD)		*NEW*						
Metrohealth Line BRT		P49570420	15,500,000	12,500,000	0	0	0	28,000,000
FFY 2025 Federal Formula Grant	3,000,000							
FY 2026 (Small Starts -TBD)	12,500,000							
FY 2027 (Small Starts -TBD)	12,500,000							
NOACA Unserve Areas - 5307 CUA		P51670XX0	0	741,576	741,576	741,576	741,576	2,966,304
FFY 2025 Federal Formula Grant	0							
FFY 2026 Federal Formula Grant	741,576							
FFY 2027 Federal Formula Grant	741,576							
FFY 2028 Federal Formula Grant	741,576							
FFY 2029 Federal Formula Grant	741,576							
<b>TOTAL - OTHER PROJECTS</b>			<b>18,800,000</b>	<b>15,691,576</b>	<b>3,191,576</b>	<b>3,191,576</b>	<b>3,191,576</b>	<b>44,066,304</b>



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>On-Call Rail Engineering Services</b>		P23800730	200,000	200,000	200,000	200,000	200,000	1,000,000
	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						
	FFY 2029 Federal Formula Grant	200,000						
<b>Light Rail Rehabilitation Program</b>		P24800400	6,000,000	9,500,000	7,000,000	0	0	22,500,000
	FFY 2025 Federal Formula Grant	6,000,000						
	SFY 2027 ODOT TRAC	9,500,000						
	FFY 2027 Federal Formula Grant	7,000,000						
<b>Red Line East Track Rehabilitation</b>		P24800040	0	0	10,000,000	500,000	3,000,000	13,500,000
	FFY 2027 Federal Formula Grant	0						
	FY 2028 (TBD)	10,000,000						
	FFY 2028 Federal Formula Grant	500,000						
	FFY 2029 Federal Formula Grant	3,000,000						
<b>Track 3 Repairs &amp; CRMF Interior Wash</b>		*NEW*	900,000	5,925,000.00	0	0	0	6,825,000
	FFY 2025 Federal Formula Grant	900,000						
	FFY 2026 Federal Formula Grant	5,925,000						
<b>Sub-Total: Track Rehabilitation</b>			<b>8,100,000</b>	<b>16,625,000</b>	<b>18,200,000</b>	<b>1,950,000</b>	<b>4,450,000</b>	<b>49,325,000</b>
<b>RAIL STATION REHABILITATION</b>								
<b>W. 25th Street Station Rehab</b>		*NEW*	0	4,950,000	0	0	0	4,950,000
	FFY 2026 Federal Formula Grant	4,950,000						
<b>Waterfront Line Overlook</b>		*NEW*	0	2,000,000	0	0	0	2,000,000
	FFY 2026 Federal Formula Grant	2,000,000						
<b>Windermere Station Repairs</b>		*NEW*	0	0	0	844,000	0	844,000
	FFY 2028 Federal Formula Grant	844,000						
<b>8 Green Line Stations</b>		*NEW*	0	16,000,000	0	0	0	16,000,000
	FY 2027 ASAP	16,000,000						
<b>Sub-Total: Rail Station Rehabilitation</b>			<b>0</b>	<b>22,950,000</b>	<b>0</b>	<b>844,000</b>	<b>0</b>	<b>23,794,000</b>

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>RAIL VEHICLE FLEET</b>								
<b>Rail Capital Spare Parts Program</b>		P16390200	500,000	500,000	500,000	250,000	250,000	2,000,000
	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	250,000						
	FFY 2029 Federal Formula Grant	250,000						
<b>Rail Work Equipment</b>		P46390020	0	3,250,000	1,250,000	1,052,867	1,052,867	6,605,734
	FFY 2026 Federal Formula Grant	3,250,000						
	FFY 2027 Federal Formula Grant	1,250,000						
	FFY 2028 Federal Formula Grant	1,052,867						
	FFY 2029 Federal Formula Grant	1,052,867						
<b>RAILCAR REPLACEMENT PROGRAM</b>								
<b>2024-2029 LRV Rail Replacement Program</b>		P13390040	40,563,781	21,600,000	26,500,000	21,600,000	5,000,000	115,263,781
	FFY 2025 Federal Formula Grant	7,500,000						
	FY 2025 NOACA CRP	16,825,400						
	FY 2025 STBG Flex IIJA	1,014,600						
	<b>SFY 2026 OTP2/TBD</b>	11,600,000						
	<b>FY 2026 ODOT</b>	3,623,781						
	FFY 2026 Federal Formula Grant	10,000,000						
	FY 2027 OTP2/TBD	11,600,000						
	FFY 2027 Federal Formula Grant	11,150,000						
	FY 2028 NOACA CRP 2026-2029	3,750,000						
	FY 2028 OTP2/TBD	11,600,000						
	FFY 2028 Federal Formula Grant	6,250,000						
	FY 2029 NOACA CRP 2026-2029	3,750,000						
	FY 2029 OTP2/TBD	11,600,000						
	FFY 2029 Federal Formula Grant	5,000,000						
<b>RCRP - Rail Infrastructure Modification Upgrades</b>		P42800020	0	3,750,000	2,600,000	0	0	6,350,000
	FFY 2026 Federal Formula Grant	3,750,000						
	FFY 2027 Federal Formula Grant	2,600,000						
<b>Sub-Total: Rail Vehicle Fleet</b>			<b>41,063,781</b>	<b>29,100,000</b>	<b>30,850,000</b>	<b>22,902,867</b>	<b>6,302,867</b>	<b>130,219,515</b>
<b>TOTAL - RAIL PROJECTS</b>			<b>59,163,781</b>	<b>72,675,000</b>	<b>49,946,867</b>	<b>34,271,867</b>	<b>19,327,867</b>	<b>235,385,382</b>

2026-2030 Capital Improvement Plan - 4.28.25 Final.xls



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
2026 - 2030 CAPITAL IMPROVEMENT PLAN  
RTA DEVELOPMENT FUND**

ANTICIPATED FUNDING SOURCE		PROJECT NUMBER	2026	2027	2028	2029	2030	TOTALS 2026-2030
<b>TRANSIT CENTERS</b>								
Enhanced ADA Access (Enhancement Item)		P49800020	375,000	375,000	375,000	375,000	375,000	1,875,000
	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						
	FFY 2029 Federal Formula Grant	375,000						
<b>TOTAL - TRANSIT CENTERS</b>			<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>375,000</b>	<b>1,875,000</b>
<b>TOTAL RTA DEVELOPMENT FUND</b>			<b>163,251,157</b>	<b>145,963,841</b>	<b>104,365,193</b>	<b>91,405,193</b>	<b>75,265,193</b>	<b>580,250,577</b>
<b>TOTAL RTA CAPITAL FUND</b>			<b>4,550,500</b>	<b>4,500,000</b>	<b>4,564,150</b>	<b>4,480,000</b>	<b>4,480,000</b>	<b>22,574,650</b>
<b>TOTAL CAPITAL IMPROVEMENT PLAN</b>			<b>167,801,657</b>	<b>150,463,841</b>	<b>108,929,343</b>	<b>95,885,193</b>	<b>79,745,193</b>	<b>602,825,227</b>





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