

2015 Capital Improvement Plan

Introduction	207
Organization of the Capital Improvement Plan	207
Capital Assets	208
Capital Improvement Planning Cycle	214
Budget Calendar of Events	215
Transportation Improvement Program	215
Appropriations	216
Capital Improvement Financial Policies	216
Capital Improvement Criteria	217
Priority Areas	217
Financial Capacity	219
Debt Management	223
Operating Impacts	224
Project Categories	225
RTA Capital Fund	227
RTA Development Fund	232

Capital Improvement Plan

What is the Authority's plan for maintaining, repairing, and replacing its fleet of buses and rail vehicles, bus garages, rail stations, track, and other equipment? How will these capital improvements be financed? The Capital Improvement Plan presents a five-year look at capital improvements and discusses funding sources, but primarily focuses on 2015 activity. The detailed list of proposed capital improvement projects is provided, in addition to a discussion of the impact of the 2015 Capital Improvement Plan on the Operating Budget and the Authority's current outstanding debt obligations.

2015-2019 Capital Improvement Plan

Introduction

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

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

The financial demands to meet a SGR in the Authority's capital assets remain at a high level, but the decision to balance scheduled activities with funding limits the number of budgeted projects in a given year and, in essence, has moved the CIP from a five to an eight-year plan. The 2015-19 CIP presented here includes the first five programmed years of the Authority's Capital Program, with out-year projects, covering 2020 – 2022, under preliminary development.

Organization of the Capital Improvement Plan

This chapter contains the 2015-2019 Capital Improvement Plan of the Authority. The first year of the plan reflects the Board approved RTA Capital and RTA Development Fund budget appropriations for the 2015 capital projects. The following four years of the CIP outline planned, but not yet approved, long-term capital plans of the Authority. Capital projects and their associated budgets included in these out-years are subject to future changes based on financial circumstances, changes in project time lines or in capital priorities.

A summary of the Authority's capital assets helps to put these projects into perspective. The size, age, and service requirements of the bus and rail fleets support plans including the ongoing Bus Improvement Programs and maintenance needs of the Rail Fleets. Similarly, the age, purpose and maintenance history of the RTA's facilities provide a basis for reconstruction and rehabilitation decisions as the CIP is developed. Development of a Transit Asset Management (TAM) database is currently underway that will refine this process and to provide a basis to prioritize the needs of its capital assets.

This chapter describes the planning process for the capital program, including the method for establishing budget appropriation authority. It explains the chain of events involved and its relationship to the development of the Transportation Improvement Program (TIP). During this process, the Capital Improvement Financial Policies and Criteria help focus the plan on the priority areas that guide decision making during the Capital Improvement process.

The Financial Capacity section explains Federal, State and Local funding sources and debt management as it relates to the Authority. It will also discuss the impact of capital investment decisions on the Operating Budget.

2015-2019 Capital Improvement Plan

The final section is devoted to the details of the 2015 Capital Improvement Budget and the four out-years of the overall 2015 - 2019 CIP. Smaller locally funded projects included in the RTA Capital Fund are listed in Department order, while larger, grant and locally funded RTA Development Fund projects are organized by project category and reflect specific funding sources, supporting those projects.

Capital Assets

The principal share of expenditures planned within the 2015 – 19 CIP focuses on attaining a State of Good Repair (SGR) for the Authority’s capital assets and for the reimbursement of preventive maintenance and other expenses generated within the Operating Budget. It continues its emphasis on addressing a backlog of needed capital improvements throughout the Authority’s infrastructure. The age of the Authority’s primary facilities, including their history in terms of original in-service dates, rehabilitations, and additions are shown in Figure CIP-1. These facilities and others are briefly discussed between pages CIP-3 and CIP-7.

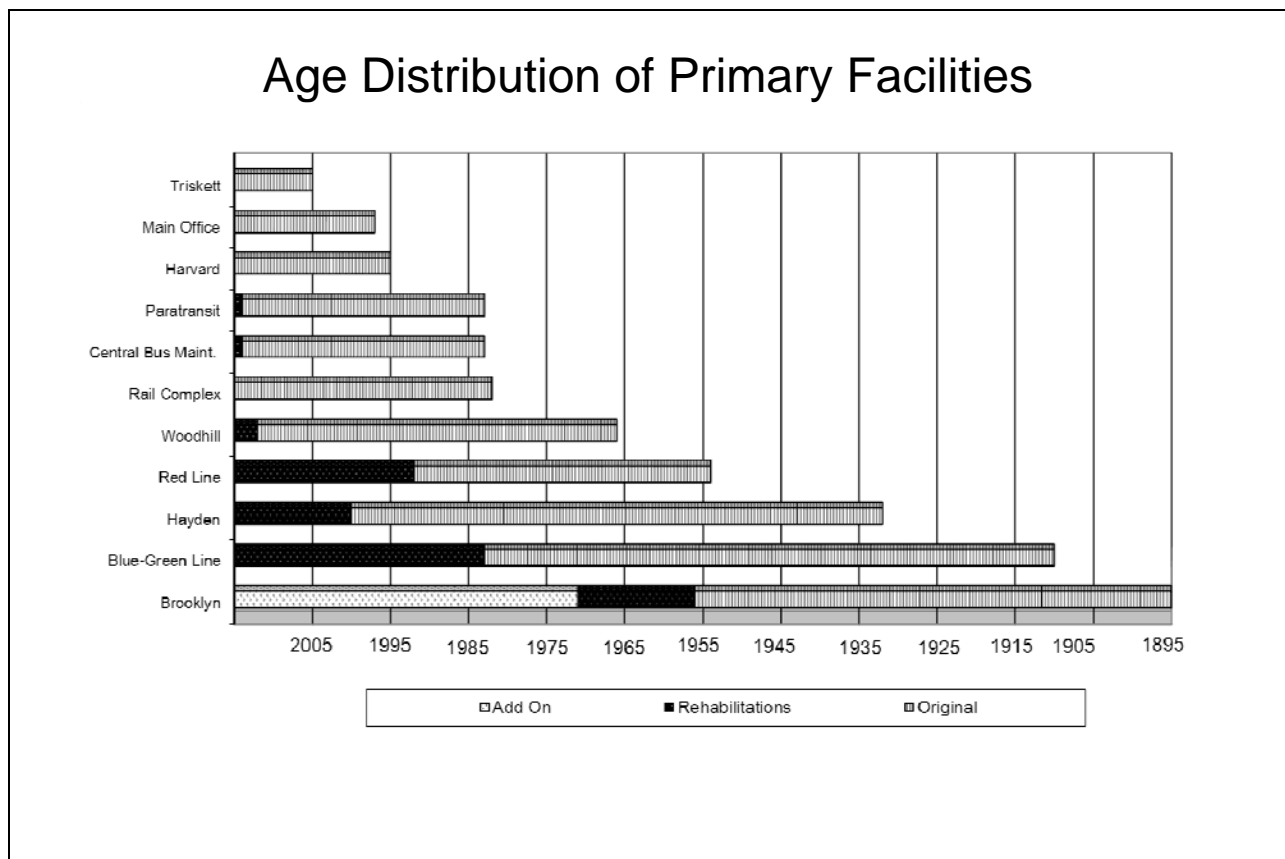


Figure CIP-1: Age Distribution of GCRTA Primary Facilities

2015-2019 Capital Improvement Plan

Facilities

Brooklyn Garage Facility

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

Bus District Garage Facilities

The Authority has two active bus district garages:

1. **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. Installation of a CNG fueling station, along with a project to address any CNG building compliance issues is programmed for 2016 with completion scheduled in early 2017.
2. **Hayden Garage** at 1661 Hayden Avenue was originally constructed in 1932 and has had two major additions in 1952 and 1968. It was rehabilitated in 1998 and a recently completed SGR project included the replacement of six hydraulic lifts, the fire suppression and HVAC systems, and 16 overhead doors. Installation of a CNG fueling station, along with a project to address any CNG building compliance issues is currently underway at this garage with completion scheduled for early 2015.

Central Bus Maintenance Facility

The Central Bus Maintenance Facility (CBM), at 2500 Woodhill Road, was put into service in 1983 and houses a remanufacturing division, diagnostic center, general bus service & maintenance area, and central stores. Various facilities improvements and lift replacements, funded from the Federal SGR grant award, was completed in 2014 and work is currently underway on preparing this facility for the introduction of CNG fueled buses in early 2015.

Customer Service Centers

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

Harvard Garage Facility

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

Main Office Building

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

Paratransit Facility

The Paratransit Facility, at 4601 Euclid Avenue, was completed in 1983 and houses all Paratransit functions including scheduling, dispatching and both revenue and non-revenue vehicle repairs. A 24-month rehabilitation project was completed in late 2013 and additional work funded from a Federal State of Good Repair grant, including various facilities improvements and replacement of equipment, was completed in late-2014.

2015-2019 Capital Improvement Plan

Park-N-Ride Lots

One objective of the GCRTA is to provide rail and/or bus Park-N-Ride services for all major commuter corridors within Cuyahoga County. As such, the GCRTA provides over 8,300 parking spaces at 21 of its rapid stations and operates five bus Park-N-Ride lots in Berea, Brecksville, Rocky River, Strongsville, and Westlake with more than 1,200 parking spaces.

Passenger Shelters

There are approximately 1,415 bus shelters located throughout the Authority's bus system at the close to 6,000 bus stops that are cleaned, maintained or replaced on a regular basis throughout the year.

Rail District Complex

The Rail District Complex, located at 6200 Grand Avenue, went into service in late 1982. It houses Rail Headquarters, the Central Rail Maintenance Facility (CRMF), which handles all mechanical, body, and electrical repairs for the rail fleet, the Central Rail Service Building, the RTA Rail Yards, and is the location of the Authority's Transit Police Headquarters. A total roof replacement project for these facilities was completed in late 2014.

Transit Centers

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

Woodhill Garage Facility

The Woodhill Garage opened in 1966 as a bus garage and remained in service until 1998. It is currently in use as a training facility and houses the Authority's new bus operator training simulator and the Authority's Print Shop operations. A rehabilitation project is currently underway to remodel a portion of this facility to provide a consolidated and updated work area for the electronic repair shop.

Rail System

Right-of-Way

RTA owns 65 miles of rail lines (32.5 miles of joint rail) used for the operation of its rapid transit system including twenty-seven miles of light rail and thirty-eight miles of heavy rail track. To address potential issues related to pending MAP-21 requirements, the Authority initiated a multi-year program to establish state of good repair needs throughout its rail system that has prioritized an on-going rehabilitation program. The rail right-of-way includes bridges, 53 passenger stations, 17 propulsion power substations, overhead electrical catenary wires, signals, switches, and associated rail infrastructure all of which are included in a regular maintenance program to maintain a state of good repair.

Blue, Green & Waterfront Lines (Light Rail)

The Blue, Green and Waterfront Lines comprise the RTA's Light Rail (LR) System. From the downtown Tower City Station, the Blue and Green lines run on shared track east to Shaker Square, where they separate. From there, the Blue Line follows Van Aken Boulevard to its termination at Warrensville-Center Road, while the Green Line travels along Shaker Boulevard

2015-2019 Capital Improvement Plan

and terminates at Green Road. The Waterfront Line runs from Tower City through the Flats East Bank development area, passes by the First Energy Football Stadium and the Rock and Roll Hall of Fame and terminates at the Muni Parking Lot.

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

Reconstruction of the Woodhill Station was completed in 2013 and reconstruction of the Lee/Van Aken Station, scheduled for completion in FY 2015, is currently underway as is the next phase of the previously programmed Light Rail Crossing improvements program that will address three light rail crossings in FY 2015. Programmed 2015 capital projects associated with the Light Rail System include a combined \$3.0 million for the rehabilitation of the Shaker-Lee and Warrensville-Shaker Stations on the Green Line.

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.

Including the recently opened Cedar – University Station, the GCRTA has completely renovated or reconstructed ten of its Red Line stations since 2000 and reconstruction work is currently underway at the Little Italy – University Circle Rapid Station scheduled for completion in 2015. Red Line infrastructure projects in the 2015 CIP include \$12.3 million for construction of an ADA compliant station at Brookpark, \$1.7 million for track rehabilitation work between the S-Curve and W. 117th St. Station, and \$1.8 million for engineering & design services for a potential replacement station at E. 79th Street with funding for the construction phase not yet identified.

The 2015-19 CIP commits a significant amount of resources for its on-going state of good repair program station reconstruction program with the programmed reconstruction of the Brookpark Station in 2015 and of the East 34th Street Station in 2017.

Bridges/Tunnels

The GCRTA is responsible for the maintenance and inspection of 63 track bridges owned within its right-of-way. This includes four station bridges, eight highway bridges, nine service/access bridges, one transit tunnel, five fly-over bridges on the Red Line, and the ¾ mile long viaduct bridge over the Cuyahoga River. The GCRTA also has joint responsibility for inspecting and maintaining the substructures of 100 city and county highway bridges that span the rail tracks. A majority of these bridges were built before 1930 and now require major repairs.

Since 2000, 16 track bridges, six street bridges, including the shared Light Rail Trunk Line Bridge, and the Airport Tunnel have been completely rehabilitated and the closed Rockefeller Bridge demolished. After completion of engineering & design services, construction work will

2015-2019 Capital Improvement Plan

begin on three track bridges in FY 2015 including reconstruction of two track bridges over East 81st and East 83rd Streets with a combined project budget of \$4.61 million and reconstruction of a track bridge over East Boulevard with a total project budget of \$2.18 million. In five years of this CIP engineering & design services and reconstruction work is planned on one track bridge, over East 92nd Street and CSX Tracks in 2016.

Tower City Station

Tower City Station, formerly the Cleveland Union Terminal, is the only downtown station for both the heavy (Red Line) and light rail (Blue, Green, and Waterfront Lines) systems and operates as the main connection point for the Authority's rail lines. Originally constructed and opened in 1930 for passenger rail service, it was modified in 1955 to accommodate the Authority's Heavy Rail (HR) and Light Rail services and then completely reconstructed in the late eighties. In FY 2014, \$1.0 million was re-programmed for engineering and design work for the reconstruction of Track 8 (west-bound track) located within Tower City with an additional \$7.0 million in FY 2015 for construction costs. Also in FY 2015, a programmed project from a previous budget year to replace two sets of escalators (long and short) at the Tower City Station will commence.

Revenue Vehicle Fleets

Conventional Buses

There were 452 vehicles in the GCRTA bus fleet at the end of 2014. The Authority's current fleet includes 332 40-foot transit buses; 40 60-foot articulated diesel buses; 21 60-foot articulated hybrid bus rapid transit (BRT) vehicles; 15 40-foot and 15 45-foot commuter buses; 15 29-foot circulator/trolley buses; 11 29-foot trolley buses; and 3 60-foot articulated diesel rapid transit vehicles (RTV). The average bus vehicle age was 10.1 years at the end of 2014. All buses age fifteen years or older have been retired from active service (FTA defines the useful life of a bus to be the lesser of 12 years or 500,000 miles). The fleet age distribution is shown on the following page Figure CIP-2.

The Authority's goal is to replace approximately 1/14 of its fleet every year (32 to 35 buses) 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 and other higher priority capital needs of the Authority, but the 2015 – 19 CIP continues a planned bus replacement program, begun in 2013, that will average close to 35 buses per year over a five-year period.

A regular bus replacement program:

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

2015-2019 Capital Improvement Plan

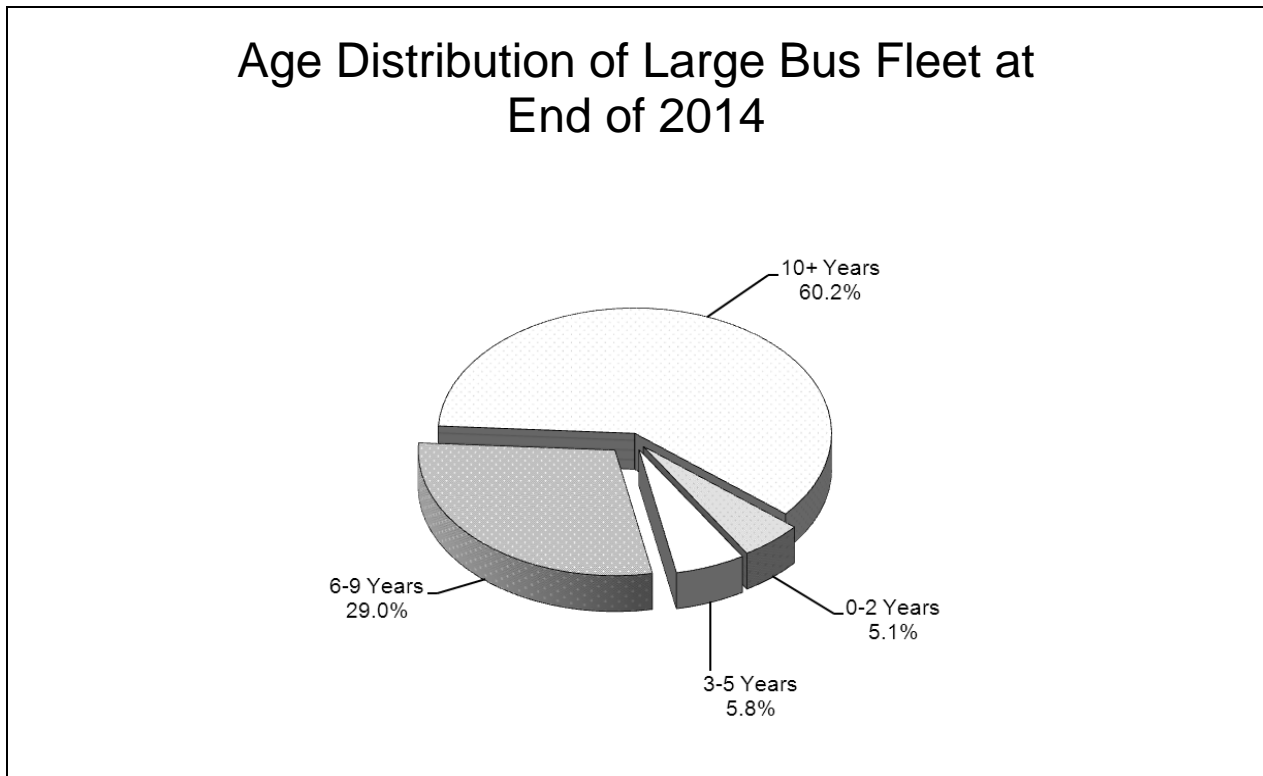


Figure CIP-2: Age Distribution of Bus Fleet

In 2014, the Authority accepted delivery of 23 60-Ft articulated diesel buses that have been put into service on the new Clifton Avenue BRT line. These will be followed by deliveries of 60 40-Ft CNG buses in early 2015 and an additional 30 CNG buses by mid-2015. These three orders will lower the average age of the big bus from 10.1 years at the end of 2014 to approximately 8.2 years at the end of 2015. Programmed orders in future years of this CIP will depend upon funding availability, but are expected to further lower the average age of the Authority's big bus fleet to approximately 6.9 years at the end of 2019. All current and future ordered GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolley buses and BRT vehicles, are equipped with bicycle racks.

Paratransit Buses

The Authority's Paratransit Program transports senior citizens and disabled persons on an advanced reservation basis. There are 80 ADA compliant, wheelchair-equipped buses in active service in the Paratransit fleet with an average age of 4.7 years at the end of 2014. A recent acquisition of twenty replacement propane fueled vehicles has recently been placed into service and additional replacement vehicles are programmed for FY 2016 and 2017 that will lower the average age of this fleet to approximately 2.7 years at the end of FY 2017. In 1991, the Board adopted a policy to provide for the integration of fixed rail and bus services with Paratransit services into a network of services comparable to what is available to the general public. This continuing policy is designed to maintain full system accessibility and provide compliance with ADA and U.S. Department of Transportation Regulations.

2015-2019 Capital Improvement Plan

Rail Vehicles

RTA owns a combined 108 heavy and light rail vehicles for its rail operations. The average age of the Authority's combined rail fleet at the end of 2014 was 33 years old. In recent years a midlife overhaul of the Authority's Light Rail (LR) and Heavy Rail (HR) fleets was completed and a project to rehabilitate the interiors of the HR vehicles is currently underway that will continue throughout 2015. Both mid-life projects were initiated to economically extend the useful life of the Authority's rail vehicle fleets approximately 12 years beyond their normal expected operating life of 25 to 30 years, but in the near future, the Authority will be facing significant replacement costs for both of its rail fleets.

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

Capital Improvement Planning Cycle

The Capital Improvement Planning Cycle is longer than the operating budget process due to the preparation, scope, and cost involved with the projects. Grant-funded projects must be identified well in advance of planned execution so that applications can be filed and approved. Furthermore, construction projects must be preceded by preliminary engineering and design work to determine the scope and specifications of the project.

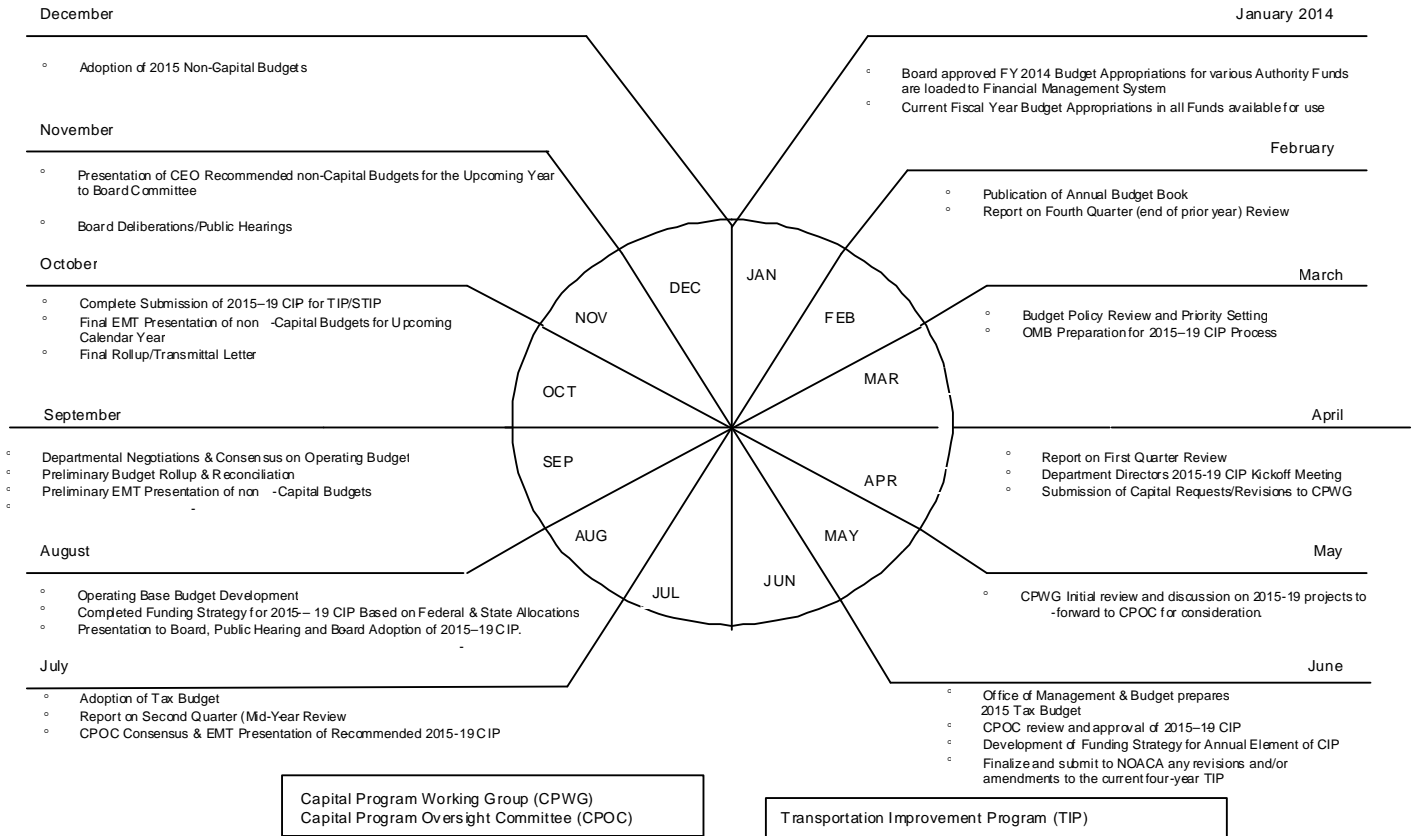
The Calendar of Events, on page CIP-9, depicts the revised Capital Improvement and TIP planning cycles for the 2015-19 Capital Improvement Plan (CIP). The process began in March, 2014 when the Office of Management and Budget (OMB) reviewed the budgeting policies and set the parameters for the Capital Budget, and concluded in August with the Board Adoption of the recommended 2015-19 CIP followed by submission to NOACA for inclusion in the TIP/STIP.

At the start of the CIP development process, an initial review is done by OMB to assess the status of projects included in the current year's Capital Improvement Budget. This review includes any variances with programmed project timelines, availability of grant funds, and an inter-departmental review of data and resources required for the upcoming CIP. The Authority's Divisions and Departments are then provided a detailed set of instructions and follow-up meetings with staff are held 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 May, June and early July, OMB staff and the Capital Program Working Group (CPWG) reviewed all capital budget requests for consistency with the needs of the Authority's infrastructure, funding availability, the Authority's Long Range Plan, the current Transportation Improvement Plan (TIP), and the annual strategic planning process. Projects were then prioritized in accordance with RTA's priority areas (see pages CIP-11 & 12) and forwarded to the Capital Program Oversight Committee (CPOC) which includes the Executive Management Team of the Authority. 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. After initial meetings with the Deputy General Managers at the division level and with the General Manager and the Executive Management Team at the organizational level, the recommended Capital Budgets for the 2015-19 CIP were finalized.

2015-2019 Capital Improvement Plan

This was followed, in July, by a comprehensive mid-year review that assessed the status of the current year's Capital Improvement Budget. Based on the mid-year review, the upcoming CIP for 2015-19 was finalized and presented to the Board of Trustees' Finance Committee in August for discussion, review and at which time approval was given.



Transportation Improvement Program

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into the Transportation Improvement Program (TIP). The TIP documents transportation related capital projects within the region for which Federal funding will be requested. Projects must appear in the TIP to receive funding consideration. The Northeast Ohio Area-wide Coordinating Agency (NOACA) is responsible for bi-annually preparing the four-year plan for this area with the 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 types of services and markets the Authority expects to serve. The Authority's preparation of projects for inclusion in the TIP began in March when departments request revisions, additions, or deletions to the previous year's CIP. The Budget Calendar of Events reflects the TIP process and how it corresponds to the Capital Improvement planning cycle. Capital project requests are prioritized by the Capital Projects Working Group (CPWG) and, in turn, are submitted to the Capital Program Oversight Committee (CPOC) for review and approval.

2015-2019 Capital Improvement Plan

The proposed Capital Budgets for the upcoming calendar year are presented to the Board of Trustees committees; further defined depending on funding allocations for the new Federal fiscal year and any revisions to the original Capital Budgets will be submitted for Board approval in December and through NOACA, incorporated into the current four-year TIP prior to the new Federal Fiscal Year. Revisions to existing projects and/or amendments to add new projects are submitted on a quarterly basis for review and inclusion in the revised TIP/STIP.

Capital Budget Appropriations

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

The RTA Capital Fund supports 100 percent locally funded projects. In general, these capital projects are less than \$150,000, have a useful life of less than 5 years, are routine in nature, and more directly tied to daily operations. The RTA Capital Fund is subdivided into Routine Capital projects, for the acquisition of non-revenue vehicles and equipment, or Asset Maintenance projects, that include rehabilitation of facilities that are smaller in scope.

The RTA Development Fund comprises capital projects with a value greater than \$150,000, with a useful life greater than five years, and includes the large multi-year rehabilitation/reconstruction and expansion projects of the Authority. All grant-funded projects are accounted for in the RTA Development Fund and projects in this Fund are normally supported through various combinations of Federal and State of Ohio grants, local matches for these grants, debt service and/or 100 percent local funds.

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

Capital Improvement Financial Policies

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

- An amount equivalent to at least 10 percent of sales tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 15 percent and a maximum of 85 percent.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

2015-2019 Capital Improvement Plan

Capital Improvement Criteria

Capital project requests for consideration in the 2015 – 2019 CIP far exceeded available resources. As a result, established guidelines are used to prioritize projects. The following criteria provide a basis for preliminary capital investment decisions:

- **The value and useful life of the capital asset**
 - To be included in the Capital Improvement Plan, the asset must have a value of \$5,000 or more and have a useful life exceeding one year. If financed by debt, the useful life should exceed the term of the bond.
- **The availability of resources to fund the Capital Improvement, including grant resources**
 - The availability of grant resources against which local funds can be leveraged greatly enhances the likelihood of approval.
- **The age and condition of the capital asset**
 - Assets that are older and in poor condition generally rank higher on the rehabilitation or replacement list. Specific vehicle rehabilitation or replacement programs have been established for buses, rail cars, and non-revenue vehicles.
- **The relative cost to the Authority for the benefit obtained**
 - Benefits may be measured in terms of avoided cost or the ability of the improvement to recover the capital investment within a given period.
- **Value engineering considerations with regard to the scheduling/order of projects**
 - The relationship between projects is an important consideration in the scheduling of construction projects. For example, major rehabilitation to a bridge on a rail line might coincide with a track rehabilitation to achieve economies and avoid a duplication of effort.

Priority Areas

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

During this planning cycle, priority areas of the Authority were defined as:

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

2015-2019 Capital Improvement Plan

- **Technologies/Efficiencies** – Instituting improvements which can produce operating efficiencies and make better use of resources or implementing projects which minimize additional operating expenses
- **Environmental Impact** – Investing in equipment, adapting facilities or enhancing service infrastructure to support overall environmental benefits such as improved air quality
- **Transit Oriented Development** – Investing in projects that stimulate the development of current property with opportunities for private investment, increased revenue and ridership and encouraging partnerships with other organizations

Figure CIP-3 below reflects the distribution of approved 2015 Capital Improvement projects by capital priority area. The largest portion of the 2015 Capital Budget appropriations, \$70.08 million or 92.3 percent, are for projects included within the State of Good Repair category that maintain or improve existing assets. This is followed by the Other Projects category that includes projects that have an environmental impact, are for mandated programs, or for transit oriented development with \$3.57 million, or 4.7 percent with the remaining categories making up the balance of the budgeted capital projects.

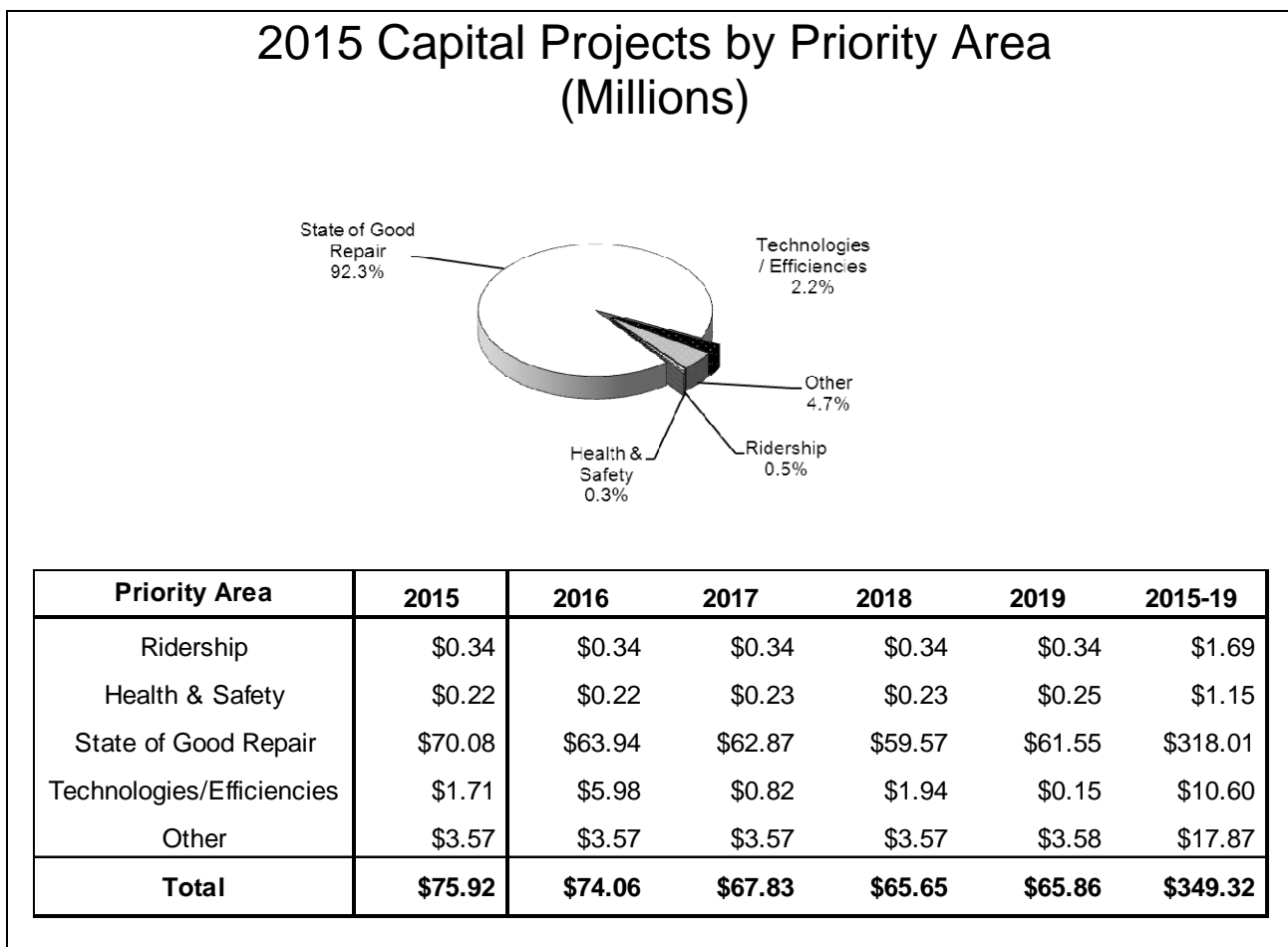


Figure CIP-3: Capital Projects by Priority Area

2015-2019 Capital Improvement Plan

Financial Capacity

The nature of public transit requires that the Authority pursue a capital-intensive budget. The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local matching funds, and the ability to issue bonds. During the eighties and through the mid-nineties, the RTA favored a pay-as-you-go method, maximizing the benefits of Federal and State grant programs, and utilizing debt financing sparingly. Beginning in the mid-nineties, the use of debt significantly increased to meet the financial needs of an extremely aggressive Capital Improvement Program. This led to a significant increase in the overall debt service of the Authority – one that requires principal and interest payments that will exceed \$20.67 million in FY 2015 and FY 2016 for existing debt service.

At the end of 2014, the Authority will have a combined \$123.94 million of outstanding debt among six debt issues. They are, along with their original amounts, \$67.2 million issued in 2004, \$38.5 million issued in 2006, \$35.0 million of bonds and \$27.4 million of refunded bonds issued in 2008, and a \$25.0 million issuance and \$17.4 million refunding issuance in 2012. Current plans are to issue \$25 to \$30 million of additional debt early in FY 2015 that will be used as the local match for programmed grant funded capital projects or for locally funded capital projects.

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

Federal Sources

As reflected in Figure CIP-4, Federal grants will provide a projected \$71.32 million or 62.9 percent of the Authority's capital improvement revenue stream during FY2015 and over the five-year CIP is expected to provide close to 70 percent of the funding needs for the Authority's programmed capital projects. Most major Federal grant programs require a local match, normally 20 percent, though in some isolated grant awards a 10 percent or no local match is required. Through FFY 2013, Federal grant programs had been modified by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and confirmed by both the Transportation Equity Act for the Twenty First Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) adopted in 2005 with each briefly described below.

SAFETEA-LU had been extended several times since and during FY 2012, a new Transportation Act entitled "Moving Ahead for Progress in the 21st Century" (MAP-21) was approved by Congress. The new legislation established some certainty over available FTA funds for future transit construction projects, but changes in Federal formula calculations for grant awards, inclusion of new census data in the determination of formula grants, incorporation of operating statistics relative to all transit agencies, and consolidation and/or elimination of some grant programs has negatively impacted upon future financial resources for the Authority's capital improvement program.

The primary impact is felt in the formula allocation for the Authority's rail systems. The former Federal Rail Modernization formula grant was allocated through a formula favorable to the Authority and other "older" rail systems in America, but rail formula funds are now allocated through a State of Good Repair (SOGR) program that incorporates both population and

2015-2019 Capital Improvement Plan

operating statistics into the formula allocations and has resulted in a reduction of formula funds for the rail system. Though the MAP-21 legislation clarified available financial resources in the short-term, the long-term Federal funding commitment to public transportation remains uncertain.

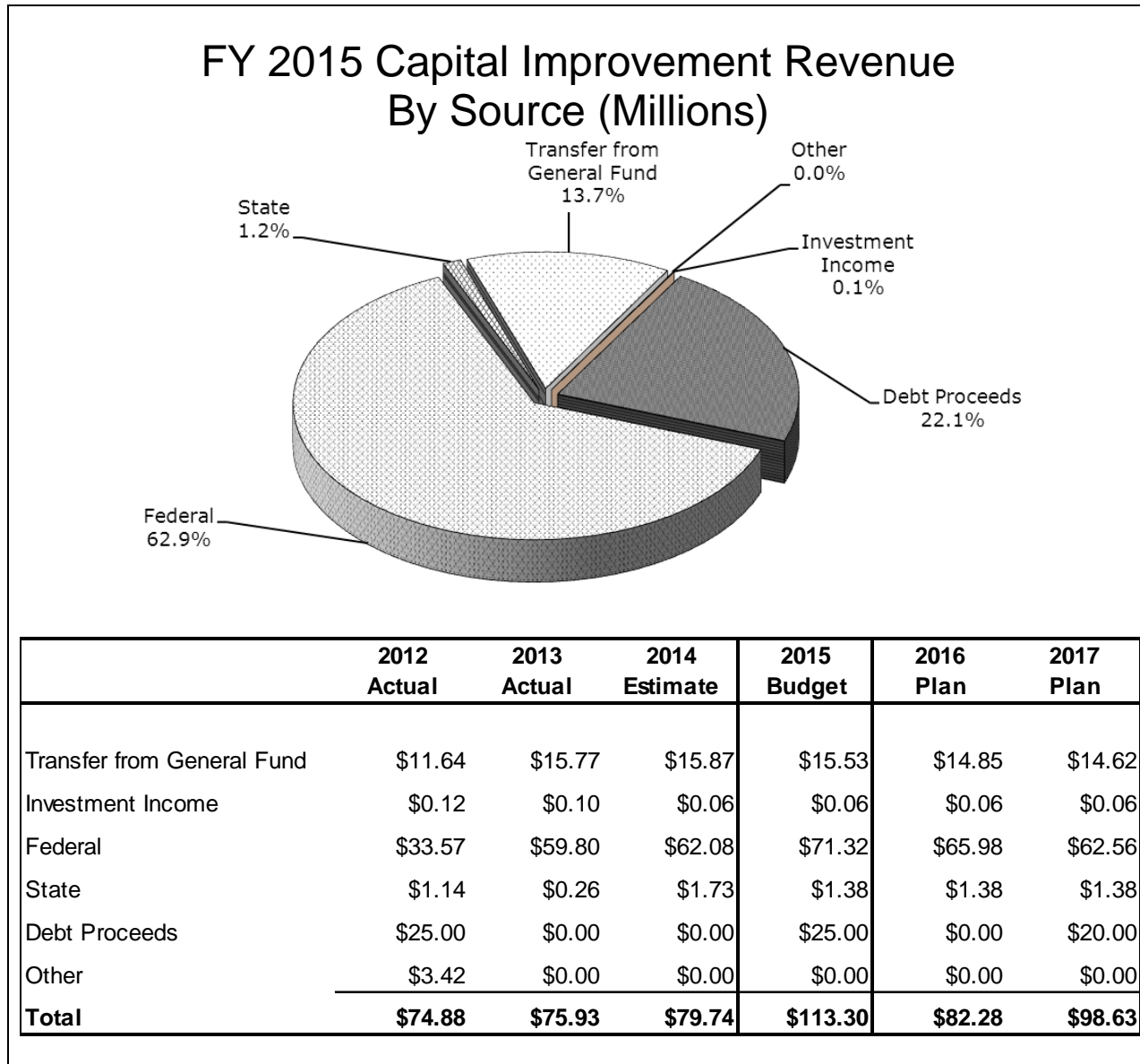


Figure CIP-4: Capital Improvement Revenue by Source

Urbanized Area Formula - Section 5307 Capital Grants

Urbanized Area or Capital grants were originally provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources were and continue to be allocated to urban areas according to a formula and are matched on an 80 percent Federal and 20 percent local basis. This program has been continued under the new MAP-21 legislation, though several changes were made that led to a small reduction in the annual award of these funds. In addition, changes due to MAP-21 also included the elimination of the Job Access & Reverse Commute (JARC) Section 5316 program, which with the local match had provided over \$12.21 million for

2015-2019 Capital Improvement Plan

this program. It was incorporated into the Section 5307 formula award as an eligible reimbursement, but no additional resources were provided.

After declining from a high of \$32.64 million in FFY 2009 to \$28.74 million in FFY 2012 available Federal funding from this grant program has been relatively static in recent Federal Fiscal Years. In FFY 2014, with the local match included, the Authority received \$28.97 million its Section 5307 award. Prior to that, Section 5307 grant awards for the Authority totaled \$27.78 million in FFY 2013 and \$28.70 million in FFY 2012. Future allocations under the MAP-21 legislation are estimated at \$28.50 million, near the amount received in FFY 2014.

State of Good Repair – Section 5337 (Formerly Rail Modernization formula award)

Since ISTEA, Federal participation for the former Section 5309 award program has been distributed at the Federal Transit Administration's (FTA) discretion on an 80 percent Federal, 20 percent local basis. The ISTEA also instituted a multi-tier formula to allocate Section 5309 Rail Modernization grants, one that historically favored the older established rail systems including the GCRTA. This formula allocation remained the same in the now expired SAFETEA-LU legislation.

The MAP-21 legislation though, eliminated the Section 5309 Rail Modernization award program, replacing it with the Section 5337 State of Good Repair (SGR) grant program. The most significant impact of the new legislation was the elimination of historical Section 5309 funding formula allocation, replacing it with one that relied upon operational statistics of a transit agency compared to totals of all transit agencies as well as use of the 2010 UZA Census data. The new formula is one that favors areas with growing populations along with expanding transit services over those with a relatively static UZA population and rail service and has resulted in the loss of close to \$4.0 million for rail formula award funds over the last two years.

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

Bus & Bus Facilities – Section 5339

This is a smaller formula award that provides additional capital funding for the replacement, rehabilitation, and purchase of buses and related equipment and to construct bus-related facilities. The Authority has utilized this award for its multi-year Bus Improvement Program with the two years of awards received by the Authority, FFY 2013 with a total of \$2.33 million and FFY 2014 with \$2.43 million. Similar amounts are expected in the anticipated FFY 2015 award and for future years of the CIP.

Non-Traditional Federal Sources

Non-traditional Federal awards, including competitive and earmark grants, fall outside of the programs discussed above, but these have also been impacted by the MAP-21 legislation. It eliminated the Section 5316 program for the Jobs Access Reverse Commute (JARC) that supported operating expenses related to the Authority's reverse commute program. Including

2015-2019 Capital Improvement Plan

the local match, the Federal allocation of \$2.01 million from FFY 2012 was the last to be received. Historically, the Authority has been extremely successful in competing for non-traditional or competitive awards which has provided the necessary resources to enable a number of capital projects to be completed. The Authority has and will continue to submit applications for needed SGR capital project as any competitive grant award become available in the future.

In FY 2013 a TIGER III grant for \$15.63 million was received for construction work on the Little Italy - University Circle Station & rehabilitation of the Mayfield Road Track Bridge and two awards were executed totaling a combined \$8.69 million for the Clifton Boulevard Transit Enhancement project. In FY 2012, the Authority received two competitive grant awards. One for \$3.96 million was for improvements at the Brookpark & Windermere Red Line Stations and the Strongsville Park-N-Ride and a second award, for \$1.61 million for the rehabilitation & expansion of the Southgate Park-N-Ride lot and to rehabilitate the Triskett, North Olmsted Park-N-Ride, and Sprague/Fair parking lots.

Including the local share, the Authority also received \$30.2 million of capital funding from non-traditional Federal sources in FY 2011 including included three awards totaling \$16.4 million for the reconstruction of the Cedar - University Red Line Station, a combined \$8.20 million in operating assistance awards, \$5.30 million for State of Good Repair projects at the Authority's bus garages, and \$287,000 for a workforce development program. Lastly in FY 2009, the Authority received \$45.7 million of 100% Federal share grant funding through the Federal Stimulus program (ARRA) that supported an additional year's worth of unfunded programmed capital project budgets within the current CIP.

State Sources

Administered through the Ohio Department of Transportation (ODOT), the State can contribute up to one-half of the local match portion of the Federal grant programs. In the past, the State contributed grant funds in this form, but in recent years, the State has focused on contributions that are project-specific rather than for local match contributions. In FY 2012, the Ohio Transit Preservation Partnership Program (OTPPP) awarded \$2.6 million of Federal funds for the reconstruction of the Red Line Airport Tunnel and \$1.89 million of Federal funds was awarded in FY 2013, for the Authority's Revenue Vehicle Camera and DVR program. In FY 2014 received a \$2.62 million OTPPP award for replacement 40-Ft buses and for FY 2015 is awaiting execution of a \$1.96 million award for four replacement trolley buses. In future budget years the Authority will continue to submit applications for State funding in support of the multi-year bus improvement program.

Local Sources

The Capital Improvement Budget requires local resources to support the match for most grant-funded projects as well as to support 100 percent locally funded projects in both the RTA Capital and RTA Development Funds. In 2015, the combined local support for the Authority's capital program is done through two transfers from the General Fund that total a combined \$38.15 million. The first is a \$15.53 million transfer from the General Fund to the RTA Capital Fund (first component of the Sales & Use Tax Contribution to Capital) and the second, a \$22.62 million transfer from the General Fund to the Bond Retirement Fund to cover projected debt service payments for the upcoming year.

2015-2019 Capital Improvement Plan

Debt Management

Although major capital improvements are mostly funded by Federal and State capital grants, the Authority is required to pay a percentage of most grant-funded projects from its own local sources. Debt sales are used for this purpose as well as to pay for major 100 percent locally funded projects. In FY 2012 Revenue Bonds (RB) were issued for \$25.0 million in new debt and \$17.4 million in a refunding issuance. All of the Authority's outstanding debt at the end of FY 2014 will mature by December 2031. The \$123.94 million balance of outstanding bonds at the end of 2014 will require principal and interest payments of \$20.67 million in 2015.

Debt Limitations

As a regional transit authority, Ohio law permits the Authority to issue both unvoted and voted general obligation bonds. In the past, only unvoted general obligation bonds have been issued. As the name implies, unvoted debt is issued without the vote of the electorate, within the limitations provided under State law. General obligation bonds are secured by a pledge of the 'full faith and credit' of the Authority which is backed by the power to levy and collect ad valorem property taxes. Current debt obligations have not required the use of ad valorem property taxes to pay debt service but have been supported by the Authority's other revenue sources.

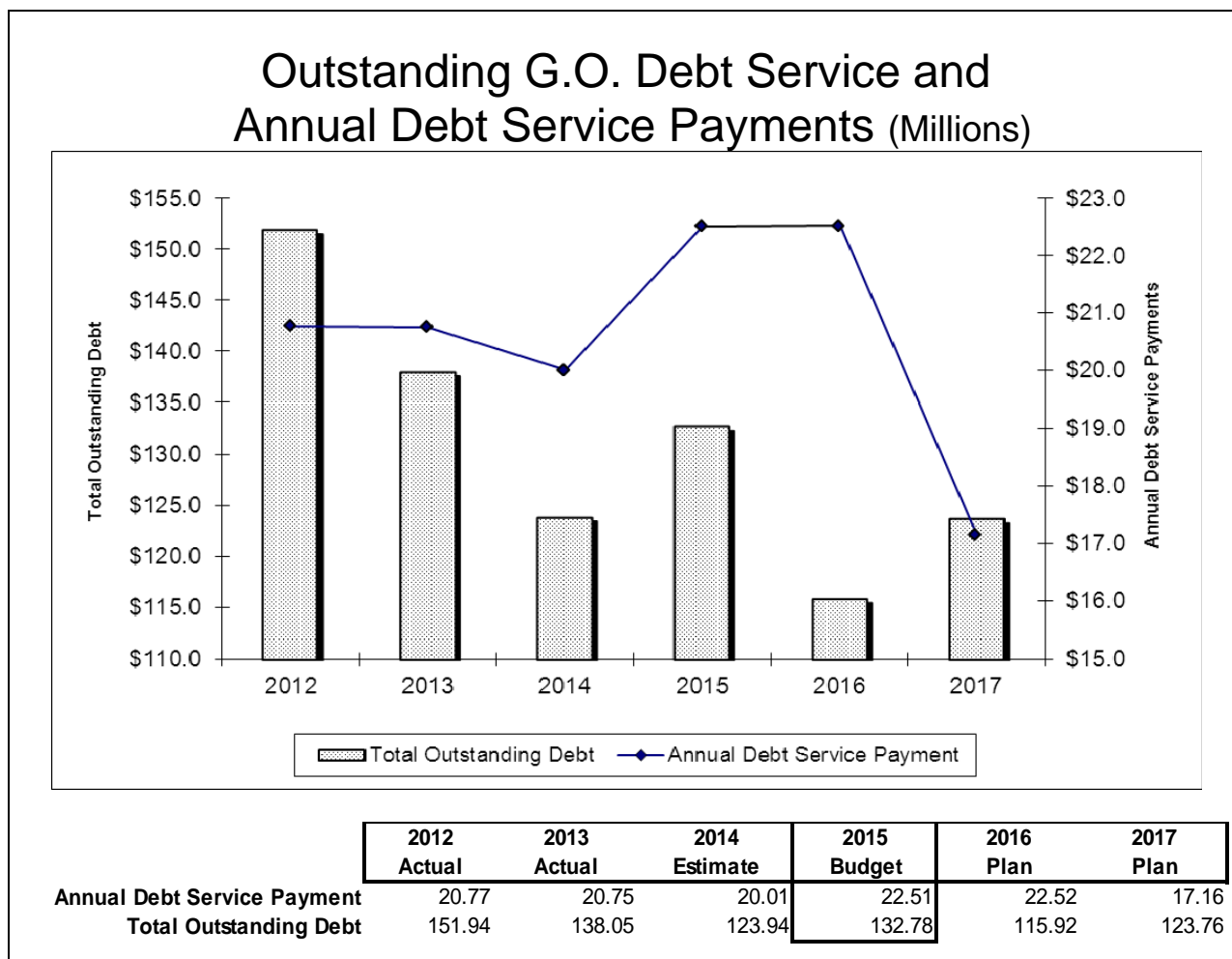


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

2015-2019 Capital Improvement Plan

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

- I. Section 306.40 of the Ohio Revised Code limits the principal amount of bonds that are supported by property taxes to five percent of the assessed valuation within the Authority's territory. The assessed valuation of property within Cuyahoga County applicable to the GCRTA at the end of 2014 of \$27.73 billion limits the amount of available debt to \$1.39 billion. This limitation is not currently very restrictive to the Authority in view of the large dollar limit and its applicability only to debt supported by property taxes.
- II. The second limitation, also contained in Section 306.40 of the Ohio Revised Code, restricts annual principal and interest payments on the Authority's unvoted general obligation bonds to one-tenth of one percent (0.1 percent) of the assessed valuation. Based on the assessed valuation of \$27.73 billion, annual debt servicing capacity would be close to \$27.73 million. This provision applies to all debt issued by the Authority and is the most restrictive of the limitations, though it exceeds current debt payment levels.
- III. The third constraint derives from both the Ohio Constitution and the Ohio Revised Code. Article XII, Section 11, of the Constitution requires that any political subdivision incurring debt must provide for the levying of taxes sufficient to pay principal and interest on that debt. Section 2 of the same Article and Section 5705.02 of the Ohio Revised Code limits to ten mills (one mill equals \$1 of tax for each \$1,000 of assessed valuation) for the amount of taxes that may be levied without a vote of the citizens.

This 'indirect' limit on unvoted debt prohibits the county and all political subdivisions from jointly levying property taxes above ten mills without a vote of the people. Thus, the ability of the Authority to issue unvoted general obligation debt is 'shared' with overlapping political subdivisions. As these entities issue debt subject to the 10-mill limitation, the amount of room available for other subdivisions' debt is reduced. Political subdivisions include Cuyahoga County, various municipal corporations, school districts, and townships within the taxing district.

At its establish rate of 10.9917 mills, total outstanding debt issued by various public entities within the County exceeds the unvoted ten-mill limit, restricting the Authority's ability to issue any General Obligation Bonds in 2015. Since the Authority's total annual debt service is limited to 1.0 mill, based on the direct limitation described in section II, on page CIP-17, the Authority could issue approximately \$95 million of unvoted debt assuming a 20-year maturity and a 4.0 percent interest rate. Its ability to issue more general obligation debt though is limited under the third constraint, in that the total outstanding debt issued as of year-end 2014 by various public entities within the County exceeds the unvoted ten-mill limit. Due to this restraint in previous years, the Authority issued new debt of \$25.0 million in Revenue Bonds, rather than General Obligation Bonds, in 2012 and a new issuance of \$40 million, now reduced to \$30 million is planned for early FY 2015.

Operating Impacts

A benefit of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. In 2015 the financial requirements and programmed activities within the Authority's capital program will impact the Operating Budget in a number of ways including:

2015-2019 Capital Improvement Plan

- The Trustees' commitment to contribute a portion of sales & use tax revenues to the Capital Improvement Fund transfers resources that could be used to support operations. In the upcoming year, this amount is budgeted at \$15.53 million.
- In tandem with increased capital requirements to meet achieve a SGR the challenges with securing needed grant award funds from Federal, State and other intergovernmental agencies continues to place 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 \$22.51 million will require a General Fund transfer to the Bond Retirement Fund of \$22.61 million in 2015 further limiting the amount available for operating expenditures.
- Some Operating Budget expenditures, primarily personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital construction projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2015, this activity will result in a projected \$1.5 million in grant funded reimbursements to the General Fund.
- In the five fiscal years, covering 2006 thru 2010, \$141.19 million of Federal formula capital grants, including both the 80-percent Federal and 20-percent Local Shares, were used to reimburse the Annual Operating Budgets for preventive maintenance activities rather than for planned capital projects to maintain, improve, or replace the Authority's capital assets. In the following five fiscal years, covering 2011 thru 2015, the programmed use of formula funds to reimburse the Operating Budget will drop to a combined \$75.36 million with those \$65.83 million of funds redirected to address state of good repair projects throughout the Authority. The 2015 Capital Budget includes an additional \$17.5 million of budget authority for this purpose, one of the lowest amounts in years though again reducing the availability of funding for the capital program.
- The capital program helps to maintain the Authority's capital assets in a state of good repair that facilitates improved delivery of transportation services and helps to reduce maintenance costs incurred in the operating budget.
- Daily activities within the 2015 General Fund or Operating Budget are supported by \$3.78 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 2015–2019 Capital Improvement Plan (CIP) totals \$349.32 million of capital budget appropriations over the five year plan with projects sorted among eight capital project categories – Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other Projects, Preventive Maintenance/Operating Reimbursements, Rail Projects, and Transit Centers. For the approved 2015 CIP, three categories comprise \$64.59 million, or 85.1 percent, of the combined \$75.92 million capital budget appropriations. The largest with \$28.04 million is the Rail Project category, followed by the Preventive Maintenance/Operating Expense projects

2015-2019 Capital Improvement Plan

category with \$20.80 million, and \$15.75 million for the third year of a five year replacement program for the Authority's bus revenue fleets. These are followed by the Facilities Improvements category with \$5.13 million, Equipment & Vehicles with \$3.21 million of project budget appropriations with the three remaining categories comprising the balance of \$2.99 million within the approved capital budget as shown in Figure CIP-6.

Reflecting the challenging financial picture the Authority faces, the largest budgeted category over the five-year CIP remains the grant funded reimbursements of preventive maintenance and other operating expenses with \$114.03 million, or 32.6 percent of the CIP budget over the five years. This is followed by the Bus Improvement Programs with \$90.95 million, 26.0 percent, and the Rail Projects category, with \$80.56 million or 23.1 percent, followed by the other remaining categories to a lesser degree as prioritized by the needs assessment and corresponding allocation of available capital funds.

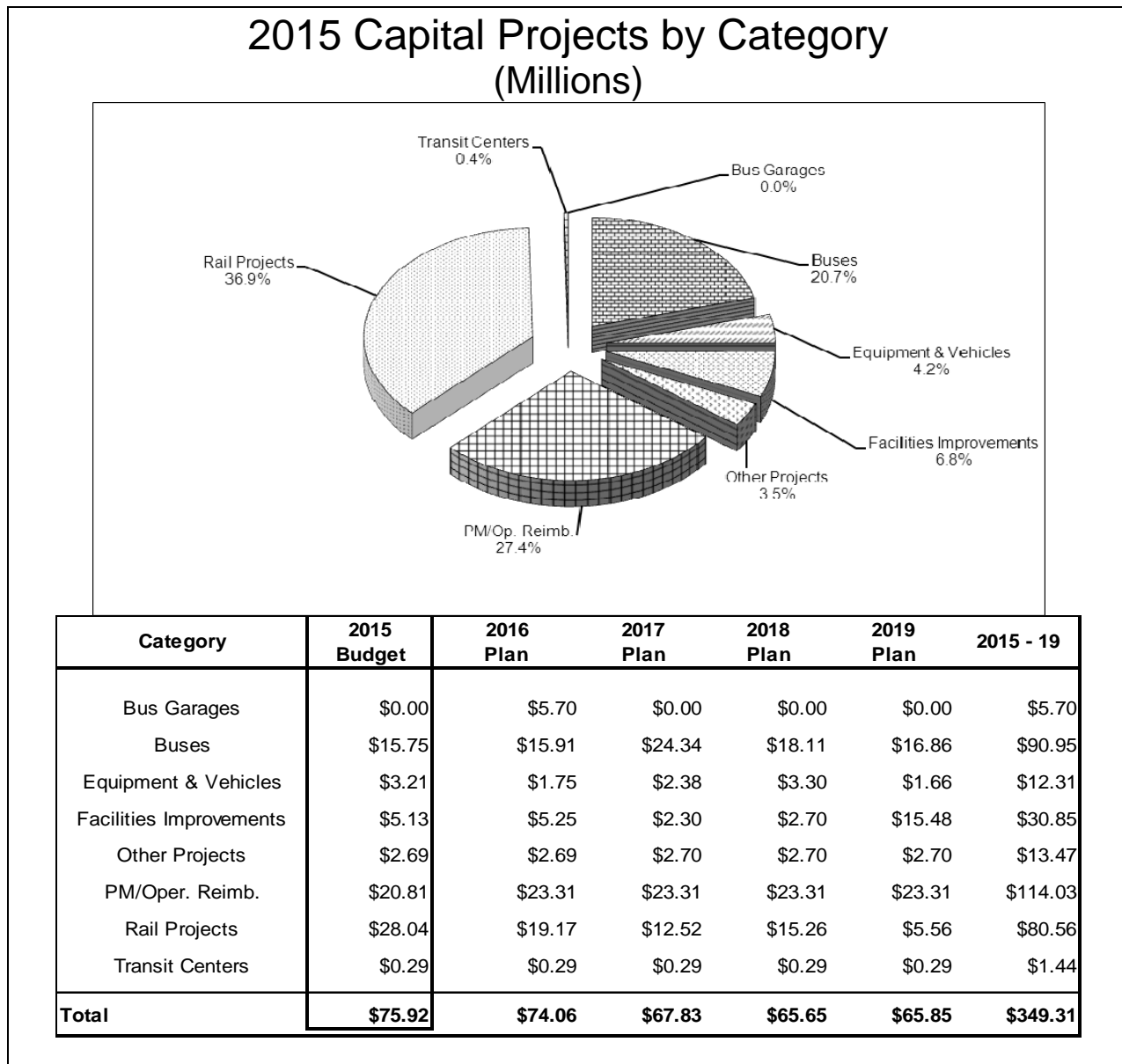


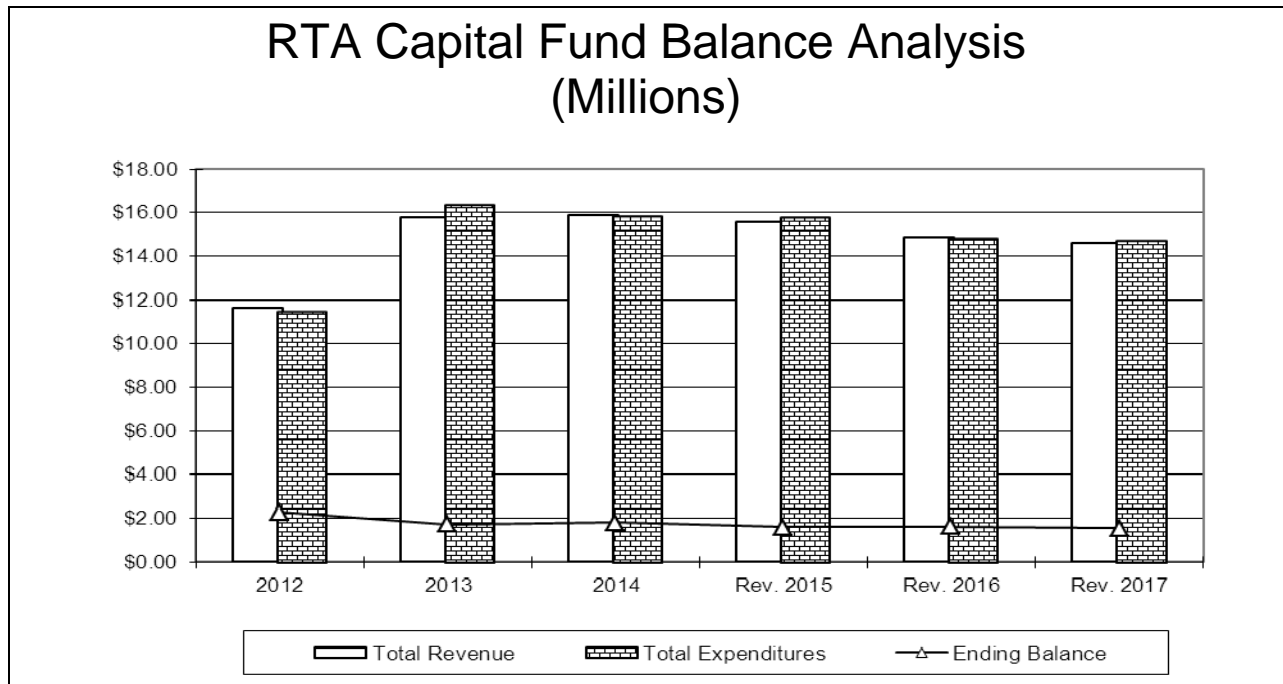
Figure CIP-6: Capital Projects by Category

2015-2019 Capital Improvement Plan

RTA Capital Fund

The RTA Capital Fund is a fund for smaller capital projects and includes more routine expenditures. Projects within this fund are generally less than \$150,000 and have a useful life not exceeding five years. Items included in the RTA Capital Fund are segregated into two types: Routine Capital, which includes the acquisition of non-revenue vehicles and small equipment, and Asset Maintenance, which covers small rehabilitation projects to maintain the Authority's existing assets. The RTA Capital Fund is 100 percent locally funded, almost exclusively through sales tax contributions by way of a transfer from the Operating Budget.

Figure CIP-7 presents the fund balance analysis for the RTA Capital Fund. Other than a small amount of investment income, the main source of revenue is the sales & use tax revenue 'set aside' transfer from the General Fund to the RTA Capital Fund which began in 1989. Anticipated revenue in FY 2015 will include \$15.53 million of programmed transfers from the General Fund and investment income of \$9,500. The transfer amount, in combination with the General Fund transfer of \$22.62 million to the Bond Retirement Fund brings the total commitment to Capital to \$38.15 million or 19.2 percent of the projected 2015 sales & use tax revenue.



2015-2019 Capital Improvement Plan

	2012 Actual	2013 Actual	2014 Estimate	Rev. 2015 Budget	Rev. 2016 Plan	Rev. 2017 Plan
Beginning Balance	\$2.10	\$2.29	\$1.73	\$1.79	\$1.58	\$1.60
Total Revenue	\$11.64	\$15.78	\$15.89	\$15.54	\$14.86	\$14.63
Total Resources	\$13.73	\$18.06	\$17.62	\$17.33	\$16.43	\$16.23
Total Expenditures	\$11.45	\$16.33	\$15.83	\$15.75	\$14.83	\$14.68
Ending Balance	\$2.29	\$1.73	\$1.79	\$1.58	\$1.60	\$1.54

Figure CIP-7: RTA Capital Fund Balance Analysis

RTA Capital Fund Balance Analysis

	2012 Actual	2013 Actual	2014 Estimate	2015 Budget	2016 Plan	2017 Plan
Beginning Balance	2,096,600	2,286,108	1,731,677	1,785,367	1,578,575	1,600,250
Revenue						
Transfer from General Fund	11,636,995	15,770,044	15,874,745	15,532,963	14,848,680	14,620,654
Investment Income	-7	5,200	13,200	9,500	7,250	7,500
Total Revenue	11,636,988	15,775,244	15,887,945	15,542,463	14,855,930	14,628,154
Total Resources	13,733,588	18,061,352	17,619,622	17,327,830	16,434,505	16,228,404
Expenditures						
Asset Maintenance	873,929	1,083,402	1,550,000	1,550,000	1,400,000	1,400,000
Routine Capital	953,296	1,776,018	2,550,000	2,550,000	2,050,000	1,950,000
Transfer to RTA Development Fund	9,620,255	13,470,255	11,734,255	11,649,255	11,384,255	11,334,255
Total Expenditures	11,447,480	16,329,675	15,834,255	15,749,255	14,834,255	14,684,255
Ending Balance	2,286,108	1,731,677	1,785,367	1,578,575	1,600,250	1,544,149

Budgeted FY 2015 expenditures or cash flows within the RTA Capital Fund of \$15.75 million include \$1.55 million for Asset Maintenance or facilities projects, \$2.55 million for Routine Capital or equipment purchases, and a \$11.65 million transfer into the RTA Development Fund for use on providing the local match on grant awards and for 100 percent locally funded project. The estimated 2015 ending balance of \$1.585 million is a decrease from prior years as additional local financial resources are being positioned within the RTA Development Fund to meet the needs of the Authority's upcoming grant funded projects.

Asset Maintenance Projects

Asset Maintenance projects are locally funded facilities projects that maintain, repair, or rehabilitate an existing capital asset of the Authority. These include projects of smaller scope, duration, and expense than those included in the RTA Development Fund. The duration of these projects is often less than one year with the cost generally not exceeding \$150,000 and a useful life of less than five years.

The FY 2015 budget appropriation for Asset Maintenance projects is \$1.71 million representing 2.3 percent of the overall FY 2015 Capital Improvement Budget (see Figure CIP-8) on the next page. Most of this amount is budgeted within two areas of the Authority with the largest portion,

2015-2019 Capital Improvement Plan

\$775,000 or 45.4 percent, within the Engineering and Project Development Department which is responsible for coordinating larger construction-related asset maintenance projects throughout the entire Authority. This is followed by the \$425,000, or 24.9 percent of all Asset Maintenance projects, budgeted within the Service Management Department for smaller cost facilities projects within the Operations Division and the Main Office facility.

Remaining budgeted projects within Asset Maintenance are for location specific facilities projects, energy efficiency lighting retrofits throughout the Authority, or in the Asset Maintenance Contingency project for unanticipated facilities improvements needs throughout the year.

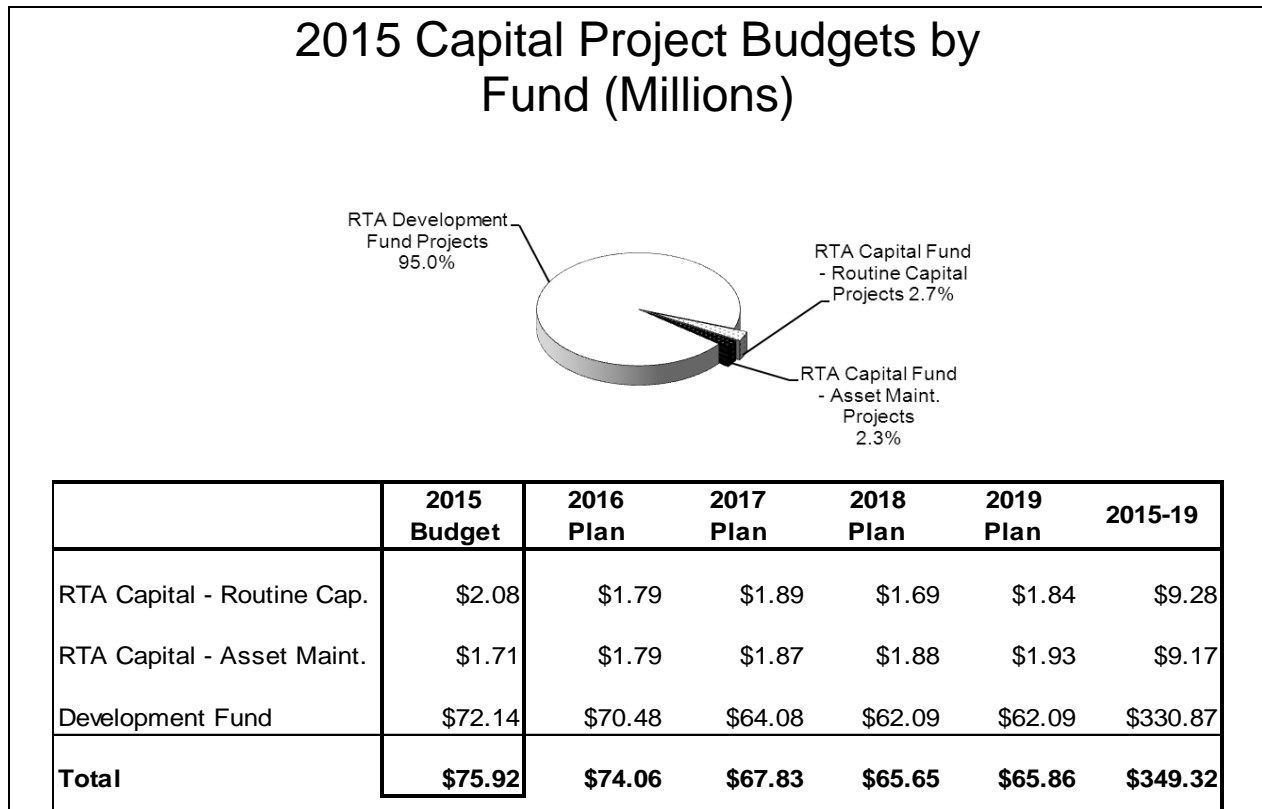


Figure CIP-8: Capital Project Budgets by Fund

Routine Capital Projects

This category includes the purchase of vehicles and equipment, where each unit has a value of at least \$5,000 and a useful life greater than one year. Furthermore, these items are generally less than \$150,000 in cost, in many cases have a useful life of five years or less, and are designed to efficiently meet the identified operational equipment needs within the General Fund or Operating Budget. As such, the expectation for Routine Capital projects is the approved budget appropriations are fully committed, if not expensed within the calendar year.

As indicated in Figure CIP-8 and the charts on the following pages, the budget appropriation for Routine Capital projects accounts for \$2.08 million, or 2.7 percent, of the 2015 CIP Budget. Reflecting the support of daily operations, the greatest portion of the budget appropriation for Routine Capital projects in the 2015 CIP is within the Operations Division, which has a combined \$1.61 million or 77.7 percent of the total. More than half of this, \$850,000 is

2015-2019 Capital Improvement Plan

programmed for the non-revenue vehicle lease or replacement program followed by \$542,400 for equipment pool projects throughout various Operating Division Departments and a budgeted Transit Police Department security pool program of \$220,000 in 2015.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2015 - 2019 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND							
(FACILITIES) ASSET MAINTENANCE PROJECTS							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2015-19 Total
31 PARATRANSIT DISTRICT							
Propane Fueling Station Passageway	32315159	85,000	0	0	0	0	85,000
Interior Garage Cleaning/Painting	32315179	0	0	125,000	0	0	125,000
		85,000	0	125,000	0	0	210,000
35 SERVICE MANAGEMENT							
Passenger Facilities Maintenance Pool	32355149	130,000	130,000	140,000	140,000	150,000	690,000
Elevator/Escalator Maintenance Pool	32355159	100,000	100,000	100,000	100,000	100,000	500,000
Administration Facilities Maint. Pool	32355249	65,000	65,000	65,000	70,000	70,000	335,000
Operating Facilities Maintenance Pool	32355349	130,000	130,000	140,000	140,000	150,000	690,000
		425,000	425,000	445,000	450,000	470,000	2,215,000
39 FLEET MANAGEMENT							
Fleet Management Operating Facilities	32395059	71,000	0	0	0	0	71,000
Make-Up Air Units - Paint/Prep Shops	32395069	0	185,000	0	0	0	185,000
Install High Speed Doors (#15 & #19)	32395079	0	0	115,000	0	0	115,000
Replace Skylights & Smoke Hatches	32395089	0	0	0	172,000	0	172,000
Bus Districts Lift Rebuilds/Rehab's	47395099	50,000	50,000	50,000	50,000	50,000	250,000
		121,000	235,000	165,000	222,000	50,000	793,000
57 PROGRAMMING & PLANNING							
Transit Waiting Environment	28575059	50,000	50,000	50,000	50,000	50,000	250,000
		50,000	50,000	50,000	50,000	50,000	250,000
80 ENG. & PROJECT DEV.							
Parking Lot Rehab Pool	32805029	75,000	75,000	85,000	85,000	85,000	405,000
Facilities - ADA Projects	32805049	100,000	100,000	100,000	125,000	125,000	550,000
Passenger Facilities Maint. Pool	32805149	200,000	225,000	225,000	250,000	250,000	1,150,000
Operating Facilities Maint. Pool	32805249	400,000	425,000	425,000	450,000	450,000	2,150,000
Paratransit Parking Lot Expansion	32805089	0	0	0	0	200,000	200,000
		775,000	825,000	835,000	910,000	1,110,000	4,455,000
67 OFFICE OF MGT. & BUDGET							
Energy Retrofits	32675339	100,000	100,000	100,000	100,000	100,000	500,000
Asset Maintenance Contingency	49995059	150,000	150,000	150,000	150,000	150,000	750,000
		250,000	250,000	250,000	250,000	250,000	1,250,000
TOTAL ASSET MAINTENANCE		1,706,000	1,785,000	1,870,000	1,882,000	1,930,000	9,173,000

2015-2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2015 - 2019 CAPITAL IMPROVEMENT PLAN							
RTA CAPITAL FUND							
ROUTINE CAPITAL (EQUIPMENT) PROJECTS							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2015-19 Total
12 EXECUTIVE							
NOACA Dues	49120149	57,700	57,700	57,700	58,500	58,500	290,100
Build-up Greater Cleveland Dues	49120249	27,500	27,500	27,500	27,500	27,500	137,500
Outside Legal Services - Leg. Review	49120349	87,500	87,500	90,000	90,000	91,500	446,500
		172,700	172,700	175,200	176,000	177,500	874,100
32 RAIL DISTRICT							
Rail District Equipment Pool	47320149	187,500	20,000	30,000	20,000	150,000	407,500
		187,500	20,000	30,000	20,000	150,000	407,500
34 TRANSIT POLICE							
Security Improvements Pool	44340249	220,000	220,000	230,000	230,000	250,000	1,150,000
		220,000	220,000	230,000	230,000	250,000	1,150,000
39 FLEET MANAGEMENT							
NRVIP - Lease Payments	46390139	500,000	500,000	500,000	500,000	500,000	2,500,000
Non-Revenue Vehicle Program	46390159	350,000	350,000	350,000	400,000	400,000	1,850,000
Fleet Management Equipment Pool	47390349	114,800	35,000	82,000	60,000	0	291,800
		964,800	885,000	932,000	960,000	900,000	4,641,800
46 HAYDEN DISTRICT							
Hayden District Equipment Pool	47460129	45,000	180,000	185,000	0	50,000	460,000
		45,000	180,000	185,000	0	50,000	460,000
49 TRISKETT DISTRICT							
Triskett District Equipment Pool	47490129	195,000	12,000	35,000	0	14,000	256,000
		195,000	12,000	35,000	0	14,000	256,000
61 INFORMATION TECHNOLOGY							
IT Systems Development Pool	42610149	140,000	150,000	150,000	150,000	150,000	740,000
		140,000	150,000	150,000	150,000	150,000	740,000
67 OFFICE OF MGT. & BUDGET							
Routine Capital Contingency	49990159	150,000	150,000	150,000	150,000	150,000	750,000
		150,000	150,000	150,000	150,000	150,000	750,000
TOTAL ROUTINE CAPITAL		2,075,000	1,789,700	1,887,200	1,686,000	1,841,500	9,279,400
RTA CAPITAL FUND TOTAL		3,781,000	3,574,700	3,757,200	3,568,000	3,771,500	18,452,400

2015 - 2019 Capital Improvement Plan

RTA Development Fund

The Authority's Capital Improvement Funds are used to account for the acquisition, construction, replacement, repair, and renovation of major capital facilities and equipment. The RTA Development Fund includes both a majority of the larger rehabilitation and expansion projects and the Authority's Long Range projects. Generally, RTA Development Fund projects are greater than \$150,000 and have a useful life of more than five years. This Fund is primarily, but not exclusively, supported through Federal grant awards.

Federal Capital grants require that local match funds be set aside and available for Capital Improvement projects. During the budget process, local match requirements as well as locally funded projects are reviewed and resources provided through sales & use tax contributions transferred from the RTA Capital Fund, available proceeds from debt sales, and interest income.

In 2012, \$9.62 million was transferred from the RTA Capital Fund to the RTA Development Fund to provide the local match for Operating Budget expense reimbursements and to cover expenses within the RTA Development Fund not covered by other revenue sources. This amount increased to \$13.47 million in 2013 due to programmed needs of the CIP before decreasing to a projected \$11.73 million at the end of FY 2014. In FY 2015, transfers from the RTA Capital Fund to the RTA Development Fund remain relatively stable at \$11.65 million and will slightly decrease in the following years to \$11.38 million in FY 2016 and stabilize at \$11.33 million in FY 2017 with future years increasing due to the financial demands of the Authority's capital program.

Other local funding sources include debt service, revenue bonds, and interest income. The Authority last issued debt, \$25.0 million of Revenue Bonds, in FY 2012 to support capital project activities and an additional debt service of approximately \$25.00 million is expected in FY 2015. Interest income has varied over the years due to fluctuations in the fund balance from a high of \$115,389 in FY 2012 to \$50,759 in FY 2014 with future years continuing close to this amount

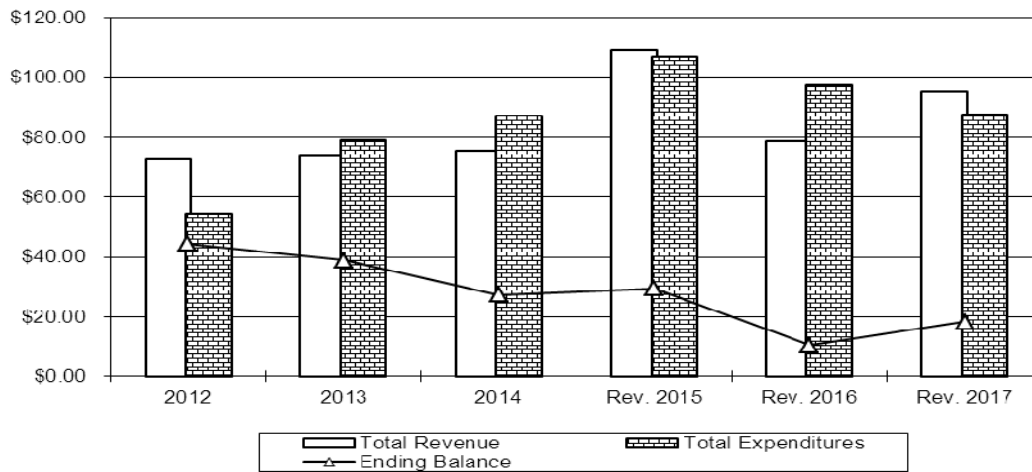
Figure CIP-9, on the following page, presents the fund balance analysis for the RTA Development Fund. By the end of FY 2011, the fund balance had increased to \$25.95 million from the ending FY 2010 balance of \$21.14 due in part to the impact of 100 percent Federal Stimulus funds for construction projects and a \$25.0 million revenue bond issuance in 2012, further increased the fund balance to \$44.44 million at the end of FY 2012. Capital construction activities over the following years have drawn the fund balance down as it declined to a \$38.92 million at the end of FY 2013 and to \$27.27 million at the end of FY 2014. It will slightly increase in FY 2015 due to a planned issuance of G.O. debt or Revenue bonds before again decreasing in future years due to activities within the capital program.

Federal funding resources flow into the Authority through the FTA Grant funds. When grant-funded capital improvements are made, funds are paid to the Authority from the Federal Government via wire transfer. Payments to vendors are then paid from the Authority and the assets acquired are accounted for in the capital funds. A similar process is in place to draw down State grant funds.

As reflected in the fund balance statement on the following page, various funding sources, including but not limited to, Federal capital grants, a planned debt service, State Capital grants, and 100-percent local funds will help support expected expenditures or cash outlays of \$107.25 million in 2015. Please note that expenditures within the Fund Balance Analysis are presented on a cash basis and attempts to estimate the actual cash flow expenditures. Thus, the expenditure estimates differ from the budget appropriations included in the 2015-19 CIP, which are based upon the establishment of the necessary budget appropriation for the capital projects.

2015 - 2019 Capital Improvement Plan

RTA Development Fund Balance Analysis (Millions)



	2012 Actual	2013 Actual	2014 Estimate	Rev. 2015 Budget	Rev. 2016 Plan	Rev. 2017 Plan
Beginning Balance	\$25.95	\$44.44	\$38.92	\$27.27	\$29.42	\$10.48
Total Revenue	\$72.87	\$73.63	\$75.59	\$109.41	\$78.80	\$95.34
Total Resources	\$98.81	\$118.07	\$114.52	\$136.67	\$108.23	\$105.81
Total Expenditures	\$54.37	\$79.14	\$87.25	\$107.25	\$97.75	\$87.50
Ending Balance	\$44.44	\$38.92	\$27.27	\$29.42	\$10.48	\$18.31

Figure CIP-9: RTA Development Fund Balance Analysis

RTA Development Fund Balance Analysis

	2012 Actual	2013 Actual	2014 Estimate	2015 Budget	2016 Plan	2017 Plan
Beginning Balance	25,947,255	44,440,121	38,924,890	27,265,726	29,423,889	10,478,052
Revenue						
Debt Service	25,000,000	0	0	25,000,000	0	20,000,000
Transfer from RTA Capital Fund	9,620,255	13,470,255	11,734,255	11,649,255	11,384,255	11,334,255
Investment Income	115,389	95,725	50,759	53,000	54,000	54,000
Federal Capital Grants	33,570,510	59,795,463	62,075,000	71,321,250	65,981,250	62,562,500
State Capital Grants	1,135,673	264,693	1,730,822	1,384,658	1,384,658	1,384,658
Other Revenue	3,424,859	0	0	0	0	0
Total Revenue	72,866,686	73,626,136	75,590,836	109,408,163	78,804,163	95,335,413
Total Resources	98,813,941	118,066,257	114,515,726	136,673,889	108,228,052	105,813,465
Expenditures						
Capital Outlay	54,373,820	79,141,367	87,250,000	107,250,000	97,750,000	87,500,000
Other Expenditures	0	0	0	0	0	0
Total Expenditures	54,373,820	79,141,367	87,250,000	107,250,000	97,750,000	87,500,000
Ending Balance	44,440,121	38,924,890	27,265,726	29,423,889	10,478,052	18,313,465

2015 - 2019 Capital Improvement Plan

RTA Development Fund Projects

In 2015, the combined budget appropriation for RTA Development Fund projects accounts for most, \$72.14 million or 95.0 percent, of the Authority's Capital Improvement Budget for the upcoming year (see Figure CIP-8). The inclusion of capital projects within this fund is based upon the establishment of budget appropriation authority and includes projects that may have already received grant-funding, projects in the preliminary application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 100 percent local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2015. Please refer to page at the end of this section for a complete list of projects included within the five-year RTA Development Fund CIP.

Bus Garages - \$0.0 million

More than \$11.9 million of previous year's capital projects including ones to prepare the Hayden Garage and the Central Bus Maintenance Facility for the introduction of CNG fueled buses and to construct outdoor bus storage lots at the Hayden and Triskett Garages are underway within the Bus Garages category at the end of FY 2014. As a result of these on-going activities, with all scheduled for completion by the third quarter of 2015, the 2015 CIP does not include a programmed capital project in this category. The two projects in the 2015-19 CIP within this category, both to prepare the Triskett Garage for the introduction of CNG fueled buses are scheduled for FY 2016.

Bus/Paratransit Improvement Programs - \$15.75 million

The 2015 CIP includes the scheduled third year of its bus replacement program and continues to focus on the SGR of the Authority's existing revenue fleets through a multi-year bus spare parts program to improve the dependability of the Authority's bus fleet. Programmed capital budget appropriations include \$10.78 million for replacement 40-Ft buses, \$2.88 million for replacement trolley buses, and a combined \$2.08 million for bus and BRT spare parts. Grant funding for these amounts will become available in 2015 through a series of grant revisions and execution of new grant awards.

Equipment & Vehicles - \$1.31 million

With the exception of \$244,000 for the replacement of vehicle lifts at the Paratransit Garage, all budget appropriation within this category in FY 2015 is for on-going information technology projects throughout the Authority including Data Center, Phone System, and Network improvements.

Facilities Improvements - \$3.42 million

The combined Facilities Improvements budget appropriation of \$3.42 million in 2015 are concentrate on SGR projects throughout the Authority including \$2.50 million for a general facilities state of good repair project that will be funded as existing grant awards are revised or new ones executed, \$500,000 for the initial phase of upgrading the Authority's fiber optic lines, \$210,000 for parking lot improvement at the Hayden Garage, and \$209,000 for a rail station door improvement program.

2015 - 2019 Capital Improvement Plan

Other Projects - \$2.52 million

The 2015 budget appropriation included for projects in this category include \$2.43 million for the annual payment of a fare collection equipment lease and \$93,750 for various transportation studies depending upon the availability of grant funds.

Preventive Maintenance / Operating Budget Reimbursements - \$20.81 million

This category includes capital project budget appropriation for preventive maintenance reimbursements to the Operating Budget as well as ADA related eligible grant funded Operating expense reimbursements. The largest of these is for preventive maintenance reimbursements with a 2015 budget appropriation of \$17.50 million, or 24.3 percent of the 2015 RTA Development Fund appropriation. The other programmed grant funded projects within this category for FY 2015 include \$3.12 million grant funded award for the reimbursement of ADA Operating Budget expenses, and \$180,000 for grant funded reimbursements of the Travel Trainer program.

Rail Projects- \$28.04 million

In FY 2015, the Rail Projects category includes a wide diversity of capital projects and, as in most prior CIP's, one of the largest as the Authority strives for a SGR within its rail system. Major programmed project areas within this category include a combined \$17.12 million for Rail Station rehabilitation/reconstructions including \$12.30 million for construction of a new Brookpark Station on the Red Line and a combined \$9.12 million for various track rehabilitation projects of which \$7.0 million is for the reconstruction of Track 8 & the Track 7 Platform under Tower City as the Authority begins a phased multi-year project to rehabilitate all tracks running through the station.

Transit Centers / Bus Loops – \$288,783

The 2015 capital budget includes \$288,783 for various small grant funded passenger enhancements throughout the Authority. Funds for these enhancement projects will be appropriated as capital projects and grant awards are executed during the year.

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 a guide for developing a balanced, multi-modal transit system that meets the mobility needs of Cuyahoga County residents and all visitors safely, efficiently, and cost-effectively.

The original plan was drafted in 1998 and updated in 2004 to reflect the existing system's state of repair; the future plans of key stakeholders, and the economic conditions of the region. In 2008, RTA initiated an update of the Long Range Plan, titled the "GCRTA Strategic Plan" that was completed in 2012. The goals of the Plan are to help determine the course of projects and services within GCRTA that can result in the increase of ridership, increase in revenues, and bring the system into a state of good repair while being grounded in the economic and the financial reality of public transportation funding in Northeast Ohio.

The existing Key Transit 2025 project elements include exploring the feasibility of additional Bus Rapid Transit projects in other major travel corridors; completing the Transit Center Network; Initiating Transit-Oriented Development Projects; continuing to implement the Transit Waiting Environment (TWE) Program; and reconstructing various Rapid Transit Stations as part of the FTA ADA Key Station requirement agreement.

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2015 - 2019 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019	
		2015	2016	2017	2018	2019		
<u>BUS GARAGES</u>								
<u>BUS GARAGES</u>								
Triskett CNG Loading Station FY 2016 100% Local Funds	4,500,000	22800X60	0	4,500,000	0	0	0	4,500,000
Triskett CNG Building Compliance FY 2016 100% Local Funds	1,200,000	22800X60	0	1,200,000	0	0	0	1,200,000
TOTAL - BUS GARAGES			0	5,700,000	0	0	0	5,700,000
<u>BUSES</u>								
<u>BUS IMPROVEMENT PROGRAM</u>								
2012-2014 Bus Improvement Program SFY 2012 NOACA CMAQ Grant (Committed) SFY 2013 NOACA CMAQ Grant (Committed) SFY 2014 NOACA CMAQ Grant (Committed) SFY 2016 NOACA CMAQ Grant (In NOACA Plan)	37,500,000 6,250,000 6,250,000 6,250,000 6,250,000	10390330	0	6,250,000	0	0	0	6,250,000
2015-2017 Bus Improvement Program SFY 2015 NOACA CMAQ Grant (Committed) SFY 2016 NOACA CMAQ Grant (In NOACA PPR) SFY 2017 NOACA CMAQ Grant (In NOACA PPR) FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant	52,500,000 6,250,000 6,250,000 6,250,000 4,531,392 465,766 9,496,616	11390150	10,781,392	6,715,766	15,746,616	0	0	33,243,774

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2015 - 2019 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019	
		2015	2016	2017	2018	2019		
<u>BUSES - Cont.</u>								
<u>BUS IMPROVEMENT PROGRAM - Cont.</u>								
2018-2020 Bus Improvement Program	60,000,000	10390170	0	0	0	16,855,822	16,855,822	33,711,644
SFY 2018 NOACA CMAQ Grant	7,500,000							
SFY 2019 NOACA CMAQ Grant	7,500,000							
SFY 2020 NOACA CMAQ Grant	7,500,000							
SFY 2018 ODOT UTP Award	1,730,822							
SFY 2019 ODOT UTP Award	1,730,822							
SFY 2020 ODOT UTP Award	1,730,822							
SFY 2018 ODOT OTPPP Award	3,125,000							
SFY 2019 ODOT OTPPP Award	3,125,000							
SFY 2020 ODOT OTPPP Award	3,125,000							
FFY 2017 Federal Formula Grant	4,500,000							
FFY 2018 Federal Formula Grant	4,500,000							
FFY 2019 Federal Formula Grant	4,500,000							
Sub-Total - Bus Improvement Program			10,781,392	12,965,766	15,746,616	16,855,822	16,855,822	73,205,418
<u>PARATRANSIT IMPROVEMENT PROGRAM</u>								
2016-18 Paratransit Buses		12390160	0	2,550,000	2,550,000	1,250,000		6,350,000
FY 2016 100% Local Funds	2,550,000							
FY 2017 100% Local Funds	2,550,000							
FFY 2017 Federal Formula Grant	1,250,000							
Sub-Total - Paratransit Improvement Program			0	2,550,000	2,550,000	1,250,000	0	6,350,000

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2015 - 2019 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS
		2015	2016	2017	2018	2019	2015-2019
<u>BUSES - Cont.</u>							
<u>REPLACEMENT TROLLEY PROGRAM</u>							
Replacement Trolley Program	10390150	2,880,000	0	5,546,439	0	0	8,426,439
FY 2015 New Ladders of Opportunity (Competitive)	2,880,000						
FY 2017 100% Local Funds	5,546,439						
Sub-Total - Replacement Trolley Program		2,880,000	0	5,546,439	0	0	8,426,439
<u>BUS CAPITAL SPARE PARTS PROGRAM</u>							
2014-18 Bus Capital Spare Parts Program	16390140	390,000	390,000	110,000	0	0	890,000
FFY 2014 Federal Formula Grant	390,000						
FFY 2015 Federal Formula Grant	390,000						
FFY 2016 Federal Formula Grant	110,000						
BRT Bus Capital Spare Parts Program	16390150	1,694,961	0	386,704	0	0	2,081,665
Existing Federal Formula Grant (Revise/Amend)	1,694,961						
FFY 2016 Federal Formula Grant	386,704						
Sub-Total - Bus Capital Spare Parts Program		2,084,961	390,000	496,704	0	0	2,971,665
TOTAL - BUSES		15,746,353	15,905,766	24,339,759	18,105,822	16,855,822	90,953,522
<u>EQUIPMENT & VEHICLES</u>							
<u>Paratransit Lift Replacements</u>							
Replace 2 Hydraulic Lifts at Paratransit	16310150	244,000	0	0	0	0	244,000
Existing Federal Formula Grant (Revise/Amend)	244,000						
Sub-Total - Paratransit Lift Replacements		244,000	0	0	0	0	244,000
<u>MANAGEMENT INFORMATION SYSTEM</u>							
Ultramain Version 9 Upgrade	42350180	0	0	0	1,115,951	0	1,115,951
FFY 2017 Federal Formula Grant	1,115,951						

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>EQUIPMENT & VEHICLES - Cont.</u>							
<u>MANAGEMENT INFORMATION SYSTEM - Cont.</u>							
Network Infrastructure - Networks	42610120	58,000	27,000	166,600	166,600	0	418,200
FFY 2014 Federal Formula Grant	58,000						
FFY 2015 Federal Formula Grant	27,000						
FFY 2016 Federal Formula Grant	166,600						
FFY 2017 Federal Formula Grant	166,600						
Network Infrastructure - Data Center	42610220	115,000	55,000	235,000	235,000	0	640,000
FFY 2014 Federal Formula Grant	115,000						
FFY 2015 Federal Formula Grant	55,000						
FFY 2016 Federal Formula Grant	235,000						
FFY 2017 Federal Formula Grant	235,000						
Network Infrastructure - Phone System	42610320	845,000	0	189,000	189,000	0	1,223,000
FFY 2014 Federal Formula Grant	845,000						
FFY 2016 Federal Formula Grant	189,000						
FFY 2017 Federal Formula Grant	189,000						
Internet - Intranet Development	42610520	50,000	50,000	80,000	80,000	0	260,000
FFY 2014 Federal Formula Grant	50,000						
FFY 2015 Federal Formula Grant	50,000						
FFY 2016 Federal Formula Grant	80,000						
FFY 2017 Federal Formula Grant	80,000						
Sub-Total - Management Information System		1,068,000	132,000	670,600	1,786,551	0	3,657,151
TOTAL - EQUIPMENT & VEHICLES		1,312,000	132,000	670,600	1,786,551	0	3,901,151

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE		CALENDAR YEAR					TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2015	2016	2017	2018	2019	2015-2019
<u>FACILITIES IMPROVEMENTS</u>							
<u>BRIDGE REHABILITATION</u>							
Track Bridge Rehabilitation - CSX & East 92nd St. FFY 2015 Federal Formula Grant	20800170 3,000,000	0	3,000,000	0	0	0	3,000,000
Sub-Total - Bridge Rehabilitation		0	3,000,000	0	0	0	3,000,000
<u>SYSTEM-WIDE FACILITIES</u>							
Fiber Optic Hardware Replacement Program FFY 2014 Federal Formula Grant	26800440 500,000	500,000	0	0	0	0	500,000
Rail Station Door Rehabilitation Program FFY 2014 Federal Formula Grant	32320150 209,213	209,213	0	0	0	0	209,213
Hayden Parking Lot Repaving FFY 2014 Federal Formula Grant	32800150 210,000	210,000	0	0	0	0	210,000
State of Good Repair Projects FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant FFY 2016 Federal Formula Grant FFY 2017 Federal Formula Grant FFY 2018 Federal Formula Grant	32800250 2,504,906 462,406 429,511 816,215 13,557,064	2,504,906	462,406	429,511	816,215	13,557,064	17,770,102
Sub-Total - System-Wide Facilities		3,424,119	462,406	429,511	816,215	13,557,064	18,689,315
TOTAL - FACILITIES IMPROVEMENTS		3,424,119	3,462,406	429,511	816,215	13,557,064	21,689,315

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>OTHER PROJECTS</u>							
<u>OTHER</u>							
Planning Studies (Transportation for Livable Communities Initiative)	49570120	93,750	93,750	93,750	93,750	93,750	468,750
SFY 2015 NOACA STP Grant	93,750						
SFY 2016 NOACA STP Grant	93,750						
SFY 2017 NOACA STP Grant	93,750						
SFY 2018 NOACA STP Grant	93,750						
SFY 2019 NOACA STP Grant	93,750						
Fare Collection Equipment Lease	49650180	2,426,110	2,426,110	2,426,110	2,426,110	2,426,110	12,130,550
FFY 2014 Federal Formula Grant	2,426,110						
FFY 2015 Federal Formula Grant	2,426,110						
FFY 2016 Federal Formula Grant	2,426,110						
FFY 2017 Federal Formula Grant	2,426,110						
FFY 2018 Federal Formula Grant	2,426,110						
TOTAL - OTHER PROJECTS		2,519,860	2,519,860	2,519,860	2,519,860	2,519,860	12,599,300
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</u>							
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS</u>							
2008 New Freedom Program (Mobility Management Only)	49310180	180,000	180,000	180,000	180,000	180,000	900,000
SFY 2015 Section 5317 NOACA New Freedom Pro.	180,000						
SFY 2016 Section 5317 NOACA New Freedom Pro.	180,000						
SFY 2017 Section 5317 NOACA New Freedom Pro.	180,000						
SFY 2018 Section 5317 NOACA New Freedom Pro.	180,000						
SFY 2019 Section 5317 NOACA New Freedom Pro.	180,000						
Paratransit Operating Expenses Reimbursement	49670110	3,125,000	3,125,000	3,125,000	3,125,000	3,125,000	15,625,000
SFY 2015 NOACA STP Grant	3,125,000						
SFY 2016 NOACA STP Grant	3,125,000						
SFY 2017 NOACA STP Grant	3,125,000						
SFY 2018 NOACA STP Grant	3,125,000						
SFY 2019 NOACA STP Grant	3,125,000						

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS - Cont.</u>							
<u>PREVENTIVE MAINTENANCE/OPERATING REIMBURSEMENTS - Cont.</u>							
Preventive Maintenance Expenses	51670150	17,500,000	20,000,000	20,000,000	20,000,000	20,000,000	97,500,000
FFY 2014 Federal Formula Grant	17,500,000						
FFY 2015 Federal Formula Grant	20,000,000						
FFY 2016 Federal Formula Grant	20,000,000						
FFY 2017 Federal Formula Grant	20,000,000						
FFY 2018 Federal Formula Grant	20,000,000						
TOTAL - PREVENTIVE MAINT./OPER. REIMB.		20,805,000	23,305,000	23,305,000	23,305,000	23,305,000	114,025,000
<u>RAIL PROJECTS</u>							
<u>ELECTRICAL SYSTEM</u>							
OCS Replacement and Upgrade Plan	21320150	121,275	131,159	141,848	153,409	0	547,691
FFY 2014 Federal Formula Grant	121,275						
FFY 2015 Federal Formula Grant	131,159						
FFY 2016 Federal Formula Grant	141,848						
FFY 2017 Federal Formula Grant	153,409						
Substation Replacement - West 117th Street	21800160	151,000	0	3,727,600	0	0	3,878,600
FFY 2014 Federal Formula Grant	151,000						
FFY 2016 Federal Formula Grant	3,727,600						
Substation Replacement - East 120th Street	21800240	0	0	165,400	3,800,000	0	3,965,400
FFY 2016 Federal Formula Grant	165,400						
FFY 2017 Federal Formula Grant	3,800,000						
Sectionalize Tower City Catenary System	21800260	660,000	0	0	0	0	660,000
FFY 2014 Federal Formula Grant	660,000						

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>RAIL PROJECTS - Cont.</u>							
<u>ELECTRICAL SYSTEM - Cont.</u>							
2nd Independent Feed for E. 55th Street Substation FFY 2014 Federal Formula Grant 66,000 FFY 2016 Federal Formula Grant 2,050,650	21800360	66,000	0	2,050,650	0	0	2,116,650
Substation Replacement - Puritas Avenue FFY 2015 Federal Formula Grant 3,717,600	21800390	0	3,717,600	0	0	0	3,717,600
Replace Brookpark Transformer / Rectifier (SS-4) FFY 2016 Federal Formula Grant 1,026,191	21800X60	0	0	1,026,191	0	0	1,026,191
Replace W. 25th / Ohio City Transformer / Rectifier FFY 2017 Federal Formula Grant 526,191	21800X80	0	0	0	526,191	0	526,191
Sub-Total - Electrical System		998,275	3,848,759	7,111,689	4,479,600	0	16,438,323
<u>TRAIN CONTROL / SIGNALS</u>							
HRV Microprocessor Replacement Existing Federal Formula Grant (Revise/Amend) 800,000	15320150	800,000	0	0	0	0	800,000
CAB Signal System Replacement (Railcars) FFY 2017 Federal Formula Grant 985,750	26800170	0	0	0	985,750	0	985,750
Cab Signaling - East 79th to Shaker Square FFY 2017 Federal Formula Grant 3,904,514	26800240	0	0	0	3,904,514	0	3,904,514
Red Line Signal System Replacement (Design) FFY 2017 Federal Formula Grant 1,000,000	26800270	0	0	0	1,000,000	0	1,000,000
Sub-Total - Train Control / Signals		800,000	0	0	5,890,264	0	6,690,264

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>RAIL PROJECTS - Cont.</u>							
<u>TRACK REHABILITATION</u>							
Rail Profile Grinding Program	23320170	0	0	488,029	1,488,534	1,779,719	3,756,282
FFY 2016 Federal Formula Grant	488,029						
FFY 2017 Federal Formula Grant	1,488,534						
FFY 2018 Federal Formula Grant	1,779,719						
FFY 2019 Federal Formula Grant	2,588,093						
Rail Infrastructure Program	23320150	622,783	952,771	864,421	686,458	1,500,000	4,626,433
FFY 2014 Federal Formula Grant	622,783						
FFY 2015 Federal Formula Grant	952,771						
FFY 2016 Federal Formula Grant	864,421						
FFY 2017 Federal Formula Grant	686,458						
FFY 2018 Federal Formula Grant	1,500,000						
W. 117th Street Trackwork	23800150	1,500,000	0	0	0	0	1,500,000
Existing Federal Formula Grant (Revise/Amend)	1,500,000						
Westpark Diamond Crossover Rebuild	23800160	0	38,273	459,270	0	0	497,543
FFY 2015 Federal Formula Grant	38,273						
FFY 2016 Federal Formula Grant	459,270						
On-Call Rail Engineering Services	23800240	0	200,000	200,000	200,000	200,000	800,000
FFY 2015 Federal Formula Grant	200,000						
FFY 2016 Federal Formula Grant	200,000						
FFY 2017 Federal Formula Grant	200,000						
FFY 2018 Federal Formula Grant	200,000						
On-Call Rail Maintenance Services	23800340	0	500,000	0	500,000	0	1,000,000
FFY 2015 Federal Formula Grant	500,000						
FFY 2017 Federal Formula Grant	500,000						

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2015 - 2019 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>RAIL PROJECTS - Cont.</u>							
<u>TRACK REHABILITATION - Cont.</u>							
Tower City 8 and 10 Track Replacement FFY 2017 Federal Formula Grant 347,288 FFY 2018 Federal Formula Grant 2,083,725 FFY 2019 Federal Formula Grant 2,146,237	23800370	0	0	0	347,288	2,083,725	2,431,013
Light Rail Crossings Improvements FFY 2015 Federal Formula Grant 4,391,400	23800430	0	4,391,400	0	0	0	4,391,400
Track 8 & Track 7 Platform Rehab. - Tower City Existing Federal Formula Grant (Revise/Amend) 8,000,000	23800440	7,000,000	0	0	0	0	7,000,000
Sub-Total - Track Rehabilitation		9,122,783	6,082,444	2,011,720	3,222,280	5,563,444	26,002,671
<u>RAIL STATION REHABILITATION</u>							
East 79th Station Reconstruction (ADA Compliance) FFY 2014 Federal Formula Grant 1,795,972	24800150	1,795,972	0	0	0	0	1,795,972
Warrensville / Shaker Station Rehab Existing Federal Formula Grant (Revise/Amend) 1,091,247	24800230	1,091,247	0	0	0	0	1,091,247
Brookpark Road HRV Station Rehabilitation FFY 2014 Federal Formula Grant 12,304,524	24800260	12,304,524	0	0	0	0	12,304,524
Lee-Shaker Station Reconstruction (Green Line) (ADA Compliance) Existing Federal Formula Grant (Revise/Amend) 483,025 FFY 2014 Federal Formula Grant 1,444,275	24800340	1,927,300	0	0	0	0	1,927,300
East 116th Street LRV Station Rehabilitation FFY 2015 Federal Formula Grant 4,720,000 FFY 2015 Federal Formula Grant 880,000	24800370	0	5,600,000	0	0	0	5,600,000
Farnsleigh Station Reconstruction (ADA Compliance) FFY 2015 Federal Formula Grant 224,579 FFY 2017 Federal Formula Grant 1,671,928	24800440	0	224,579	0	1,671,928	0	1,896,507

2015 - 2019 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2015 - 2019 CAPITAL IMPROVEMENT PLAN

RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2015-2019
		2015	2016	2017	2018	2019	
<u>RAIL PROJECTS - Cont.</u>							
<u>RAIL STATION REHABILITATION - Cont.</u>							
East 34th Station Reconstruction (ADA Compliance)	24800540	0	3,410,886	3,400,000	0	0	6,810,886
FFY 2015 Federal Formula Grant	3,410,886						
FFY 2016 Federal Formula Grant	3,400,000						
Sub-Total - Rail Station Rehabilitation		17,119,043	9,235,465	3,400,000	1,671,928	0	31,426,436
TOTAL - RAIL PROJECTS		28,040,101	19,166,668	12,523,409	15,264,072	5,563,444	80,557,694
<u>TRANSIT CENTERS</u>							
<u>ENHANCEMENT ITEMS</u>							
Transit Waiting Environment Program	30570160	288,783	0	0	0	0	288,783
FFY 2014 Federal Formula Grant	288,783						
Enhanced ADA Access (Enhancement Items)	30800X40	0	288,783	288,783	288,785	285,115	1,151,466
FFY 2015 Federal Formula Grant	288,783						
FFY 2016 Federal Formula Grant	288,783						
FFY 2017 Federal Formula Grant	288,785						
FFY 2018 Federal Formula Grant	285,115						
TOTAL - TRANSIT CENTERS		288,783	288,783	288,783	288,785	285,115	1,440,249
TOTAL RTA DEVELOPMENT FUND		72,136,216	70,480,483	64,076,922	62,086,305	62,086,305	330,866,231
TOTAL RTA CAPITAL FUND		3,781,000	3,574,700	3,757,200	3,568,000	3,771,500	18,452,400
TOTAL CAPITAL IMPROVEMENT PLAN		75,917,216	74,055,183	67,834,122	65,654,305	65,857,805	349,318,631

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