

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

LEGISLATIVE UPDATE 2021

Contents

I.	LEGISLATIVE PRIORITIES - 2021/2022	1
II.	2020 HIGHLIGHTS	2
III.	STATUS OF KEY PROJECTS	
	• Rail Car Replacement Program	4
	• Station Rehabilitation Program	5
	• Rail Infrastructure Program	7
	• Fixed Route and Paratransit Bus Replacement	9
	• Priority Corridor Studies	11
	EXHIBIT A: CAPITAL PROJECTS PLANNED OR UNDERWAY	12
	EXHIBIT B: HISTORY OF FEDERAL FUNDING, 1981-2020	13
	EXHIBIT C: COMPETITIVE GRANT PROGRAMS - PRIORITY PROJECTS	14
	EXHIBIT D: UNFUNDED PROJECTS	15
	EXHIBIT E: EXPENDITURES BY OHIO CONGRESSIONAL DISTRICTS, 2016-2020	16

I. LEGISLATIVE PRIORITIES - 2021/2022

The following represents GCRTA's Federal and State legislative priorities for Federal Fiscal Years (FFY) 2021 and 2022.

- GCRTA requests support in seeking and obtaining multi-year funding commitments from FTA, ODOT and others for the replacement of our **Rail Car Fleet**. GCRTA has already identified \$139.5 million of the \$300 million total program cost. We are seeking the remaining \$160.5 million over the next five to six years (See Page 4)
- GCRTA requests additional support in obtaining additional federal and state funding for our highest priority State of Good Repair programs:
 - \$8.8 million for our 2021-2023 Bus Replacement Program
 - \$31.5 million for our Light Rail Track Reconstruction Program
 - \$19.8 million for our Rail Infrastructure Systems Program
 - \$23.9 million for our 2024-2026 Bus Replacement Program
- GCRTA asks that the reauthorization of the FAST Act include a significant increase to the Mass Transit Account of the Highway Trust Fund, with additional sources of funding dedicated to funding public transit at levels needed to achieve a “State of Good Repair”.
- GCRTA requests that the State of Ohio act on and update ODOT’s “Ohio Statewide Transit Needs Study” by identifying dedicated funding in the State’s 2022-23 biennial ODOT and General Revenue Fund budgets to close the funding gap identified in the study.
- GCRTA requests that Cuyahoga County Council act on the Cuyahoga County Council Regional Transportation Subcommittee’s “Final Report” by identifying and securing dedicated transit funding sources for GCRTA.
- GCRTA has prepared a priority list of \$200.8 million of our **\$514 million backlog of unfunded projects** that are included in our Capital Improvement Program but are either partially funded or have been delayed due to lack of funding. They are included in the current 2021-2024 State of Ohio Transportation Improvement Program (STIP) and can be awarded quickly as Competitive Grants are awarded. (Exhibit C)
- GCRTA has also prepared a partial list totaling \$104.7 of our **\$514 million backlog of unfunded projects** that are not included in our 2021-2025 Capital Improvement Program. They continue to be delayed due to lack of capital project funding. (Exhibit D)

II. 2020 HIGHLIGHTS

Infrastructure Upgrades

- Completed construction of the Light Rail East 75th to Buckeye-Woodhill Track Replacement
- Completed the installation of the new radio system on the entire fleet of bus and rail vehicles and activated free Wifi on all vehicles
- Completed construction of the Puritas Substation
- Completed construction of the new SCADA system
- Completed construction of the Triskett Garage CNG Fueling and Storage Facility
- Completed design of the Triskett Garage CNG Facility upgrades
- Completed design of the Cuyahoga Viaduct Rehabilitation Phase I
- Commenced construction of the Red Line Fiber Optic System replacement
- Commenced construction of the East 79th Street Station ADA reconstruction
- Commenced construction of the Warrensville/Van Aken Substation
- Continued Tower City East Portal repairs investigation and design
- Continued replacement of Tower City Tracks 10E/10W and 13 with Low Vibration Track (LVT)

Safety and Security

- Purchased and utilized cleaning and sanitizing products to keep passengers safe during the COVID-19 pandemic
- Transit Police engaged in collaborative efforts with partner agencies to help the homeless obtain care
- Purchased the Moonbeam3 for UV-C light technology to help with sanitation efforts due to COVID-19
- Achieved goal in on-the-job injury rate, proving the best year on record since 2002.

Strong Financial Management

- Awarded \$111 million in CARES Act funds, which are being used to offset the loss of revenue, sales tax and the added operating expenses associated with the pandemic.
- Reduced the price of the All Day pass to \$5 as a result of the Fare Equity Study completed in 2019.
- Obtained approximately \$30 million in competitive grants including a highly competitive \$15 million BUILD grant to fund the replacement of the rail fleet
- Managed 2020 expenditures to increase transfer to Reserve Fund by \$10 million for rail car replacement. Total identified funding is currently at \$139 million, includes awards and commitments from NOACA, ODOT, Federal Formula Funding and rolling balance from RTA's Reserve Fund.

Customer Service

- Only reduced services in April by 15% due to the pandemic and with the June and August service changes restored service back to 93% of pre-COVID levels.
- We continued to provide essential travel services to essential employees during the pandemic.
- Held numerous in person and virtual community meetings to receive public input on the System Redesign and Strategic Plan Update.
- Provided free rides on Election Day courtesy of a grant from the Cleveland Foundation.
- Implemented the “Need a Mask, Take a Mask” campaign, donating and distributing over 25,000 masks in the Greater Cleveland community.
- Introduced additional Homework Hotspots that enable students to use our free WiFi either at a transit center or on a vehicle.
- Began the development of the 25Connect project that focuses on the future of the West 25th Street corridor.
- Implemented a new Diversity and Inclusion training program for staff.

Other Achievements

- Completed and the Board adopted the ten year Strategic Plan Update 2021-2030 incorporating the results of the following studies:
 - Economic Impact
 - Rail Car Evaluation
 - Fare Equity
 - System Redesign
 - Operational Efficiency
- Awarded the Paradox Prize of \$100,000 to enable us to study work travel patterns, fare equity needs and other issues passengers face utilizing public transit to get to their place of employment.
- Awarded an ODOT OPT2 grant of \$400,000 to enable RTA to pilot its “Baby on Board” program with the Cuyahoga County Department of Health to provide transit trips to expectant and new mothers in three zip codes with high infant mortality rates.

III. STATUS OF KEY PROJECTS

Rail Car Replacement Program

The GCRTA Rail Car Replacement Program is a \$300 million program that consists of the replacement of 40 Tokyu heavy rail vehicles (HRV's) and 34 Breda light rail vehicles (LRV's) with **54 LRV's capable of servicing all high and low platforms on our system**. The program includes all associated infrastructure upgrades to the rail maintenance facility, equipment and stations to accommodate the new rail vehicles, and all design, inspection, testing and force account costs. The current HRV fleet is 36 years old and the LRV fleet is 39 years old with both fleets exceeding their design lives. This program is currently listed in NOACA's Long Range Plan. GCRTA has included the first four years of the program in the current SFY 2021-2024 TIP.

GCRTA contracted with LTK Engineering Services for a Rail Car Evaluation which concluded that the current HRV's have approximately five years of remaining useful life and the LRV's have approximately ten years of remaining useful life. They recommend that GCRTA begin procuring HRV's by 2020 for delivery no later than 2023 followed by procuring LRV's by 2025 for delivery no later than 2028. The LTK report also includes recommendations for the ongoing maintenance of both fleets until the vehicles are replaced.

GCRTA is proposing a multi-year potential funding program from federal, state, and local sources including FTA, ODOT, and NOACA similar to the funding commitments that were used to successfully implement the HealthLine BRT project. In anticipation of the need to replace the rail cars GCRTA has already placed \$39.4 million in a Rolling Stock Reserve Fund and plans on adding another \$11.6 million over the next two years for use as local match towards grants. GCRTA has also committed \$45 million of federal formula grants over the next ten years. NOACA has committed \$24 million over the next ten years, USDOT has awarded GCRTA a \$15 million BUILD grant, and the State of Ohio has awarded \$5.0 million of GRF funding.

We are requesting multi-year funding commitments for the remaining \$160.5 million as follows:

- Federal funding of \$15.0 million per year for six years beginning in FFY2021 for a total of \$90.0 million.
- State funding of \$14.0 million per year for five years beginning in SFY2022 for a total of \$70.0 million.

Station Rehabilitation Program

A vital part of GCRTA's capital program is the rehabilitation of its rapid transit stations allowing them to meet the Americans with Disabilities Act (ADA) requirements, maintain the structural integrity of its facilities, and engage the communities in a dialogue regarding the design and future development surrounding each facility. This initiative is providing neighborhoods with an opportunity to link the transit station with the community through the implementation of transit-oriented design and development principles.

In 2013, GCRTA committed to an implementation schedule for rehabilitation of all remaining ADA Key Stations with funding originally included in the 2015-2019 Capital Improvement Program (CIP). That funding was also included in our 2020-2024 CIP. **In early 2021 we will be opening the East 79th Street Red Line Station which will complete the ADA Key Station program.**

Recently completed and ongoing projects are described below.

- East 34th Street (Red, Blue and Green Lines) design contract was awarded on August 18, 2015 with the design completed at the end of 2016. The construction started on June 14, 2017 and the station was substantially completed and ADA compliant on October 3, 2018. The overall budget was \$7.5 million.
- East 116th Street Station (Blue/Green Lines) area-planning project has been completed and the final public meeting was held on March 4, 2010. The design and environmental document contracts were both awarded on March 18, 2014. The environmental was approved in September 2015 and the design was approved in December 2015. The construction unsuccessfully bid twice in 2016. The design was revised in 2017 resulting in a successful bid opening on December 14, 2017. The construction began on March 5, 2018 and the station was substantially completed and ADA compliant on April 26, 2019. The overall budget was \$7.2 million.
- Farnsleigh Station (Blue Line) design and environmental documentation began in late 2016. The environmental was been completed in 2017 and the design was completed in early 2018. The project bid and construction began on June 1, 2018 and the station was substantially completed and ADA compliant on March 28, 2019. The overall budget was \$1.1 million.
- East 79th Street Station (Red Line) in 2015 we completed a Transit Service Alternative Analysis to assess options to best serve our customers. The conclusion and Board direction was to move ahead with the station design, while working with City of Cleveland and local development agencies to increase density and transit oriented developments around the station so that the future investment in a new station will likely yields positive results. RTA has \$1.8 million budgeted for the design and environmental documentation phase of the project which was on hold while the City of Cleveland completed its study of future land use near the station. In 2018, we explored various station design concepts to reduce the overall project cost from \$17.0 million to \$10.0 million. The construction phase was funded and

included in our 2020-2024 CIP. The design was completed by the GCRTA staff with support from various on-call consultants in October 2019. The project successfully bid and the construction contract was awarded on January 21, 2020. The station construction began on March 13, 2020 and will be completed in early 2021. This is the last of the ADA Key Stations to be completed.

- Lee-Shaker Station (Green Line) design and environmental document contracts were awarded in 2015 and both are completed. The station construction started on October 18, 2016 and was completed on September 14, 2017. The overall budget was \$1.7 million.
- Brookpark Station design began in 2009 utilizing \$0.87 million of ARRA funds toward the project. The design and construction are 100% complete. The overall budget was \$16.5 million and we were awarded \$2.5 million of Bus State of Good Repair funding to advance the construction of the eastern parking lot, which was completed in December 2013. The station project construction started on May 11, 2015 and the new station opened on April 10, 2017.

With the completion of the Key Station Program we will be directing our future station efforts on some of the non-Key Stations such as the East 79th Street Light Rail Station, and repair and rehabilitation projects beginning with the Warrensville/Van Aken Blue Line Station to maintain our stations in a State of Good Repair.

Rail Infrastructure Program

GCRTA has been investing significant resources into our rail track infrastructure.

Since 2008 we have completed a \$7 million multi-year reconstruction of eleven grade crossings, and completed a second \$7 million reconstruction of nine grade crossings with the final three crossings reconstructed in 2017.

In 2013 we completed the \$10 million reconstruction of the Airport Tunnel track and the \$7 million S-Curve reconstruction on our Red Line West. In 2014 we completed the \$3.5 million rehabilitation of the Red Line East from Kinsman to Cedar and the \$0.6 million rehabilitation of the Red Line West from I-71 to I-480.

In 2016 we completed \$1.2 million reconstruction of the Red Line West from West end of the S-Curve to West 117th Street.

In 2017 we completed the \$8.0 million reconstruction of the Red Line West from West 30th to West 98th Streets partially funded by two ODOT OTPPP grants totaling \$6.2 million.

In 2018 we completed the \$5.3 million reconstruction of the Red Line West from West 117th to West Park Station funded by an ODOT OTPPP grant totaling \$5.3 million.

In 2019 we completed the \$7.1 million reconstruction of the Red Line West from West Park Station to the Airport Tunnel funded by an ODOT OTPPP grant totaling \$7.5 million. This completed the multi-year effort to reconstruction the Red Line West from West 30th to the Airport.

In 2019 we began the \$12.0 million Tower City Station Track 10 and 13 reconstruction. The project was awarded in April 2019 and construction started on May 13, 2019. Track 10 East and Track 10 West have been completed and Track 13 West is currently under construction. The project will be completed by the mid-2021.

In 2020 we bid and began constructing the Fiber Optic Communication System Improvements. This \$5.8 million project will replace the current fiber optic system primarily along the Red Line with a state of the art 10 GIG 48 pair fiber system. The contract was awarded on January 21, 2020 with construction started on March 5, 2020 and will be completed in mid-2021.

In 2020 we bid and constructed the Light Rail Trunk Line Reconstruction from West 75th to the Buckeye-Woodhill Station. This \$7.0 million project reconstructed this section of the Light Rail Track which was last rehabilitated in 1980. The design was completed in 2019. The contract was awarded on March 24, 2020 and the construction started on April 14, 2020. The project was substantially completed on August 8, 2020. It was funded by a combination of Federal grants and reallocated funds due to the State's increased GRF funding of the OTP2 program.

We have identified significant sections of track on our light rail system with poor drainage, deteriorated ties, fouled ballast and rail in need of replacement and reconstruction. We will be seeking additional funding sources to address these needs as identified below:

- Light Rail Track Reconstruction – This \$51.5 million program will reconstruct the Light Rail Track, which was rehabilitated in 1980. It will be a four-six phase program starting with the two \$10.0 million Trunk Line sections from West 75th to the Shaker Junction, followed by the \$12.6 million Green Line section, and the \$13.9 million Blue Line section, and another \$5.0 million of special track work. We have completed the first project, and will construct the second project in 2021. We are seeking \$31.5 million of funding for the remaining projects.

In addition to track work, we have identified significant rail system network replacements and upgrades needed to maintain the integrity and safety of our rail system. The following projects originally totaled \$50 million and we are seeking \$19.8 million for these programs as identified below:

- Trunk Line Wayside Signaling System – This \$8.0 million project is the installation and construction of a new signal system between East 75th Street and Shaker Square. A design was completed in 2014, and on December 17, 2019, we awarded a contract to re-evaluate the design concept to include newer technology. We believe the revised project can be completed within the \$3.0 million of funding in existing grants and will bid in 2021.
- Catenary Improvement Program – In 2017 we completed a detailed inspection of the entire Overhead Catenary System (OCS) to determine its current condition. As a result we have identified \$14.0 million in improvements necessary to bring the OCS to a State of Good Repair. This is a multi-year program and is now fully funded in the 2021-2025 CIP. The majority of the cost will be the repair/replacement of over 2000 structures that support the OCS. The design for this project began in late 2018 with the first phase design completed in 2020. Construction will begin in mid 2021.
- Signal System Upgrade Program – in 2018 we completed a detailed inspection of the entire Signal System to determine its current condition. As a result we have identified \$28.0 million in improvements to bring the Signal System to a State of Good Repair. This will be a multi-year program that will be developed as funding is identified and obtained. We currently have \$8.2 million programmed in the 2021-2025 CIP.

Fixed Route and Paratransit Bus Replacement

GCRTA has a current fleet of 354 buses for fixed route services and another 80 paratransit vehicles for our on demand services. These fleets have useful lives of 12 and 7 years respectively, and our Bus and Paratransit Improvement Programs were established to replace vehicles in a timely manner.

GCRTA received delivery of 47 vehicles in 2005, 45 vehicles in 2006, 6 additional 45-foot high capacity commuter coaches in 2007, 20 articulated hybrid vehicles that went into service as part of the HealthLine in 2008, and 20 additional articulated buses in 2009. In 2010, 6 additional commuter coaches were placed into service to better support our Park and Ride and Transit Center Network.

In 2013, we awarded a \$16.3 million contract for 23, 60 foot long articulated vehicles delivered in late 2014 that are primarily used on the Cleveland State BRT Line.

In 2013, we also awarded a \$28.9 million contract for 60 Compressed Natural Gas (CNG) vehicles that began operating in August 2015, and in 2014 we exercised a \$14 million option for 30 additional CNG vehicles that began operating in December 2015. In 2015 we exercised a \$7.7 million option for 16 additional CNG vehicles that began operating in early 2017. In January 2017 the budget was amended to include a \$12.7 million option for 29 diesel vehicles that began operating in December 2017, and are primarily in use on the MetroHealth Line. In November 2017 we exercised a \$16.2 million option for 33 additional CNG vehicles which began operating in November and December 2018. In April 2019 we exercised a \$13.3 million option for 25 additional CNG vehicles six delivered in 2020 and another 19 to be delivered in 2021. That contract has expired and a new CNG vehicle contract will be awarded in 2021.

In 2015, we awarded a \$4.2 million contract and \$2.1 million option for a total of 12-35 foot long replica trolley vehicles that were delivered in June 2016 prior to the Republican National Convention. Funding was obtained from the Ohio Department of Natural Resources and NOACA.

In 2018, we awarded a \$5.1 million contract for the delivery of nine-45 foot commuter coaches with an option to purchase an additional 11 at a later date. These vehicles were delivered in November 2019 and placed into service in February 2020 replacing buses that were placed into service in 2001. Funding for the initial nine was from three ODOT UTP program grants.

In 2020, we awarded a \$7.1 million contract for the delivery of seven-60 foot five door CNG vehicles with an option to purchase another 21 at a later date to begin the replacement of our HealthLine vehicle fleet. These vehicles will be delivered in late 2021.

Our long term approach to the BIP is to replace approximately 105 buses every three years or 35 per year. This would require identifying \$20.0 -- 22.0 million in annual funding for the BIP. Our financial plan is to utilize a combination of NOACA CMAQ, ODOT UTP, ODOT OTPPP, OEPA, FTA Urban Formula, FTA State of Good Repair grant funding along with GCRTA local matching and rolling stock replacement funds.

The 2021 - 2023 BIP is for 105 buses to be contracted in 2020 and 2021 for delivery in 2022 and 2023 at a cost of \$60.0 million. Currently we have identified \$51.2 million of funding and are seeking the remaining \$8.8 million to fund the program.

The 2024 - 2026 BIP is for 105 buses to be contracted in 2023 and 2024 for delivery in 2025 and 2026 at a cost of \$62.0 million. We have identified \$38.1 million of funding and will be seeking the remaining \$23.9 million to fund the program. The project is included in the SFY 2021-2024 TIP.

The current Paratransit Improvement Program (PIP) has a total of 80 vehicles. In addition, GCRTA has subcontracts for 30 additional vehicles through private operators. The fleet consists of three vans placed into service in 2013. In 2012, we secured competitive grant funding of \$0.8 million of the \$1.9 million to replace the 20 older vehicles. In 2013, we awarded two contracts for 20 propane powered vehicles that were placed into service in 2014. In 2015, we awarded a \$1.2 million contract for 20 Mobile Access Paratransit Vehicles that were placed into service in 2016. In 2017, we awarded two contracts totaling \$2.8 million for the purchase of 37 vehicles that were placed into service in March 2018.

In late 2018, 2019 and 2020 we were awarded NOACA Section 5310 funding for replacement paratransit vehicles. In 2020, we awarded a \$0.8 million contract for 10 vehicles to be delivered in 2021. Our goal is to continue to secure approximately \$0.9 million of funding for 10 replacement vehicles each year and to purchase 10 vehicles every year as funding is secured.

Priority Corridor Studies

GCRTA's 2010-2020 Strategic Plan identified 10 Priority Transit Corridors along our most popular routes within our core service areas to focus our efforts to improve transit service. Since then we have implemented the Cleveland State BRT Line along Clifton Boulevard resulting in the redevelopment of the Northeast Quadrant of Clifton and West 117th. We studied the terminus of the Blue Line resulting in the construction of the Van Aken District Transit Oriented Development (TOD). We studied and the Red Line /HealthLine Extension alternatives Analysis resulting in revisions to our bus service in the Northeast Corner of Cuyahoga County.

Following a study completed in 2015, RTA launched a follow-up study on the W.25th Street Corridor. In 2017 we launched our MetroHealth Line Service along the West 25th Street corridor in anticipation of creating a BRT service within the corridor. RTA is working with key stakeholders, neighborhood groups, and the City of Cleveland to develop a more detailed plan that would potentially be federally fundable by FTA programs such as New Starts/Small Starts to include additional BRT amenities to this corridor such as intersection improvements, signalization, and the construction of new bus stations. The study was concluded in late 2018 recommending \$40 million of improvements to the corridor to create the proposed BRT project. In late 2018 we were awarded a \$336,000 FTA TOD grant that will focus on improving the land use and zoning along the corridor to encourage TOD. On February 18, 2020 we awarded a consultant contract funded by the FTA TOD grant and anticipate completing the study in mid-2021.

The City of Cleveland completed and recently adopted its "Thrive E. 105 Plan." A TIGER funded plan that analyzed the entirety of East 93rd, Woodhill and East 105th corridor. The plan comprehensively looked at development potential, housing, health, and transportation along this vital corridor. The plan provided a comprehensive transportation solution that incorporates bike lanes, wider sidewalks and intersection improvements, and a bus rapid transit project similar to the Cleveland State Line. In support of this effort, RTA has incorporated the design themes determined in the project into its E. 105/Opportunity Corridor Improvements funded by ODOT. RTA has supported the City's BUILD Construction project application and is continuing its work with the City towards federally funding of this project through other FTA programs such as New Starts/Small Starts. In 2019 the City was awarded \$3 million of ODOT TRAC funding for the design phase of the project.

On October 27, 2020, the Board adopted our new ten year Strategic Plan Update for 2021-2030. Which has identified 16 priority corridors including the two above to focus our planning, TOD and frequent service efforts as part of our system re-design being implemented in 2021. As part of the strategic plan, we will be working with municipalities to improve the traffic flow and geometry at problematic intersections throughout or bus network.

EXHIBIT A

CAPITAL PROJECTS PLANNED OR UNDERWAY GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Engineering & Project Management Fiscal Year 2021 Projects

The following is a list of design and construction projects planned for year 2020 based upon the current availability of Capital Grant Funds. Additional projects may be added if additional funding becomes available. The key stakeholders and neighborhood groups that GCRTA will be coordinating with on specific projects are identified in parenthesis. These are listed in order of priority.

I. RAIL STATION PROJECTS

- Design
 - East 79th Street Light Rail Station (City of Cleveland)
 - Light Rail Shelter Program (City of Shaker Heights)
- Construction
 - East 79th Street Red Line Station (City of Cleveland)
 - Warrensville/Van Aken Platform and Comfort Station Improvements (City of Shaker Heights)

II. FACILITY IMPROVEMENTS

- Design
 - Red Line Track Bridge over West 117th Street (Cities of Cleveland and Lakewood)
 - Waterfront Line Bridge Evaluation and Repairs (City of Cleveland)
- Construction
 - Tower City Track 10 and 13 Replacement (City of Cleveland)
 - Warrensville/Van Aken Substation (City of Shaker Heights)
 - West 30th and West 117th Substations (City of Cleveland)
 - Fiber Optic System Upgrade (Various Cities)
 - Triskett Garage CNG Building Upgrades (City of Cleveland)
 - Light Rail Track Reconstruction – Buckeye-Woodhill to Shaker Square (City of Cleveland)
 - Cuyahoga Viaduct Rehabilitation Phase I (City of Cleveland) Tower City East Portal Concrete Repairs (City of Cleveland)
 - Wayside Signal Design – East 79th to Shaker Square (City of Cleveland)

EXHIBIT B

**HISTORY OF FEDERAL FUNDING BY FEDERAL FISCAL YEAR
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY**

As of February 2021

FFY YEAR	OPERATING ASSISTANCE	CAPITAL ASSISTANCE			PLANNING, RESEARCH, DEMONSTRATION, JOB ACCESS, NEW FREEDOM & OTHER	TOTAL- ALL PROGRAMS
		SEC. 5309/5337/ 5339	SEC. 5307*	TITLE 23		
1981-90	119,125,565	173,502,029	91,378,433	35,355,392		419,361,419
1991	9,210,635	6,750,000	7,554,980	2,546,792		26,062,407
1992	9,145,526	9,901,633	15,603,580	6,283,439		40,934,178
1993	8,952,934	11,788,387	11,693,786	2,775,076		35,210,183
1994	8,985,173	15,325,336	9,433,706	1,640,108		35,384,323
1995	7,954,317	16,237,228	28,640,028	1,432,899		54,264,472
1996	4,167,399	15,459,309	12,167,486			31,794,194
1997	4,166,235	12,146,826	12,922,493		1,010,000	30,245,554
1998	773,142	13,924,897	19,536,874		1,006,000	35,240,913
1999		15,438,554	22,137,894		1,291,550	38,867,998
2000		13,673,576	27,473,846			41,147,422
2001		19,294,791	23,156,736		550,000	43,001,527
2002		20,912,212	28,728,466		868,000	50,508,678
2003		21,225,562	26,802,886		495,335	48,523,783
2004		25,855,507	32,227,295		743,445	58,826,247
2005		41,164,844	32,266,993		743,386	74,175,223
2006		40,327,550	65,206,369			105,533,919
2007		15,164,422	35,847,813			51,012,235
2008		10,946,707	27,739,934		2,882,196	41,568,837
2009		36,003,704	60,972,662		74,921	97,051,287
2010		14,016,250	28,458,812		2,257,000	44,732,062
2011		14,240,174	33,811,352		21,915,546	69,967,072
2012		16,974,617	29,825,046		4,000,000	50,799,663
2013		10,846,136	44,036,999		1,725,760	56,608,895
2014		13,330,530	30,679,436			43,979,966
2015		13,689,044	34,422,246			48,111,290
2016		13,544,822	31,012,355			44,557,177
2017		23,829,744	24,252,770			48,073,514
2018		29,145,860	26,600,128			55,745,988
2019		32,514,326	24,611,102			57,125,428
2020	111,977,170	63,217,607	20,838,896			196,033,673
	284,458,096	780,383,184	920,041,402	50,033,706	39,563,139	2,074,479,527

EXHIBIT C

COMPETITIVE GRANT PROGRAMS PROJECT PRIORITIES – SEEKING \$200.8 MILLION

5307 Urban Formula and 5337 State of Good Repair Programs

The following projects will be prepared and ready for procurement when additional funds from competitive grant programs such as Bus State of Good Repair, Rail State of Good Repair, BUILD, TIGGER, ODOT TRAC, ODOT Office of Transit, OEPA, NOACA or other sources become available:

Rail Car Replacement Program – RTA's rail fleet of 74 rail cars now average over 38 years old and is the oldest average age fleet in the nation. In 2018 we contracted to have an outside firm conduct a formal analysis of the remaining useful life of the rail fleet and determine how many and what type of replacement vehicles will be needed. Based upon their analysis the HRV fleet should be replaced by 2023 and the LRV fleet should be replaced by 2028. We are proposing to reduce the number of new cars needed from the current fleet of 74 to approximately 54 LRV's each capable to serving both high and low platforms throughout our rail network. **Even with a smaller fleet, and new rail cars costing approximately \$5 million, this is a \$300 million program with \$160.5 million unfunded.**

2021 - 2023 Bus Improvement Program - Funds are needed to replace 105 buses including 17 60 ft articulated diesel buses, and 88 - 40 ft. low floor diesel buses that will be reaching the end of their useful lives. We anticipate contracting for these replacement vehicles in 2021 and 2022 with delivery in 2022 and 2023 as funds are secured. We have secured \$51.2 million from a combination of ODOT in a statewide allocation of CMAQ funding to be received in 2021, 2022, and 2023, OEPA DERG and VW grants, and federal and local funding. **The remaining \$8.8 million is unfunded.**

Rail Infrastructure Upgrade Program (Track) - This project funds the acquisition of equipment and materials required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will be used to contract for four-six larger track, tie replacement, and special Track projects. It will assist RTA in providing safer, faster rail service along the Blue and Green rail lines. **There is currently a budget shortfall of \$31.5 million on this project.**

EXHIBIT D

UNFUNDED PROJECTS – \$104.7 MILLION OF OUR \$514 MILLION BACKLOG

Future 5307 Urban Formula and 5337 State of Good Repair Programs

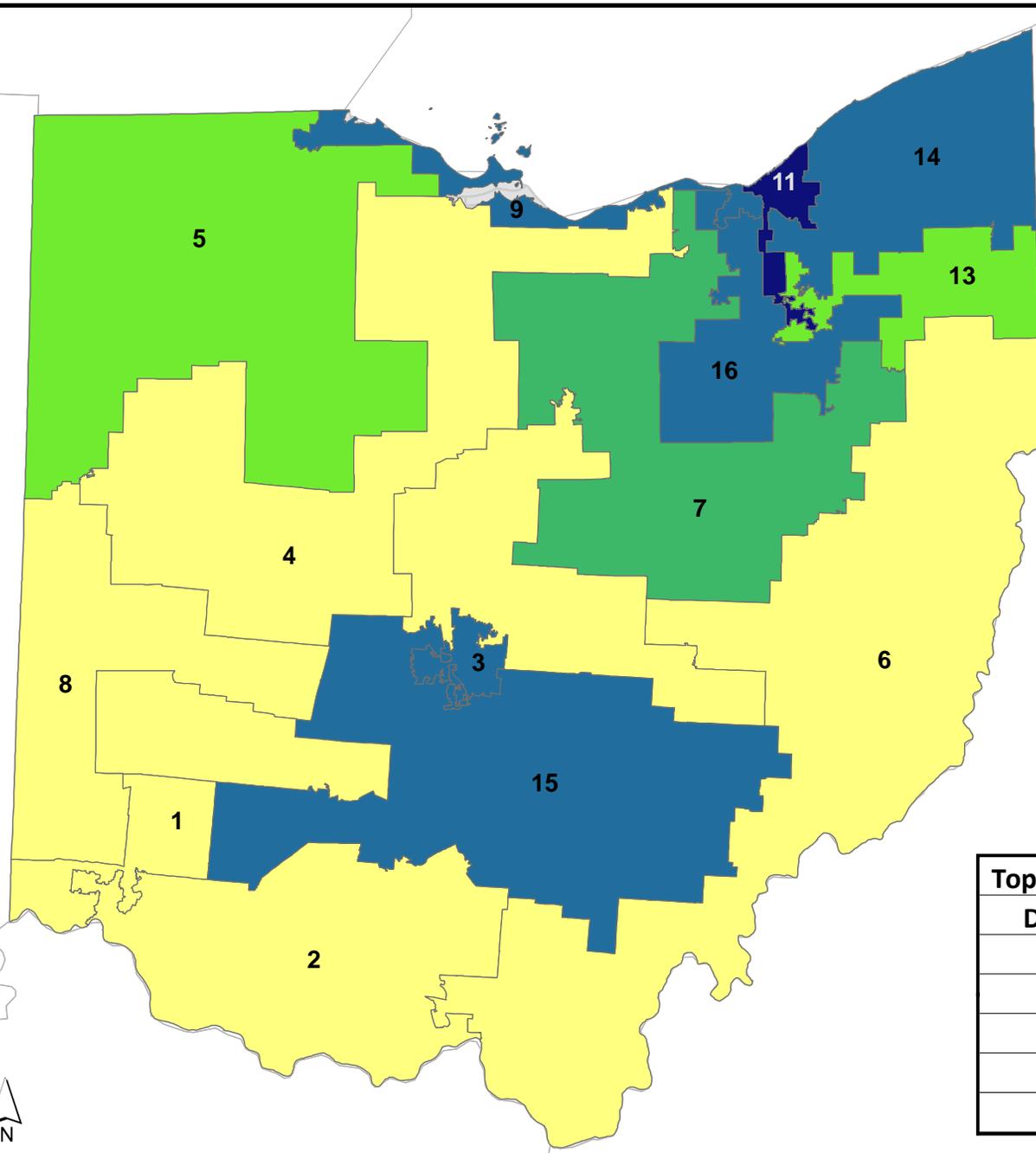
The following projects are **PARTIAL** listing of our \$514 million backlog of unfunded projects that have been identified through our inspection and evaluation of our assets. These projects will be added to our Capital Improvement Program when additional funds from formula and competitive grant programs such as Bus State of Good Repair, Rail State of Good Repair, BUILD, TIGGER, ODOT TRAC, ODOT Office of Transit, OEPA, NOACA or other sources become available:

Rail Signal System Upgrade Program – \$28 million of rail signal system improvements have been identified to bring the signal system up to a current state of good repair. **\$19.8 million of this program is unfunded.**

2024 - 2026 Bus Improvement Program – Funding of \$62.0 million is needed to replace 105 buses that will be reaching the end of their useful lives. We anticipate contracting for these replacement vehicles in 2024 and 2025 with delivery in 2025 and 2026 as funds are secured. **\$23.9 million of this program is unfunded.**

West 25th Street/Metrohealth Line BRT – Funds are needed to implement this project which would significantly enhance the ridership, operations, and speed of the current Number 51 family of routes along the West 25th Street Corridor from Detroit Avenue to Broadview Road. **The \$40.0 million program is unfunded.**

Bus and Rail Maintenance Facilities – Funds are needed up for heavy maintenance and mid-life repairs to major systems and equipment such as roofs, lifts, HVAC, wash racks, etc. **\$21.0 million of unfunded projects have been identified.**

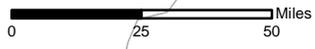
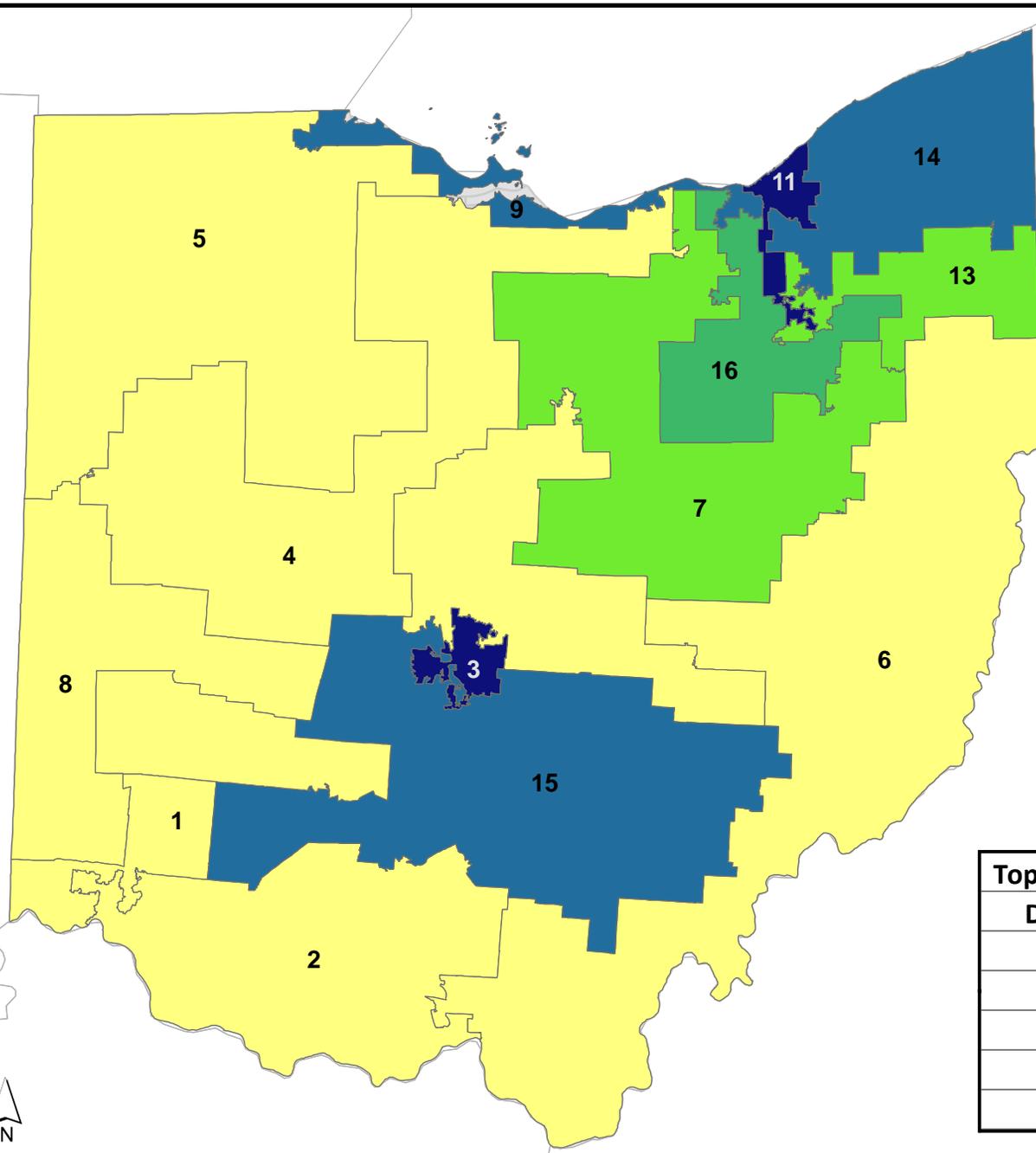


Top 5 Congressional Districts:	
District	Amount
11	\$ 110,726,565
15	\$ 38,360,129
3	\$ 38,358,359
9	\$ 28,576,474
16	\$ 21,185,536

2016 Expenditures by Congressional Districts



Created by: Programming & Planning Department
 Source: US Census 2010, RTA Expenditures, Ohio Secretary of State



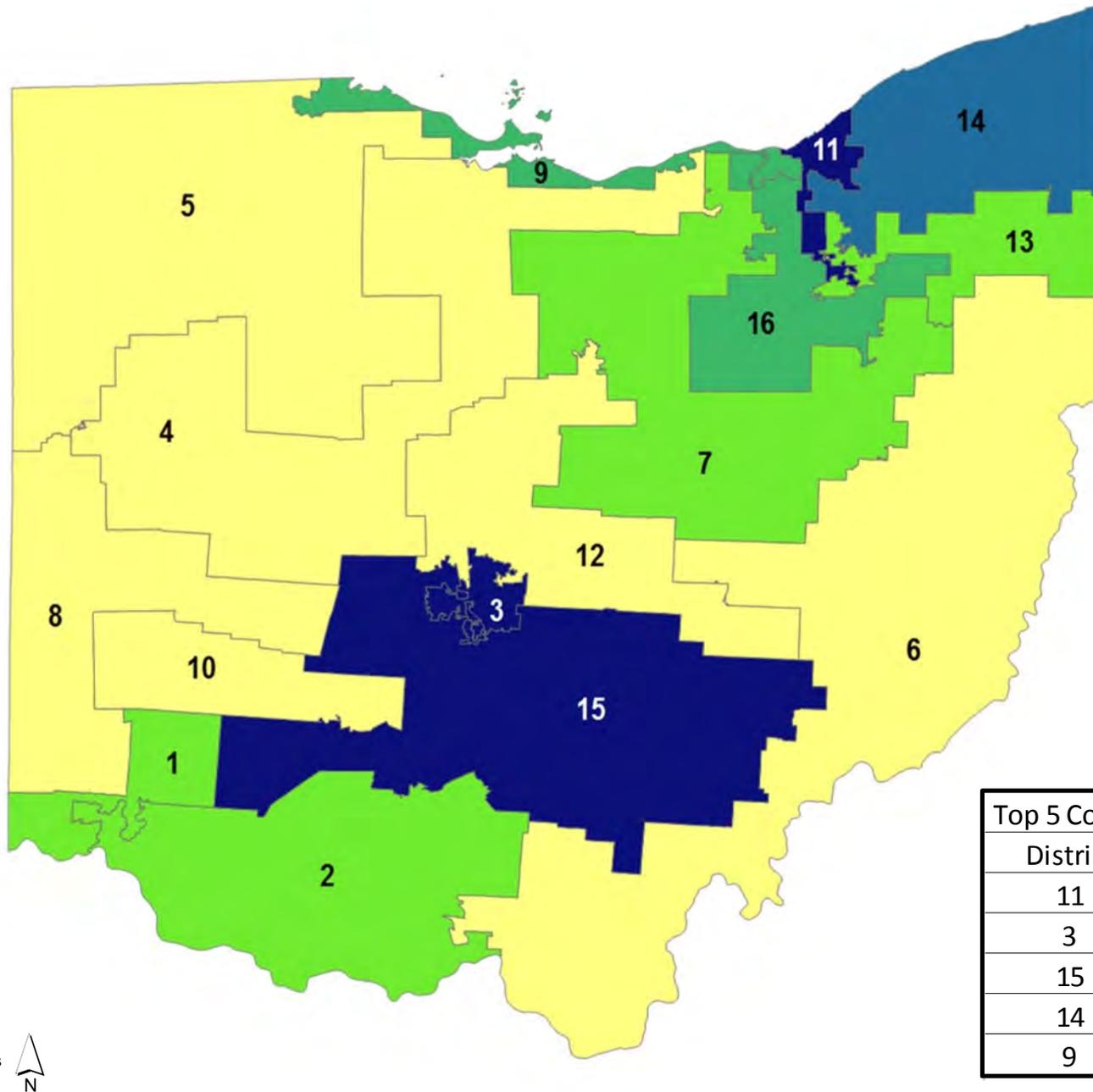
Top 5 Congressional Districts:	
District	Amount
11	\$ 100,696,145
3	\$ 40,003,523
15	\$ 39,909,566
9	\$ 13,132,614
14	\$ 12,675,380

2017 Expenditures by Congressional Districts

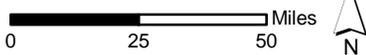
Created by: Programming & Planning Department
 Source: US Census 2010, RTA Expenditures, Ohio Secretary of State

Expenditures





Top 5 Congressional Districts:	
District	Amount
11	\$ 55,835,386
3	\$ 42,589,427
15	\$ 42,569,718
14	\$ 21,059,864
9	\$ 9,711,727

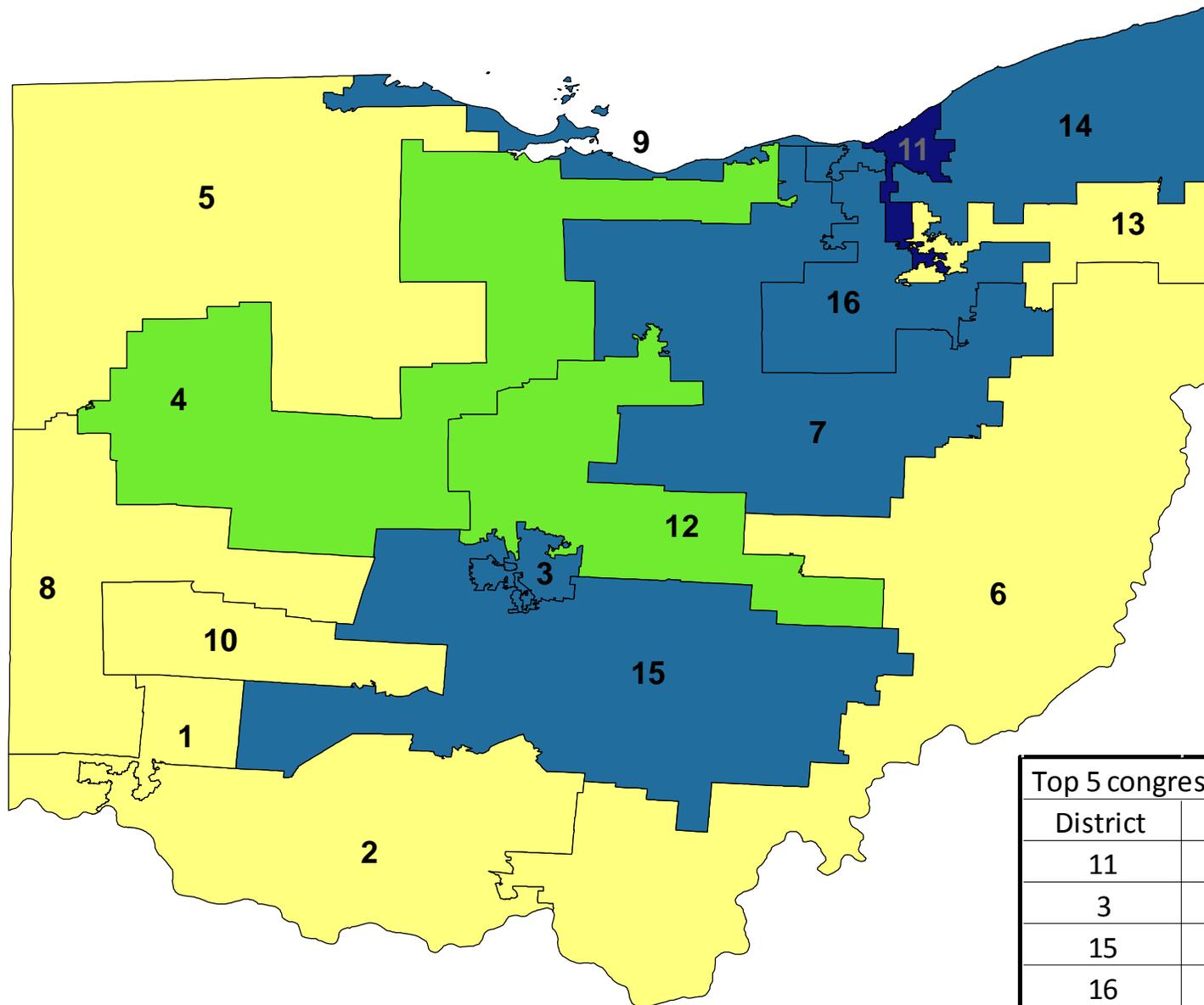


2018 Expenditures by Congressional Districts

Created by: Programming & Planning Department
 Source: US Census, RTA Expenditures, Ohio Secretary of State

Expenditures





Top 5 congressional Districts:

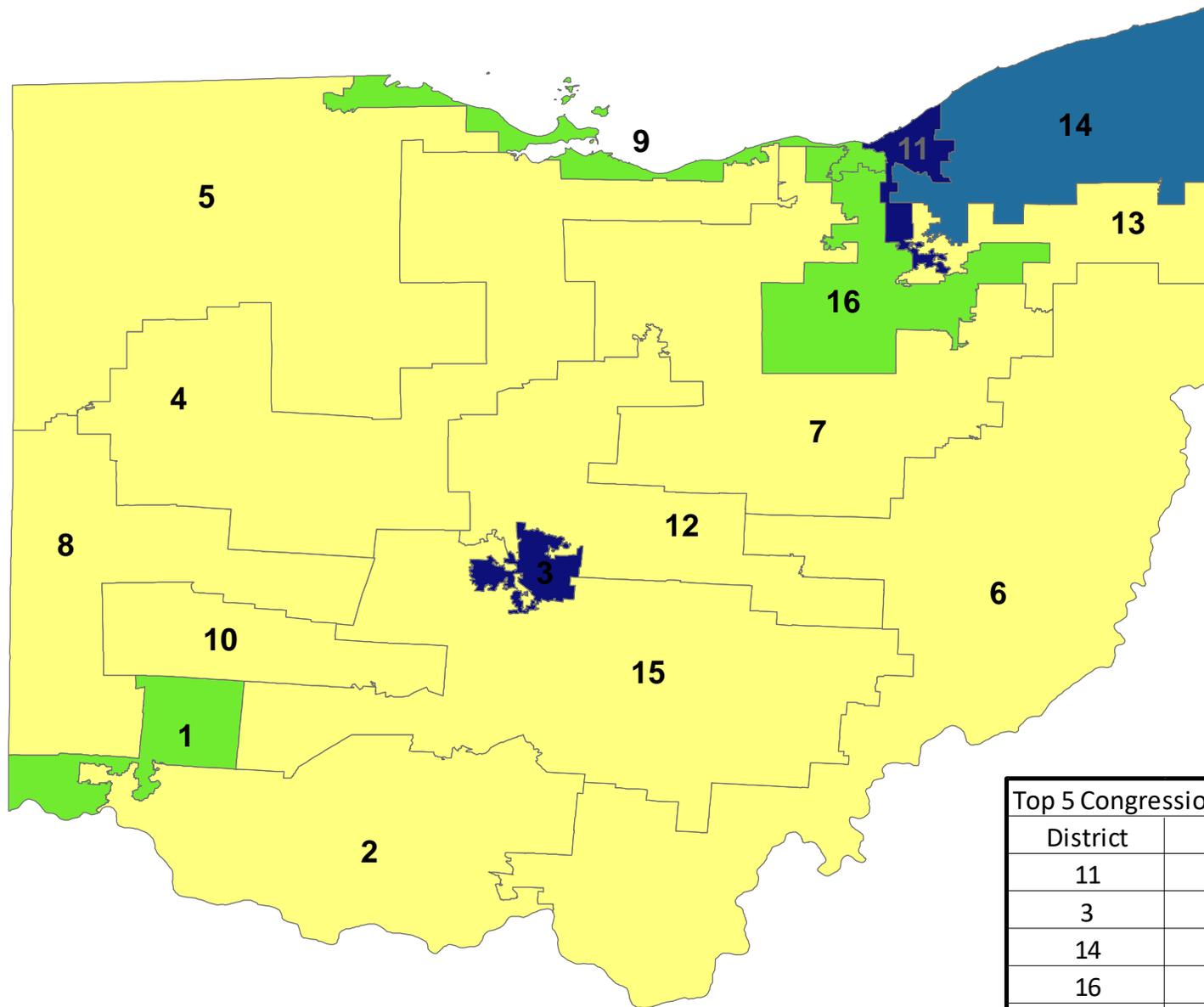
District	Amount
11	\$68,358,534
3	\$38,475,475
15	\$37,121,224
16	\$16,518,307
14	\$14,620,301



2019 Expenditures by Congressional Districts

Created by: Programming & Planning Department
 Source: US Census, RTA Expenditures, Ohio Secretary of State





Top 5 Congressional Districts:	
District	Amount
11	\$88,108,531
3	\$41,913,282
14	\$13,910,789
16	\$1,508,452
1	\$3,033,223

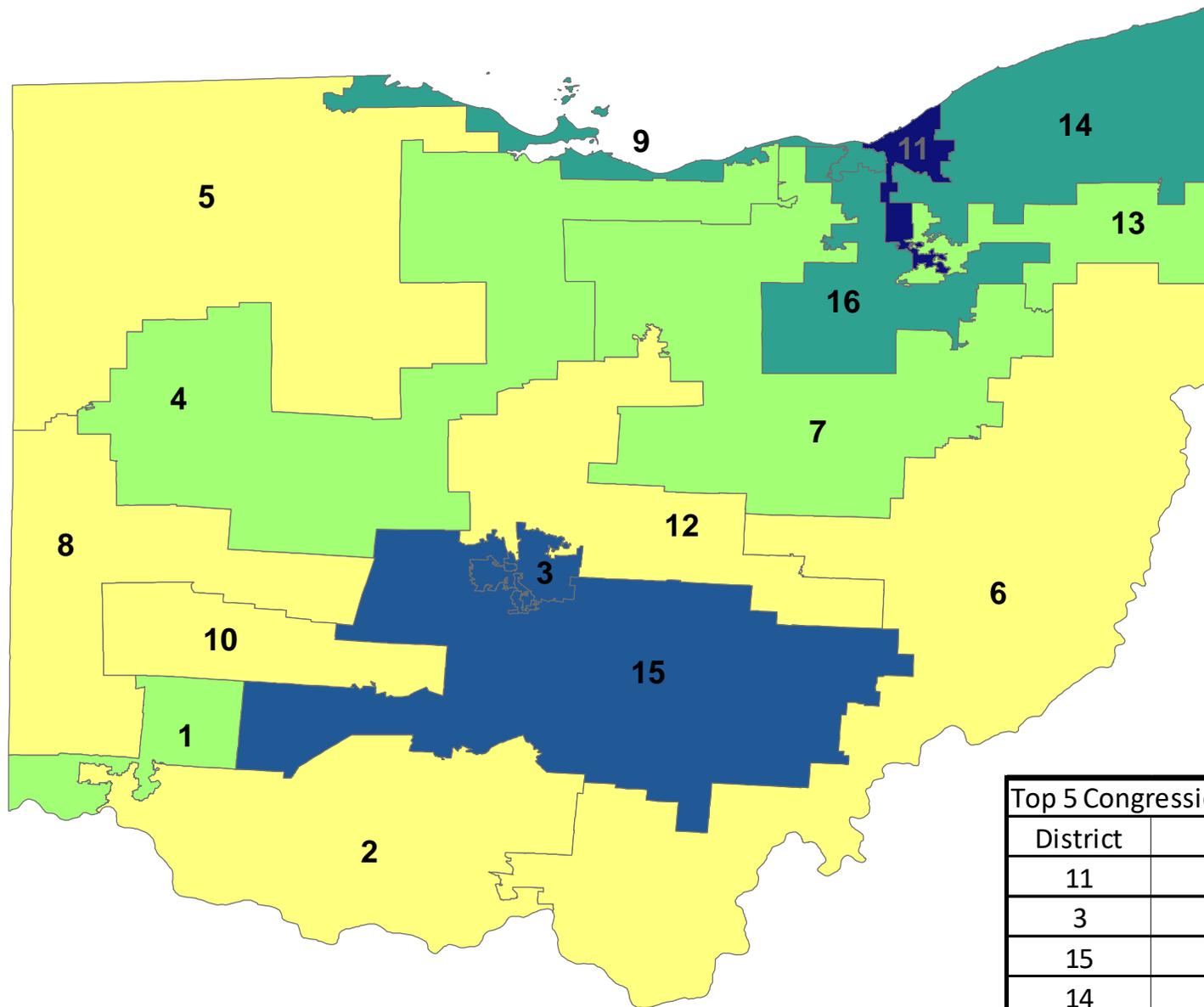


2020 Expenditures by Congressional District

Expenditures



Created by: Programming & Planning Department
 Source: US Census, RTA Expenditures, Ohio Secretary of State



Top 5 Congressional Districts:	
District	Amount
11	\$423,207,790
3	\$201,484,323
15	\$158,028,345
14	\$80,529,668
9	\$67,002,982



5-year Expenditures by Congressional District

Created by: Programming & Planning Department
 Source: US Census, RTA Expenditures, Ohio Secretary of State

2016-2020 Total Expenditures

