

Capital Improvement Plan

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Capital Improvement Plan

What is the Authority's plan for maintaining, repairing and replacing its fleet of bus and rail vehicles, bus garages, rail stations and track and other equipment and 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 2009 activity. The detailed list of proposed capital improvement projects is provided, in addition to a discussion of the impact of the 2009 Capital Improvement Plan on the Operating Budget and the Authority's current outstanding debt obligations.

2009 - 2013 Capital Improvement Plan

Introduction

The GCRTA Capital Improvement Plan (CIP) relates to the process of maintaining, replacing, or upgrading the Authority's capital assets. Capital assets are properties such as buses, rail cars, facilities, and equipment, the life of which extends over a period of years. Due to the size of the expenditures involved and the length of time required to complete them, the CIP covers a five-year period.

The capital-intensive nature of the Authority's operations makes long-term financial planning indispensable. Effective services depend on the maintenance and upkeep of transportation vehicles, rail infrastructure, passenger stations, maintenance facilities, and other Authority assets. When the condition of these assets is allowed to deteriorate, maintenance and operating costs increase, ridership declines, and the eventual cost of replacement or rehabilitation multiplies.

Capital improvement planning facilitates the process of maintaining these assets and provides a framework for scheduling improvements based on the availability of resources, the condition of assets, and priorities between projects.

Organization of the Capital Improvement Plan

This chapter contains the 2009-2013 Capital Improvement Plan. The first year of the plan reflects the 2009 Capital Improvement Budget, which is the guide for approved 2009 capital projects. The following four years of the CIP, outlines planned long-term capital plans of the Authority. Projects and budget amounts included in the four-year plan are subject to change in future CIPs based on financial circumstances or changes in project time lines.

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 such as the on-going Bus Improvement Program and the two Rail Vehicle overhaul projects for the light and heavy rail fleets. Similarly, the age, purpose, and maintenance history of the RTA's facilities provide a basis for reconstruction and rehabilitation decisions.

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

2009 - 2013 Capital Improvement Plan

Organization of the Capital Improvement Plan (continued)

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

The final section is devoted to the details of the 2009 Capital Improvement Budget and the overall 2009-2013 Capital Improvement Plan. RTA Capital Fund projects are ordered by department and projects, while the RTA Development Fund projects are organized by project category and reflect specific funding sources, which support those projects.

Capital Assets

The bulk of the Authority's capital expenditures have been invested in operating service facilities, light and heavy rail systems & infrastructure and revenue vehicle fleets. The relative age of the Authority's primary facilities, including their history in terms of original in-service dates, rehabilitations, and additions are shown in Figure CIP-1. These facilities and others are briefly discussed between pages CIP-3 and CIP-5.

Age Distribution of Primary Facilities

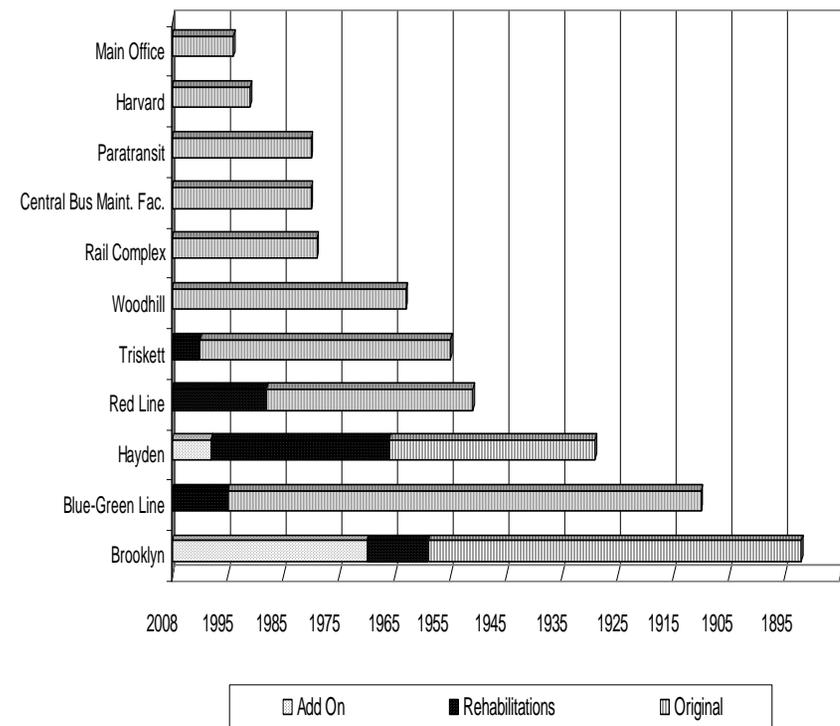


Figure CIP-1: Age Distribution of GCRTA Primary Facilities

2009 - 2013 Capital Improvement Plan

Capital Assets (continued)

Facilities

Central Bus Maintenance Facility

The Central Bus Maintenance Facility (CBM), 2500 Woodhill Road, was put into service in 1983 and houses a remanufacturing division, diagnostic center, general bus service & maintenance area, and central stores.

Bus District Garage Facilities

The Authority has three active bus district garages:

1. **Triskett**, 13405 Lakewood Heights Boulevard – originally put into service in 1958 at this location; a new replacement garage opened in 2005.
2. **Hayden**, 1661 Hayden Avenue – originally constructed in 1932 with additions in 1952 and 1968. A total rehabilitation of this garage was completed in 1998.
3. **Harvard**, 2501 Harvard Avenue – This garage was put into service in 1995.

Brooklyn Facility

The Brooklyn garage was originally built in 1895 with building additions in both 1955 and 1969 remained in service until 2003.

Woodhill 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 bus simulator and the Authority's Print Shop operations.

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. Engineering & design work is underway for a planned rehabilitation of this facility in 2009.

Rail District Complex

The Rail District Complex, at 6200 Grand Avenue, was put into service between 1982 and 1983. It houses Rail Headquarters, the Central Rail Maintenance Facility, which handles all mechanical, body, and electrical repairs for the rail fleet, the Central Rail Service Building, and the RTA Rail Yards. It is also the location of the Authority's Transit Police Headquarters.

Main Office Building

The Main Office Building, a renovated warehouse in the downtown Cleveland Warehouse District, 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.

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.

2009 - 2013 Capital Improvement Plan

Capital Assets (continued)

Park-N-Ride Lots

An objective of the GCRTA is to provide rail and/or bus Park-N-Ride services for all major commuter corridors in Cuyahoga County. As such, the GCRTA provides a combined total of 8,350 parking spaces at 21 of its rapid stations and operates two bus Park-N-Ride lots at Strongsville and Westlake with more than one thousand parking spaces combined. An expansion project, adding 250 additional parking spaces at the Westlake Park-N-Ride Lot will be under construction in 2009.

Passenger Shelters

There are approximately 1,450 shelters for the system's 8,500 bus stops. The Authority's Bus Passenger Shelter Program Policy prescribes the purchase of various types of bus shelters on a regular basis to replace shelters no longer serviceable or at high volume bus stops. The program's goal is to provide new glass shelters at all bus stops, which meet the Program's criteria.

Transit Centers

Transit Centers are facilities that provide heated customer waiting areas and roadways to allow several bus routes to meet and transfer passengers. RTA has five Transit Centers at Westgate (Fairview Park), Euclid, North Olmsted, Southgate (Maple Heights), and Parmatown, with a combined total of more than 900 parking spaces. Planned activity for 2009 includes continued development of the Stephanie Tubbs Jones Transit Center (formerly the East Side Transit Center) located downtown near the Cleveland State University campus.

Rail System

Right-of-Way

RTA owns 65 miles of rail lines (32.5 miles of joint rail), which are used for the operation of its rapid transit system. Twenty-seven miles are light rail and thirty-eight miles are heavy rail. The right-of-way includes bridges, 52 passenger stations, 17 power substations, overhead catenary wires, signals, and associated rail infrastructure.

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 a $\frac{3}{4}$ mile long viaduct bridge over the Cuyahoga River. In addition, the GCRTA 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 prior to 1930 and now require major repairs.

Since 2000, 14 track bridges and 5 street bridges have been rehabilitated or completely replaced. Starting in 2008, four track bridge crossings (eight bridges) went into construction and will be completed in 2009. During 2009, it is anticipated that construction of one-track bridge crossing (two bridges) and one street bridge will be underway, as well as a project to rehabilitate the Red Line tunnel going into the Airport Station.

The 2009-13 CIP provides for engineering & design services and/or rehabilitation work on six track bridges, including engineering & design services in 2009 for the Light Rail Trunk Line Bridge between the East 55th Street Station and Shaker Square.

2009 - 2013 Capital Improvement Plan

Capital Assets (continued)

The Red Line

The RTA's heavy rail line (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 with three other stations, including the Line's western terminal at the Cleveland Hopkins Airport, put into service in 1967.

With the recent opening of the reconstructed West 117th Street Station, the RTA has completely renovated or reconstructed seven of the Red Line stations since 2000. In 2009, construction is scheduled to begin on the Puritas Station on the west side and design work will be completed on the East 55th Street, Cedar-University and East 120th/Mayfield Road Stations. In addition, design work will begin in 2009 for the reconstruction of the west side S-Curve track section located between the West Boulevard & West 117th Street Stations.

The Blue and Green Lines

The Blue and Green Lines comprise the RTA's light rail system. The lines run on joint track from the downtown Tower City station east to Shaker Square, where they separate. From there, the Blue Line follows Van Aken Boulevard to its termination at Warrensville Center Road, while the Green Line travels along Shaker Boulevard and terminates at Green Road.

Most of the 13.5-mile light rail lines were originally built between 1913 and 1920, but a 2.2-mile Waterfront Line extension was added in 1996. The Authority's light rail system has 35 stations, including three it shares with the Red Line on the east side at Tower City, the East 34th/Campus Station and the East 55th Street Station.

The entire light rail system, including tracks, infrastructure, and stations was rebuilt between 1980 and 1984. In 2009, the Woodhill Station is scheduled for reconstruction; design work will be completed on the Lee Road/Van-Aken Boulevard Station in Shaker Heights; and a station area plan will be completed for the East 116th Street Station.

Also included in the five year plan is a program to reconstruct light rail crossings and two projects to upgrade the rail signal system from East 79th Street to the ends of the Blue and Green Lines.

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 Lines) systems. Originally constructed and opened in 1930 for passenger rail service, the station was modified in 1955 to accommodate heavy rail service on the Red Line. The station was rehabilitated in 1981 and then completely reconstructed in the late eighties, reopening in 1990 as a part of the multi-use Tower City Center complex.

2009 - 2013 Capital Improvement Plan

Capital Assets (continued)

Revenue Vehicle Fleets

Conventional Buses

There were 552 vehicles in the GCRTA bus fleet at the end of 2008 consisting of 453, 40-foot transit buses; 36, 29-foot circulator buses; 23, 40-foot commuter buses; 20 60-foot articulated hybrid rapid transit vehicles (RTVs); 11, 30-foot Trolley buses; and 9, 45-foot commuter buses. Compressed Natural Gas (CNG) powers a total of 14 vehicles, or 2.5%, of RTA's bus fleet. The average bus vehicle age was 6.1 years at the end of 2008. All buses fifteen years old or older have been retired (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 in Figure CIP-2.

The Authority's goal is to replace 1/14 of its fleet every year and to accommodate any increases in peak vehicle requirements. A regular replacement program will:

1. Lower maintenance costs
2. Improve fleet reliability
3. Distribute maintenance efforts more evenly
4. Reduce the Authority's vulnerability to large groups of bus defects
5. Prevent one-time large purchases

Age Distribution of Bus Fleet

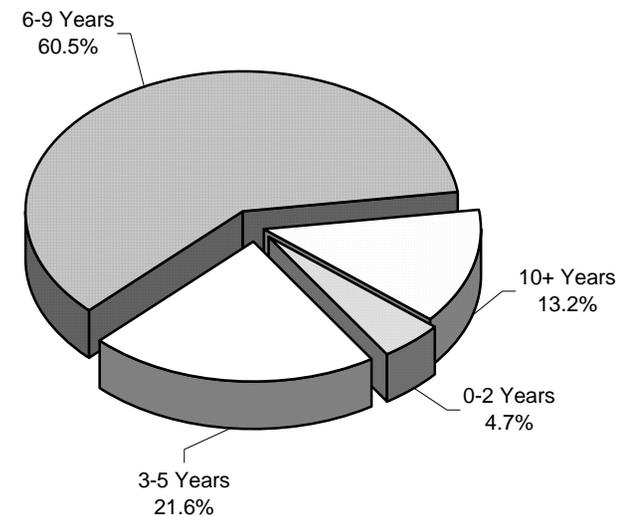


Figure CIP-2: Age Distribution of Bus Fleet

2009 - 2013 Capital Improvement Plan

Capital Assets (continued)

Plans for 2009 include putting into service 20, 60-foot articulated buses that were recently ordered and will be delivered by mid-2009. All GCRTA buses are compliant with the Americans with Disabilities Act (ADA) and, with the exception of the trolleys and RTVs, are equipped with bicycle racks.

Paratransit Buses

RTA's Paratransit Program transports senior citizens and disabled persons on an advanced-reservation basis. Currently, there are 80 wheelchair-equipped buses in the Paratransit fleet. Due to service changes implemented in 2008, that reduced the need for circulator buses, the replacement program for Paratransit buses was accelerated. Fifty-seven (57) vehicles will be replaced over the next two years, including eight vehicles with longer wheelbases to address our jitney service.

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 that available to the general public. This policy is designed to attain full system accessibility and provide compliance with ADA and U.S. Department of Transportation Regulations.

Rail Vehicles

RTA leases 108 heavy and light rail vehicles with an average age of 26 years at the end of 2008. Heavy and Light Rail vehicle mid-life overhaul projects are currently underway to economically extend the useful life of these vehicles approximately 12 years beyond their normal expected operating life of 25 to 30 years. The cost of a new heavy or light rail vehicle is between \$1.5 and \$3.0 million, while mid-life rehabilitation costs are much less.

There are 60 active Tokyu Heavy Rail vehicles, purchased in 1984 and 1985 that operate on the Red Line. Peak rush hour service requirements for the Red Line are 24 cars, while peak special event service requirements are 32 cars.

The 48 active Breda Light Rail vehicles, acquired between 1981 and 1983, run on the Blue, Green, and Waterfront Lines. Vehicle requirements for peak rush hour service are 18 cars, and 26 cars for peak special event services.

2009 - 2013 Capital Improvement Plan

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 execution so that applications can be filed and approved. Furthermore, construction projects must be preceded by preliminary engineering & design work to determine the scope and specifications of the project.

The following Calendar of Events, on page CIP-9, depicts the Capital Improvement and TIP planning cycles. The cycle begins in May when the Office of Management and Budget reviews the budgeting policies and sets the parameters for the Capital Budget. Simultaneously, departments use the previous year's Capital Improvement Plan as a starting point to assess the condition of assets and operating priorities. In July, the Office of Management and Budget (OMB) presents the Board of Trustees with resource estimates and economic assumptions for the coming fiscal year in the Tax Budget.

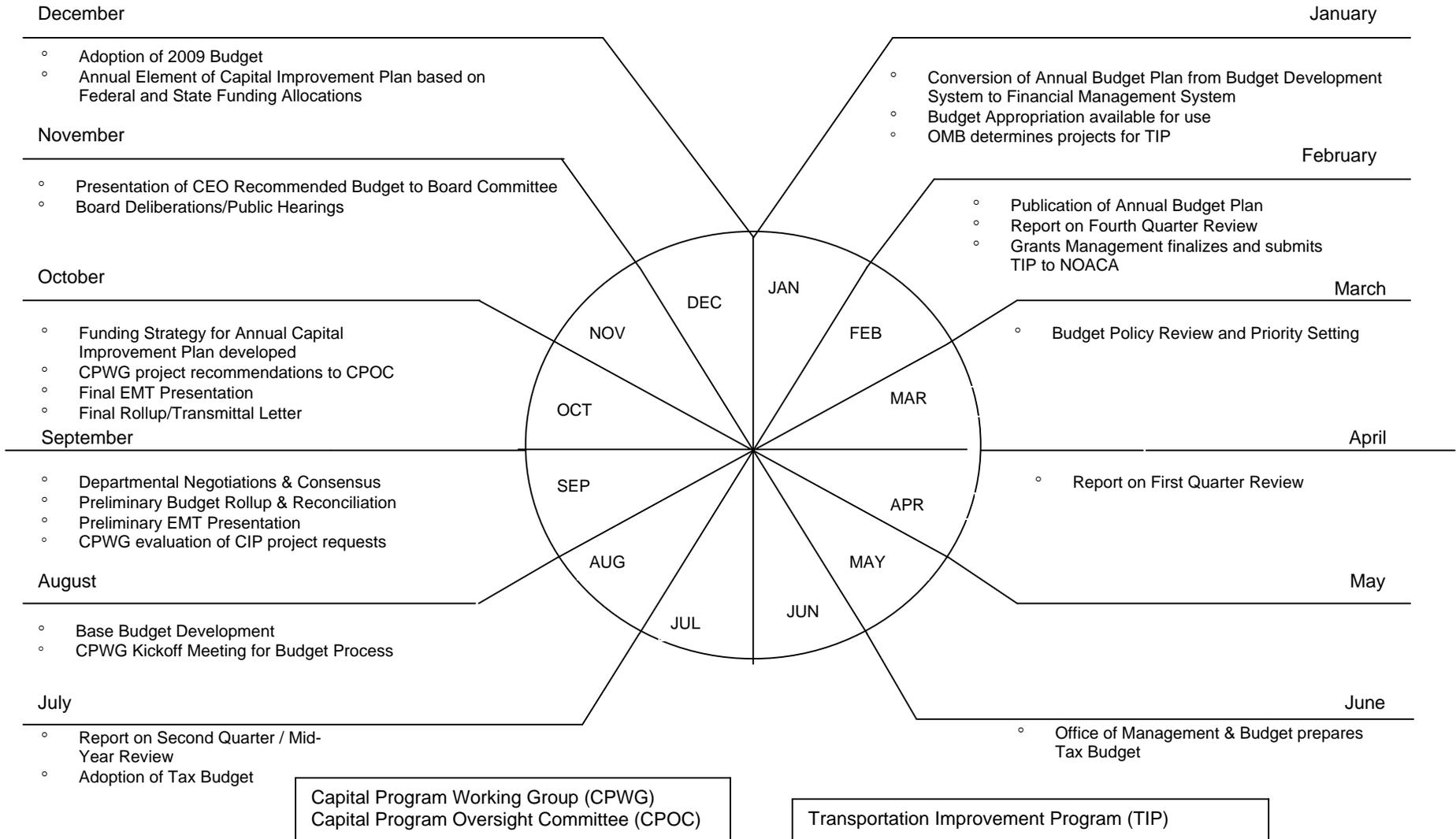
In July, a mid-year review is also conducted to assess the status of the current year's Capital Improvement Budget. OMB staff notifies the departments about resource projections and data requirements for the upcoming budget process.

A more detailed set of instructions is provided to the departments in August including a review of the information required for the budget process. This system is used to capture Capital Budget requests, which are submitted in August along with operating budget requests.

In September and October, OMB staff review budget requests for consistency with capital improvement criterion, funding availability, the Long Range Plan, the Transportation Improvement Plan (TIP), and the annual strategic planning process. Furthermore, projects are ranked in accordance to RTA's priority areas (see page CIP 13) to help refine the list. The Capital Program Oversight Committee (CPOC), formed to develop and monitor the Capital program, then meets to review budget parameters and requests. 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 Operating and Capital Budgets are finalized.

The proposed Capital Improvement Plan is presented to the Board of Trustees' Finance Committee in November. Outstanding issues are resolved in anticipation of the public hearings and the December Board of Trustees meeting at which time it approves the budget for the upcoming year.

2009 - 2013 Capital Improvement Plan



2009 - 2013 Capital Improvement Plan

Transportation Improvement Program

The planning cycle for grant-funded projects includes the development of 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 for the four-year plan for this area. The GCRTA completes the transit component of the plan.

The GCRTA Long-Range Plan and its related five-year Strategic Plan drive the TIP and the Capital Improvement Plan (CIP). These plans, the latter of which is currently being developed, will articulate the types of services and markets the Authority expects to serve.

Preparation of the TIP begins in August when departments request revisions 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. Based on the requests received in August and the prior year TIP, the budget year's annual element is developed and submitted to the Capital Program Oversight Committee (CPOC) for review. In December, the annual element is further defined depending on funding allocations for the new Federal fiscal year.

In addition to finalizing the annual element, the adopted CIP is incorporated into the next four-year TIP, which is developed in December and January. The Board then approves the transit element of the TIP for submittal to NOACA.

Appropriations

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

The RTA Capital Fund supports 100 percent locally funded projects. Generally, these projects are less than \$150,000, have a useful life of less than 5 years, and are routine in nature. Both Routine Capital and Asset Maintenance projects are funded through this account. Routine Capital projects are for the acquisition of non-revenue vehicles & other equipment and Asset Maintenance projects include the rehabilitation and construction projects that are smaller in scope to repair and maintain the Authority's existing facilities.

The RTA Development Fund includes projects more than \$150,000, that have a useful life of greater than 5 years and represents large rehabilitation and expansion projects of the Authority. All grant-funded projects are accounted for in the RTA Development Fund. Projects in this Fund are supported through a combination of Federal and State of Ohio grants, debt service and 100 percent local funds.

2009 - 2013 Capital Improvement Plan

Appropriations (continued)

Budget appropriation authority for both RTA Capital and RTA Development Fund projects is established for the upcoming year when the Board of Trustees approves the annual budget in December. The Board also approves grant applications and the acceptance of the awards, which commits the Authority to providing matching funds when grant funds are drawn down. 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 to ensure that adequate funds are invested in maintaining the Authority's long-term capital assets. These policies, which are highlighted in the Budget Guide, are used as goals for planning and controlling. They are as follows:

- An amount equivalent to at least 10 percent of sales tax revenues shall be allocated to the Capital Improvement Fund on an annual basis
- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 33 percent and a maximum of 67 percent
- The Authority will strive to take advantage of all available Federal and State grant and other financing programs for capital improvements

2009 - 2013 Capital Improvement Plan

Capital Improvement Criteria

As on the operating side, capital budget requests for the 2009 – 2013 period 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**
 - Generally, assets, which are older and in poor condition 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 time frame
- **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

2009 - 2013 Capital Improvement Plan

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 were defined as:

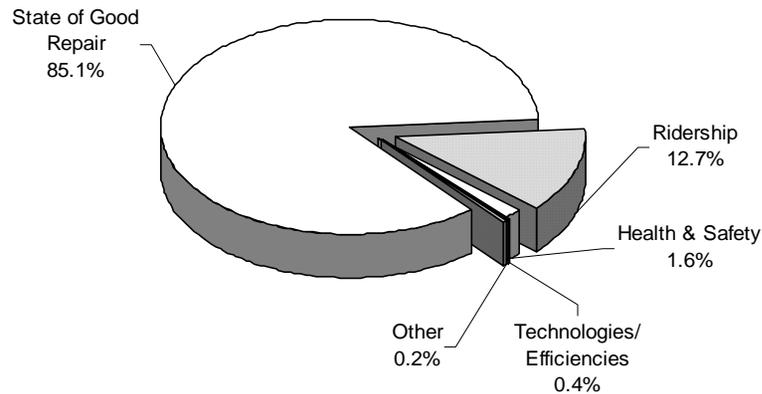
- **Ridership** – Maintaining current riders and attracting new customers
- **Health and Safety** – Ensuring the physical well-being of the Authority's customers, employees, and the general public
- **State of Good Repair** – Maintaining the Authority's current 'core business' through investments in projects, which are necessary in order to operate the existing infrastructure or add an additional dimension/mode to existing systems
- **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

- **Mandates** – Ensuring compliance with Federal and State mandates such as the Clean Air Act and Americans with Disabilities Act
- **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, on the following page, reflects the distribution of approved 2009 Capital Improvement projects. The largest portion of the 2009 Capital Budget, \$54.8 million or 85.1 percent, will impact the State of Good Repair category. This is followed by Ridership with \$8.2 million, or 12.7 percent. The remaining categories combine to make up the balance of the budgeted capital projects.

2009 - 2013 Capital Improvement Plan

2009 Capital Projects by Priority Area (Millions)



Priority Area	2009	2010	2011	2012	2013	2009-13
Ridership	\$8.2	\$2.9	\$7.6	\$5.1	\$16.7	\$40.5
Health & Safety	\$1.0	\$0.2	\$0.2	\$0.2	\$0.2	\$1.9
State of Good Repair	\$54.8	\$91.4	\$81.7	\$74.1	\$73.6	\$375.6
Technologies/Efficiencies	\$0.3	\$1.3	\$0.3	\$0.3	\$0.3	\$2.3
Other	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
Total	\$64.4	\$95.9	\$89.8	\$79.7	\$90.9	\$420.9

Figure CIP-3: Capital Projects by Priority Area

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 an ability to issue bonds. In the 1980's and early 1990's, debt financing had been used sparingly by the RTA in favor of a pay-as-you-go method, maximizing the benefits of Federal and State grant programs. In recent years, however, this strategy was adjusted to meet the financial needs of an aggressive Capital Improvement Program.

At the end of 2008, the Authority will have a combined \$172.8 million in outstanding debt among six debt issues. They are, along with their original amounts, \$33 million of bonds and \$29 million in refunding bonds issued in 1998, \$20.9 million issued in 2001, \$17.5 million in refunding bonds from 2002, \$67.2 million in 2004, \$38.5 million issued in 2006, and \$35.0 million of bonds and \$27.4 million of refunding bonds issued in 2008.

In addition to determining the method of financing, capital investment decisions should 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.

2009 - 2013 Capital Improvement Plan

Financial Capacity (continued)

Federal Sources

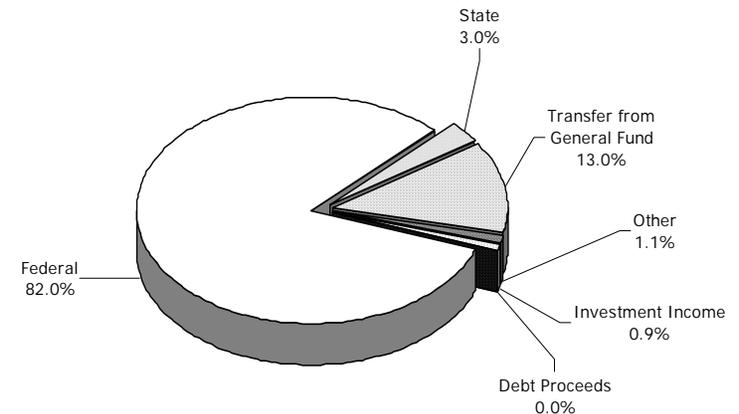
As reflected in Figure CIP-4, Federal grants are expected to provide approximately 82.0 percent of total revenue during the 2009 budget year. Approximately 75 percent of the capital projects included in the CIP will be financed by Federal grants. The three major Federal grant programs normally require participation in the form of a local match. Federal grant programs were 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. They are described below.

Section 5307 (Formerly Section 9)

Capital grants are provided under Section 5307 of the Urban Mass Transportation Act of 1964. Resources are allocated to urban areas according to a formula and are matched on an 80 percent Federal, 20 percent local basis. The State may contribute up to one-half of the local match.

Section 5307 grant awards totaled \$32.1 million in 2008 and \$41.4 million in 2007. The 2009 Cleveland Urbanized Area allocation of \$32.7 million includes funds for preventive maintenance and passenger amenities including passenger shelters.

Capital Improvement Revenue By Source (Millions)



	2006 Actual	2007 Actual	2008 Estimate	2009 Budget	2010 Estimate	2011 Estimate
Transfer from General Fund	\$7.1	\$6.8	\$10.0	\$11.3	\$11.7	\$11.2
Investment Income	\$1.3	\$0.9	\$1.8	\$0.8	\$0.7	\$0.7
Federal	\$71.9	\$74.3	\$85.4	\$71.7	\$45.2	\$47.7
State	\$6.0	\$8.5	\$12.8	\$2.6	\$1.0	\$1.0
Debt Proceeds	\$25.0	\$0.0	\$35.5	\$0.0	\$25.0	\$0.0
Capital Lease	\$0.0	\$25.0	\$0.0	\$0.0	\$0.0	\$0.0
Other	\$0.5	\$2.8	\$1.8	\$1.0	\$1.0	\$1.0
Total	\$111.8	\$118.4	\$147.3	\$87.5	\$84.6	\$61.6

Figure CIP-4: Capital Improvement Revenue By Source

2009 - 2013 Capital Improvement Plan

Financial Capacity (continued)

Section 5309 (Formerly Section 3)

Section 5309 assistance has historically been distributed at the Federal Transit Administration's (FTA) discretion on a 75 percent Federal, 25 percent local basis. The ISTEA increased the Federal participation to 80 percent and has instituted a four-tier formula to allocate Section 5309 Rail Modernization grants. This process has remained the same in the recent SAFETEA-LU legislation. Section 5309 bus grants continue to be awarded at the discretion of the FTA.

Section 5309 grants totaled \$22.2 million in 2008, \$23.8 million in 2007, \$52.4 million in 2006, \$52.7 million in 2005, and \$25.9 million in 2004. The Authority's 2009 apportionment and earmarks for Section 5309 funds totals \$23.4 million. This represents rail modernization and bus discretionary funds and will be used for preventive maintenance, the Light Rail Vehicle Overhaul Project, rail station, infrastructure and track bridge rehabilitation projects, fare collection equipment, and replacement buses. This amount also includes earmarks for Sub-recipient projects including three Intermodal Facilities located at Euclid Avenue & the Cleveland Clinic, University Circle, and at Euclid Avenue and University Hospital.

State Sources

The State can contribute up to one-half of the local match portion of the Federal grant programs. The Ohio Department of Transportation (ODOT) administers these funds. In the past, the State contributed in this form, however, the State is now trending towards larger contributions, which are project-specific rather than matches. In 1995 and 1996, the State provided more than \$20 million to help fund the Waterfront Line construction. In 1998, funding was provided in the form of a loan through the State Infrastructure Bank to be used for the rehabilitation of the Viaduct Bridge. In 2003, ODOT provided \$4.8 million for the Triskett Bus Garage Rehabilitation Project. In 2008, GCRTA received \$1.8 million from ODOT's new discretionary program to be used towards the purchase of up to three articulated Rapid Transit Vehicles (RTVs).

In 2008, GCRTA also received the annual formula allocation of \$782,000 from ODOT for use toward bus replacements. In 2009, the ODOT allocation is \$1.25 million that will be used for replacement buses.

2009 - 2013 Capital Improvement Plan

Financial Capacity (continued)

Local Sources

The Capital Improvement Budget requires local resources to support the match for some grant-funded projects as well as to support 100 percent locally funded projects in both the RTA Capital and RTA Development Funds. Local support in 2009 is comprised of \$11.3 million transferred from the General Fund (Sales Tax Contribution to Capital) and \$700,000 from interest earnings. Furthermore, nearly \$18.1 million is budgeted in the Bond Retirement Fund to cover the debt service from previous debt issues used to support the local portion of capital projects.

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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 100 percent locally funded major projects. General Obligation (G.O.) bonds were last issued in 2008 in the amount of \$35.0 million in new debt and \$27.4 million in refunding bonds. All of the Authority's current outstanding debt will mature by December 2027. The nearly \$172.8 million balance of outstanding bonds at the end of 2008, along with a loan from the State Infrastructure Bank (SIB) with a remaining balance of \$3.6 million, will require principal and interest payments of \$18.1 million in 2009.

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.

Outstanding G.O. Debt Service & SIB Loan as of 12/31/08 and Annual Debt Service Payments (Millions)

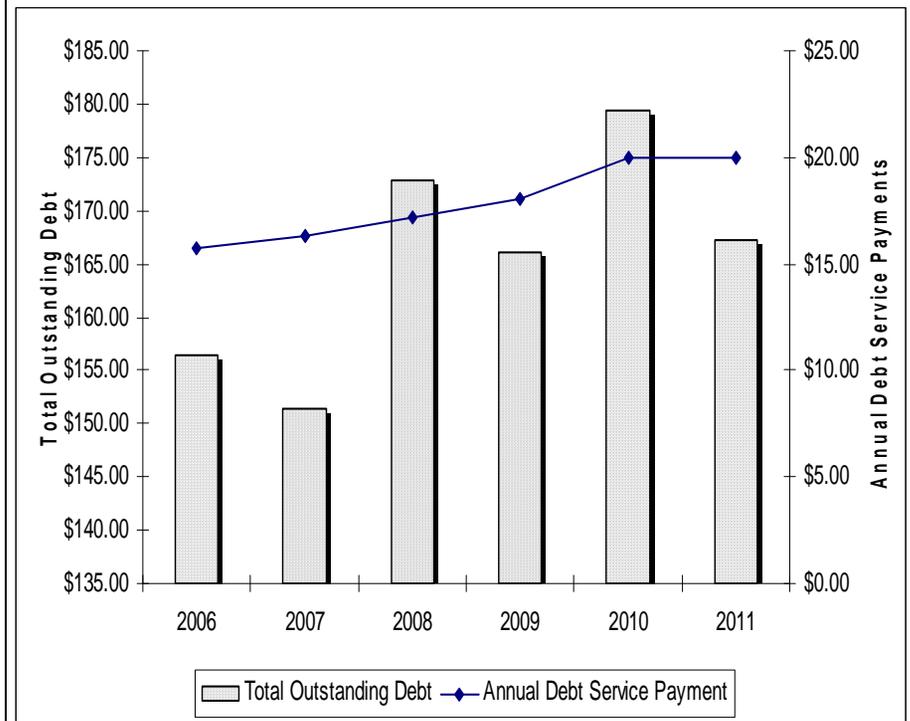


Figure CIP-5: Outstanding G.O. Debt Service & SIB Loan and Annual Debt Service Payments

2009 - 2013 Capital Improvement Plan

Debt Management (continued)

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, which 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 was nearly \$31.9 billion at year-end 2008, limiting the amount of debt to \$1.59 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 nearly \$31.9 billion, annual debt servicing capacity would be close to \$31.9 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 is derived 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.

2009 - 2013 Capital Improvement Plan

Debt Management (continued)

With all the outstanding debt issued as of year-end 2008, slightly more than 9.83 of the 10-mill limitation will be in use (based on the 2008 collection year), leaving less than 0.17 mills for additional debt issuances. The used portion is distributed among the various public entities as follows:

City of Cleveland	8.2534 mills
Cuyahoga County	0.9480
GCRTA	0.5454
<u>Warrensville Hts. School District</u>	<u>0.0864</u>
Total	9.8332 mills

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-19, the Authority could issue approximately \$80 million of unvoted debt assuming a 20-year maturity and a 4.5 percent interest rate. The ability to issue more debt is limited though, under the third constraint, in that the total outstanding debt issued as of year-end 2008 by various public entities within the County is approaching the unvoted ten-mill limit.

Operating Impacts

One of the benefits of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. The 2009 Capital Improvement Budget will impact the 2009 Operating Budget in the following ways:

- The Trustees' commitment to contribute a portion of sales tax revenues to the Capital Improvement Fund transfers resources which could otherwise be used to support operations (\$11.3 million in 2009)
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements, will continue to place pressure on the General Fund to contribute escalating amounts to the Capital Improvement Fund in the future, further reducing the amount available for operating expenditures
- Decisions to issue additional debt for capital projects will result in debt service payments of nearly \$18.1 million in 2009, requiring a General Fund transfer of nearly the same amount. Anticipated debt issues in future years will continue to increase this amount
- The delivery of 20, 60-foot articulated RTVs in 2009 and the planned delivery of 57 Paratransit vehicles, over the next two years, will improve bus fleet reliability and reduce maintenance costs

2009 - 2013 Capital Improvement Plan

Operating Impacts (continued)

- Some Operating Budget expenditures, including personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital projects. These costs are reimbursed to the General Fund as revenue from the Capital Fund. In 2009, this activity will result in nearly \$3.7 million in reimbursements, some of which is grant funded and some 100 percent locally funded.
- The use of Capital Grants for preventive maintenance, an operating expense, reduces the available funding for the Capital Program resulting in deferral of planned projects. In 2009, with the 20% local match included, \$28.7 million of available Federal Capital grants are expected to be used for reimbursement of preventive maintenance expenses incurred within the Operating Budget.
- The Light Rail Vehicle and Heavy Rail Vehicle Overhaul projects, as well as other projects to maintain and improve the rail infrastructure, are expected to improve rail fleet and service delivery reliability and reduce maintenance costs incurred in the operating budget.
- Daily activities within the Operating Budget are supported by the smaller, routine capital purchases and facilities maintenance activities included in the \$3.1 million appropriated in the RTA Capital Fund.

2009 - 2013 Capital Improvement Plan

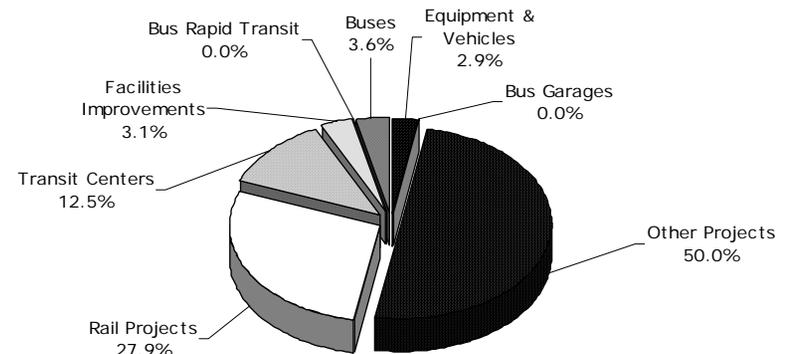
Project Categories

The 2009–2013 Capital Improvement Plan (CIP) totals nearly \$420.9 million. Projects included within the plan fall into eight major project categories – Rail Projects, Bus Garages, Transit Centers, Facilities Improvements, Buses, Equipment & Vehicles, the Bus Rapid Transit category, and Other Projects.

As reflected in Figure CIP-6, in 2009 the Other Projects category totals \$32.2 million, or nearly 50 percent of the entire Capital Budget. It includes the project for Capitalized Operating Expenses, at \$28.7 million, the single largest capital project in not only 2009, but in each of the years included within the 2009-2013 CIP. The next largest categories in the 2009 capital budget are various Rail Projects budgeted at \$18.0 million, or 27.9 percent, Transit Centers with \$8.0 million, or nearly 12.5 percent, Buses with \$2.3 million, or 3.6 percent, Facilities Improvements with \$2.0 million, or 3.1 percent and Equipment & Vehicles with \$1.9 million, or 2.9 percent.

The largest category over the five-year period is the Other Projects category, which includes reimbursements for preventive maintenance expenses at \$151.1 million, or 35.9 percent of the entire CIP. The second largest category within the total five-year CIP is Rail Projects with \$150.1 million, or 35.7 percent. The Bus Improvement Program at \$50.6 million, or 12.0 percent, Transit Centers with \$39.3 million, or 9.3 percent, Facilities Improvements at \$21.2 million, or 5.0 percent, and Equipment & Vehicle purchases at \$8.6 million, or 2.0 percent are the remaining categories that make up the difference. The Bus Garage and Bus Rapid Transit Categories have no projects included within the 2009-13 CIP.

2009 Capital Projects by Category



	2009	2010	2011	2012	2013	2009 - 13
Rail Projects	\$18,007,250	\$38,824,100	\$33,366,620	\$27,853,300	\$32,060,000	\$150,111,270
Bus Garages	\$0	\$0	\$0	\$0	\$0	\$0
Transit Centers	\$8,018,700	\$2,627,000	\$7,315,000	\$4,880,000	\$16,480,000	\$39,320,700
Facilities Improvements	\$1,990,000	\$8,096,500	\$4,557,000	\$3,309,250	\$3,209,250	\$21,162,000
Buses	\$2,320,000	\$12,676,000	\$13,000,000	\$13,000,000	\$9,640,000	\$50,636,000
Equipment & Vehicles	\$1,897,100	\$2,516,000	\$1,398,500	\$1,464,700	\$1,291,000	\$8,567,300
Bus Rapid Transit	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$32,200,000	\$31,204,850	\$30,210,200	\$29,215,700	\$28,230,250	\$151,061,000
Total	\$64,433,050	\$95,944,450	\$89,847,320	\$79,722,950	\$90,910,500	\$420,858,270

Figure CIP-6: Capital Projects by Category

2009 - 2013 Capital Improvement Plan

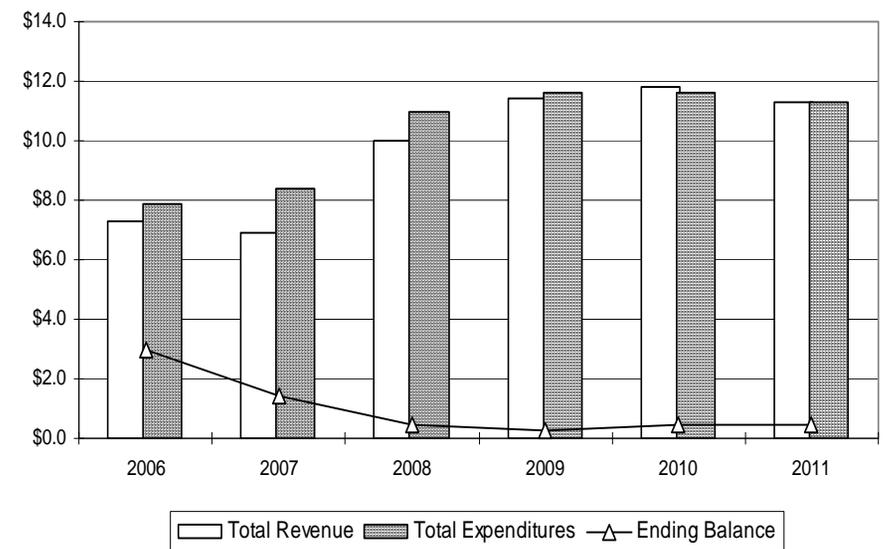
RTA Capital Fund

The RTA Capital Fund is a smaller fund of more routine expenditures. Projects within this fund are generally less than \$150,000 and have a useful life not exceeding five years. Items which comprise 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 includes 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. The sales tax 'set aside' as corresponding transfer from the General Fund to RTA Capital began in 1989 and is the only source of revenue into this fund other than investment income. In 2009, transfers from the General Fund are estimated at \$11.3 million, or approximately 6.5 percent of expected sales tax revenues along with anticipated investment income of \$75,000. These amounts, in combination with a planned \$17.3 million transfer from the Operating Budget to the Bond Retirement Fund, bring the total commitment to Capital to nearly \$28.7 million or 16.6 percent of the projected 2009 sales tax revenue.

Total 2009 budgeted expenditures of over \$11.6 million include \$1.9 million for Asset Maintenance projects, \$1.4 million for Routine Capital purchases and a \$8.3 million transfer into the RTA Development Fund. The estimated 2009 ending balance is \$153,323, compared to a projected \$363,000 balance at year-end 2008 and \$1.4 million at the end of 2007.

RTA Capital Fund Balance Analysis (Millions)



	2006 Actual	2007 Actual	2008 Estimate	2009 Budget	2010 Estimate	2011 Estimate
Beginning Balance	\$3.5	\$2.9	\$1.4	\$0.4	\$0.2	\$0.4
Total Revenue	\$7.3	\$6.9	\$10.0	\$11.4	\$11.8	\$11.3
Total Resources	\$10.8	\$9.8	\$11.4	\$11.8	\$12.0	\$11.7
Total Expenditures	\$7.9	\$8.4	\$11.0	\$11.6	\$11.6	\$11.3
Ending Balance	\$2.9	\$1.4	\$0.4	\$0.2	\$0.4	\$0.4

Figure CIP-7: RTA Capital Fund Balance Analysis

RTA Capital Fund Balance Analysis

	2005 Actual	2006 Actual	2007 Actual	2008 Estimate	2009 Budget	2010 Budget	2011 Budget
Beginning Balance	4,018,775	3,451,793	2,899,226	1,374,346	362,887	153,323	370,723
Revenue							
Transfer from General Fund	6,626,560	7,140,207	6,825,687	9,950,000	11,340,836	11,717,800	11,242,355
Investment Income	100,298	166,058	96,409	65,007	75,000	50,000	50,000
Other Revenue	0	0	0	0	0	0	0
Total Revenue	6,726,858	7,306,265	6,922,096	10,015,007	11,415,836	11,767,800	11,292,355
Total Resources	10,745,633	10,758,058	9,821,322	11,389,353	11,778,723	11,921,123	11,663,078
Expenditures							
Asset Maintenance	1,211,997	1,233,421	1,394,482	1,797,706	1,925,000	1,825,000	1,875,000
Routine Capital	1,081,843	1,625,411	2,052,494	1,778,760	1,425,000	1,650,000	1,550,000
Other Expenditures	0	0	0	0	0	0	0
Transfer to RTA Development Fund	5,000,000	5,000,000	5,000,000	7,450,000	8,275,400	8,075,400	7,875,400
Total Expenditures	7,293,840	7,858,832	8,446,976	11,026,466	11,625,400	11,550,400	11,300,400
Ending Balance	3,451,793	2,899,226	1,374,346	362,887	153,323	370,723	362,678

2009 - 2013 Capital Improvement Plan

RTA Capital Fund (continued)

Routine Capital Projects

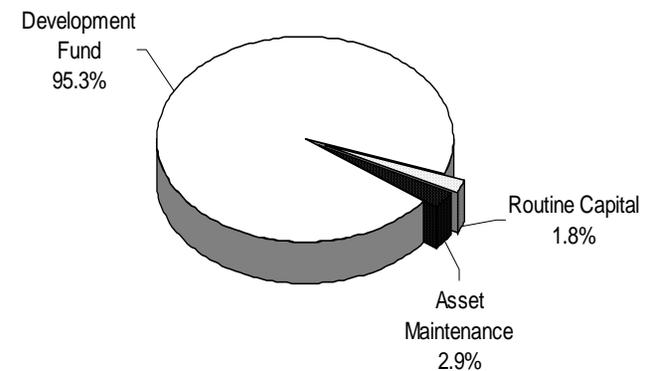
This category includes the purchase of vehicles and equipment, where each unit has a value of at least \$5,000 and a useful life in excess of one year. Furthermore, these items are generally less than \$150,000 and have a useful life not exceeding five years. Thus, budget appropriation for routine capital projects are approved annually.

As indicated in Figure CIP-8, the budget appropriation for Routine Capital projects accounts for \$1.2 million, or 1.8 percent, of the 2009 Capital Improvement Budget. The largest concentration of Routine Capital projects is within the Operations Division, which has \$642,100, or over half (54.9 percent), of the total dollars appropriated for this purpose. The Fleet Management Department, which is responsible for the non-revenue vehicle program, has the largest single department appropriation for Routine Capital purchases in 2009 with \$402,500.

The following highlights major routine capital projects funded in the 2009 Capital Improvement Budget:

- Fleet Management Department projects total \$402,500. Most of this amount is for the purchase of various non-revenue vehicles including \$150,000 for heavy-duty vehicles, \$107,500 for support vehicles, and \$60,000 for Transit Police vehicles. An equipment pool is also budgeted for \$85,000 that includes replacement parts for the Central Bus Maintenance Facility washing system and various shop tools & equipment.

2009 Capital Improvement Projects by Funding Type (Millions)



	2009	2010	2011	2012	2013	2009-2013
Routine Capital	\$1.2	\$1.6	\$1.5	\$1.7	\$1.5	\$7.5
Asset Maintenance	\$1.9	\$1.7	\$1.8	\$1.7	\$1.8	\$8.8
Development Fund	\$61.4	\$92.6	\$86.5	\$76.3	\$87.7	\$404.5
Total	\$64.4	\$95.9	\$89.8	\$79.7	\$90.9	\$420.9

Figure CIP-8: Capital Improvement Projects by Funding Type

2009 - 2013 Capital Improvement Plan

RTA Capital Fund (continued)

- An Authority-wide Systems Development Pool project is included at \$250,000 in the Information Systems Department budget.
- An Authority-wide securities improvement pool of \$185,000 has been included in the Transit Police Department Budget.
- Various capital project-related fees of \$183,000 have been budgeted in the Executive Department.
- Funding for the Rail District totals \$54,600 and includes replacements for a machine shop lathe & track equipment press and the purchase of various shop tools & equipment.
- In 2009, a contingency amount of \$75,000 has been included for emergency routine capital purchases.
- A total \$20,000 has been budgeted in the Support Services Department for furniture and office equipment purchases.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009-2013 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>12 EXECUTIVE</u>							
NOACA Dues	49120199	55,000	57,750	60,800	64,000	67,500	305,050
Build-up Greater Cleveland Dues	49120299	42,000	44,100	46,400	48,700	51,150	232,350
Outside Legal Services - Legislative Review	49120399	86,000	86,000	86,000	86,000	94,600	438,600
		183,000	187,850	193,200	198,700	213,250	976,000
<u>32 RAIL DISTRICT</u>							
Rail District Equipment Pool	47320199	54,600	41,000	31,500	29,700	20,000	176,800
		54,600	41,000	31,500	29,700	20,000	176,800
<u>34 TRANSIT POLICE</u>							
Security Improvements Pool	44340199	185,000	185,000	200,000	200,000	200,000	970,000
		185,000	185,000	200,000	200,000	200,000	970,000
<u>35 SERVICE MANAGEMENT</u>							
Passenger Vans for Job Access Program	46350199	0	50,000	52,000	0	56,000	158,000
		0	50,000	52,000	0	56,000	158,000
<u>39 FLEET MANAGEMENT</u>							
NRVIP - Transit Police Vehicles	46390199	60,000	120,000	75,000	125,000	75,000	455,000
NRVIP - Support Vehicles	46390299	107,500	280,000	200,000	225,000	150,000	962,500
NRVIP - Heavy-Duty Vehicles	46390399	150,000	350,000	300,000	450,000	375,000	1,625,000
Fleet Management District Equipment Pool	47390199	85,000	80,000	55,000	20,000	20,000	260,000
		402,500	830,000	630,000	820,000	620,000	3,302,500
<u>46 HAYDEN DISTRICT</u>							
Hayden District Equipment Pool	45460179	0	0	90,000	120,000	0	210,000
		0	0	90,000	120,000	0	210,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009-2013 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ROUTINE CAPITAL

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>61 INFORMATION SYSTEMS</u>							
Systems Development Pool	42610199	250,000	250,000	250,000	250,000	250,000	1,250,000
		250,000	250,000	250,000	250,000	250,000	1,250,000
<u>62 SUPPORT SERVICES</u>							
Office Equipment/Furniture Replacement Pool	43620199	20,000	20,000	20,000	20,000	20,000	100,000
		20,000	20,000	20,000	20,000	20,000	100,000
<u>67 OFFICE OF MANAGEMENT & BUDGET</u>							
Routine Capital Contingency	49990159	75,000	75,000	75,000	75,000	75,000	375,000
		75,000	75,000	75,000	75,000	75,000	375,000
TOTAL ROUTINE CAPITAL		1,170,100	1,638,850	1,541,700	1,713,400	1,454,250	7,518,300

2009 - 2013 Capital Improvement Plan

RTA Capital Fund (continued)

Asset Maintenance Projects

Asset Maintenance projects are locally funded projects that maintain, repair, or rehabilitate an existing capital asset. They 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 not exceeding five years.

Budgeted 2009 Asset Maintenance projects total nearly \$1.9 million, representing 2.9 percent of the 2009 Capital Improvement Budget (see Figure CIP-8). The largest portion of these projects, \$1.3 million, or 70.8 percent, are included within the Engineering and Project Development Department, which coordinates larger construction-related routine improvements. This is followed by the Service Management Department with \$350,000, or 18.6 percent, of all Asset Maintenance projects. The remaining amounts are \$100,000 budgeted in the Fleet Management Department for bus lift rebuilds and a contingency project for asset maintenance (\$100,000).

Some highlights of 2009 Asset Maintenance projects include:

- A total of \$550,000 has been budgeted to maintain passenger facilities. This amount is allocated to the Engineering and Project Development Department (\$400,000) and the Service Management Department (\$150,000).

- To maintain the Authority's operating facilities, a total of \$710,000 has been provided in 2009. This amount is allocated between the Engineering and Project Development Department (\$560,000) and the Service Management Department (\$150,000).
- A sum of \$50,000 has been appropriated for Track Maintenance within the Engineering and Project Development Department .
- Authority-wide ADA-related projects are included in the Engineering and Project Development Department budget for \$175,000.
- Bridge Maintenance and Bus Pad Replacement projects are budgeted at \$75,000 and \$50,000 respectively, both in the Engineering and Project Development Department budget.
- A contingency for emergency asset maintenance projects has been budgeted in the amount of \$100,000.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009-2013 CAPITAL IMPROVEMENT PLAN
RTA CAPITAL FUND**

ASSET MAINTENANCE

DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>35 SERVICE MANAGEMENT</u>							
Passenger Facilities Maintenance Pool	32355099	150,000	150,000	150,000	150,000	150,000	750,000
Administration Facilities Maintenance Pool	32355199	50,000	50,000	50,000	50,000	50,000	250,000
Operating Facilities Maintenance Pool	32355299	150,000	150,000	150,000	150,000	150,000	750,000
		350,000	350,000	350,000	350,000	350,000	1,750,000
<u>39 FLEET MANAGEMENT</u>							
Central Bus Maint. Lift Rebuilds/Replacements	47395099	100,000	0	100,000	0	100,000	300,000
		100,000	0	100,000	0	100,000	300,000
<u>80 ENGINEERING & PROJECT DEV.</u>							
Bridge Maintenance Pool	20805099	75,000	75,000	75,000	75,000	75,000	375,000
Track Maintenance Pool	23805099	50,000	50,000	50,000	50,000	50,000	250,000
Facilities - ADA Projects	32805099	175,000	175,000	175,000	175,000	175,000	875,000
Passenger Facilities Maintenance Pool	32805199	400,000	400,000	400,000	400,000	400,000	2,000,000
Operating Facilities Maintenance Pool	32805299	560,000	450,000	450,000	450,000	450,000	2,360,000
Bus Pad Replacement Pool	33805099	50,000	50,000	50,000	50,000	50,000	250,000
Authority-Wide Sign Replacement	47805099	25,000	25,000	25,000	25,000	25,000	125,000
		1,335,000	1,225,000	1,225,000	1,225,000	1,225,000	6,235,000
<u>99 OFFICE OF MANAGEMENT & BUDGET</u>							
Asset Maintenance Contingency	49995059	100,000	100,000	100,000	100,000	100,000	500,000
		100,000	100,000	100,000	100,000	100,000	500,000
TOTAL ASSET MAINTENANCE		1,885,000	1,675,000	1,775,000	1,675,000	1,775,000	8,785,000
RTA CAPITAL FUND TOTAL		3,055,100	3,313,850	3,316,700	3,388,400	3,229,250	16,303,300

2009 - 2013 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 must be greater than \$150,000 and have a useful life of greater than five years. This Fund is primarily supported through grants.

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

In 2005, 2006, and 2007 \$5.0 million was transferred from the RTA Capital Fund to the RTA Development Fund to cover the local match for the Capitalized Operating Expenses project and to cover other expenses within the fund not covered by other revenue sources. The amount increased to an estimated \$7.5 million in 2008 and will further increase to \$8.3 million in 2009, then decrease slightly to \$8.1 million and \$7.9 million in the following years. In 2004, \$38.0 million in bond proceeds was deposited into the RTA Development Fund and continues to be drawn down. A \$25.0 million bond issue occurred in 2006, followed by a \$35.0 million bond issue in 2008. Interest income has varied over the years due to fluctuations in the fund balance with \$700,000 expected in 2008, followed by a decrease to \$625,000 in the following years.

Figure CIP-9, on the following page, presents the fund balance analysis for the RTA Development Fund. In 2005, following its cyclical nature, the RTA Development Fund experienced a decrease to \$9.4 million as capital activities increased, but a debt issuance in 2006 increased the fund balance to \$18.5 million by the end of the year. In 2007, the balance slightly increased to \$22.6 million due to proceeds from a \$25.0 million capital lease that offset an increase in capital activities. It again increased to \$33.9 million in 2008, due to proceeds from a \$35.0 million bond issuance, but is expected to decrease to \$22.8 million in 2009 as proceeds are drawn down by capital activities. Future years will continue to exhibit this cyclical pattern as an increase in fund balance, due to a bond issuance, is followed by a down turn in the fund balance due to capital activities.

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 detailed fund balance statement on page CIP-35, Federal grants of \$71.7 million, State grants of \$2.6 million, a transfer from the RTA Capital Fund of \$8.3 million, investment income of \$700,000, and \$1.0 million from other sources will help support expected outlays of \$94.8 million in 2009. The Fund Balance Analysis is presented on a cash basis and attempts to estimate the actual flow of revenue and expenditures. Thus, expenditure estimates differ from the levels presented in the Capital Improvement Project lists, which are based on the establishment of budget appropriation authority.

2009 - 2013 Capital Improvement Plan

RTA Development Fund (continued)

RTA Development Fund Projects

In 2009, the combined budget appropriation for RTA Development Fund projects accounts for nearly 95.3 percent, or \$61.4 million, of the entire 2009 Capital Improvement Budget. The listing of projects within this fund is based upon the establishment of budget appropriation authority. It includes projects that may have already received grant-funding, projects in the application stage, projects included in the Transportation Improvement Program (TIP), and larger projects supported by 2009 local funds. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2009.

Bus Garages - \$0.0 million

There is no bus garage project included within the 2009-13 CIP for the RTA Development Fund. The last bus garage rehabilitation/reconstruction scheduled, the Paratransit Garage, was included in the 2008 Budget. This project is currently under design, with construction expected to begin in early 2009.

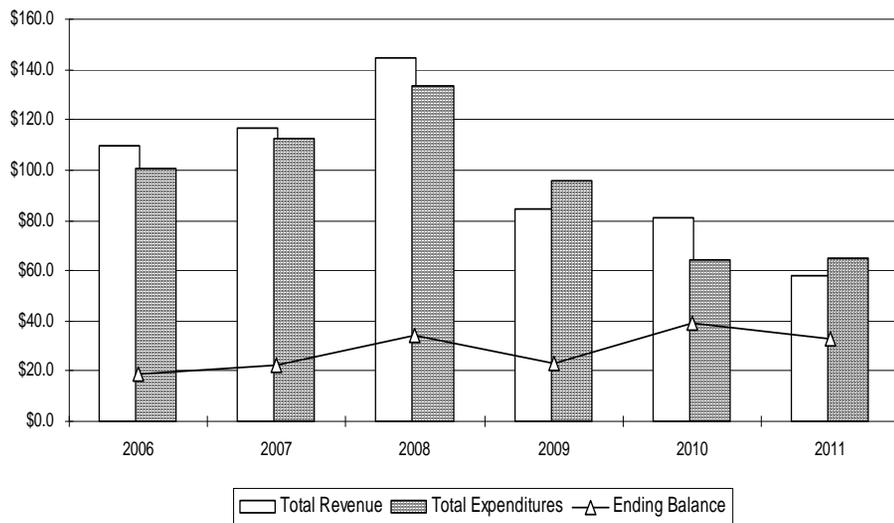
Bus/Paratransit Improvement Programs - \$2.3 million

The only project included in this category in 2009 is the budgeted purchase of up to 27 replacement Paratransit Vehicles for delivery in 2010.

Bus Rapid Transit (BRT) - \$0.0 million

The Euclid Corridor Transportation Project (ECTP), now named the HealthLine, has been the only budgeted project within this category.

RTA Development Fund Balance Analysis (Millions)



	2006 Actual	2007 Actual	2008 Estimate	2009 Budget	2010 Estimate	2011 Estimate
Beginning Balance	\$9.4	\$18.5	\$22.6	\$33.9	\$22.8	\$39.4
Total Revenue	\$109.5	\$116.5	\$144.8	\$84.3	\$80.9	\$58.2
Total Resources	\$118.8	\$135.0	\$167.3	\$118.3	\$103.7	\$97.6
Total Expenditures	\$100.3	\$112.4	\$133.4	\$95.5	\$64.2	\$65.1
Ending Balance	\$18.5	\$22.6	\$33.9	\$22.8	\$39.4	\$32.5

Figure CIP-9: RTA Development Fund Balance Analysis

2009 - 2013 Capital Improvement Plan

RTA Development Fund (continued)

The project opened for service in the fourth quarter of 2008 and no further budget appropriations will be needed to complete this project. Closeout of remaining project activities will be substantially complete by the end of the 2009 Budget Year.

Equipment & Vehicles - \$860 thousand

There are two projects included for 2009 in this category. A Security Upgrade program for \$510,000 and the remaining budget appropriation of \$350,000 needed to complete the Central Public Address System.

Facilities Improvements - \$380 thousand

This category includes projects to rehabilitate or replace bridges and other system-wide facilities owned by the Authority. The two projects included for the 2009 Budget Year are design work for the rehabilitation of the Light Rail Trunk Line Bridge for \$350,000 and a small amount, \$30,000, to begin work on the rehabilitation of a track bridge over East Boulevard.

Other Projects - \$32.2 million

The major project included within this category is the largest single project, both within the 2009 Budget Year, as well as over the five years of the 2009-13 CIP. Capitalized Operating Expenses, with a budget appropriation of \$28.7 million, makes up nearly 46.8 percent of the entire RTA Development Fund appropriation for the upcoming 2009 Budget Year. Other budgeted projects within this category in 2009 include a fare collection equipment lease payment of \$2.4 million, contingency projects for force account labor, and project

administration costs, each at \$300,000, and an on-going planning study with \$115,000.

Rail Projects- \$17.9 million

The Rail Projects category is the most diverse category within the RTA Development Fund. It includes rail station rehabilitation & construction projects, vehicle rehabilitations, signalization & electrical work, and on-going rail infrastructure & track rehabilitation projects.

Nearly \$18.0 million of budget appropriation is included in the 2009 Budget Year for various rail projects within this category. Some of the major budgeted 2009 projects in this category include the Heavy-Rail Vehicle Overhaul project (\$5.2 million), rehabilitation of the Woodhill Road Light Rail Station (\$3.7 million), an on-going rail infrastructure improvement program (\$2.6 million), and additional budget appropriation needed to reconstruct the Puritas Avenue Heavy Rail Station (\$2.5 million).

Other significant projects in 2009 include the beginning of a five-year project to reconstruct various Light-Rail crossings (\$1.4 million), construction work on the Airport Tunnel Rehabilitation (\$700,000) and land acquisitions & public art for the Mayfield Road Heavy Rail Station (\$700,000) with the remainder spread in smaller amounts over other projects included within this category.

Transit Centers / Bus Loops - \$8.0 million

The major projects in this category in 2009 are three inter-modal stations: the Cleveland Museum of Art, University Hospitals, and Cleveland Clinic, with a combined budget appropriation of \$5.2 million; the Stephanie Tubbs Jones/East Side Transit Center with \$2.4 million; and \$50,000 for preliminary work on the Brecksville Transit Center.

2009 - 2013 Capital Improvement Plan

RTA Development Fund (continued)

Transit 2025 Long Range Plan

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

The original plan was drafted in 1998. RTA updated the plan 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 will be completed in 2009.

The GCRTA Strategic Plan will provide focus on strategic initiatives from 2010 – 2015. The goals of the Plan are to set 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:

- Completion of the recently opened HealthLine / Euclid Corridor Transportation Project and exploring additional Bus Rapid Transit projects in other major travel corridors;
- Completing the Transit Center Network;
- Initiating Transit-Oriented Development Projects;
- Implementation of the Transit Waiting Environment Program; and
- Reconstruction of the Rapid Transit Stations as part of the FTA Key Station requirements

The new Strategic Plan, now in development, will review these goals and develop objectives that will support them. It will be completed in draft form in early 2009 and be ready for adoption by mid-2009.

RTA Development Fund Balance Analysis

	2005	2006	2007	2008	2009	2010	2011
	Actual	Actual	Actual	Estimate	Budget	Budget	Budget
Beginning Balance	34,291,132	9,366,610	18,533,162	22,585,662	33,928,361	22,760,507	39,419,499
Revenue							
General Obligation Debt Proceeds	0	25,003,289	0	35,472,559	0	25,000,000	0
Transfer from RTA Capital Fund	5,000,000	5,000,000	5,000,000	7,450,000	8,275,400	8,075,400	7,875,400
Investment Income	607,626	1,112,118	844,393	1,777,056	700,000	625,000	625,000
Federal Capital Grants	55,888,368	71,849,886	74,319,702	85,431,813	71,720,952	45,236,244	47,726,409
State Capital Grants	3,177,747	6,011,798	8,532,391	12,789,925	2,637,243	968,147	960,000
Capital Lease	0	0	25,000,000	0	0	0	0
Other Revenue	3,000,000	500,000	2,810,906	1,837,731	1,000,000	1,000,000	1,000,000
Total Revenue	67,673,741	109,477,091	116,507,392	144,759,084	84,333,595	80,904,791	58,186,809
Total Resources	101,964,873	118,843,701	135,040,554	167,344,746	118,261,956	103,665,298	97,606,308
Expenditures							
Capital Outlay	92,227,928	99,198,421	109,944,506	131,303,385	94,801,449	63,545,799	64,443,012
Other Expenditures	335	0	2,000,000	0	0	0	0
Transfer to Bond Retirement Fund	370,000	1,112,118	510,386	2,113,000	700,000	700,000	700,000
Total Expenditures	92,598,263	100,310,539	112,454,892	133,416,385	95,501,449	64,245,799	65,143,012
Ending Balance	9,366,610	18,533,162	22,585,662	33,928,361	22,760,507	39,419,499	32,463,296

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE

CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>RAIL PROJECTS</u>							
<u>ELECTRICAL SYSTEM</u>							
Red Line Self-Tensioning Catenary To Be Determined (TBD)	21800140	0	0	349,600	6,395,000	12,200,000	18,944,600
18,944,600							
Substation Replacement - West 117th Street TBD	21800160	0	0	0	61,000	1,860,000	1,921,000
1,921,000							
Substation Replacement - West 65th Street TBD	21800190	0	1,743,000	0	0	0	1,743,000
1,743,000							
Substation Replacement - East 120th Street Transportation Improvement Program (TIP) TBD	21800240	0	0	117,750	3,233,300	125,000	3,476,050
122,000 3,354,050							
Sectionalize Tower City Catenary System TBD	21800260	0	0	30,000	600,000	0	630,000
630,000							
Substation Replacement - Fairhill Avenue TBD	21800290	0	56,000	2,910,000	112,000	0	3,078,000
3,078,000							
Second Independent Feed for E. 55th Street Substation TBD	21800360	0	59,000	1,820,000	0	0	1,879,000
1,879,000							
Substation Replacement - Puritas Avenue TBD	21800390	0	0	0	0	120,000	120,000
120,000							
Sub-Total - Electrical System		0	1,858,000	5,227,350	10,401,300	14,305,000	31,791,650

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>RAIL PROJECTS - Cont.</u>							
<u>TRACK REHABILITATION</u>							
Rail Infrastructure Program (formerly Power & Way Maint.)	23320190	2,560,000	2,250,000	2,250,000	2,250,000	2,250,000	11,560,000
TIP		7,930,000					
TBD		3,630,000					
S-Curve Reconstruction on Heavy Rail Line	23800170	0	0	7,230,000	0	0	7,230,000
TBD				7,230,000			
Airport Tunnel Rehabilitation	23800180	705,000	0	0	0		705,000
TIP		705,000					
Light Rail Crossings Improvements	23800190	1,400,000	1,085,000	1,140,000	1,140,000	1,140,000	5,905,000
TIP		1,400,000					
TBD		4,505,000					
Waterfront Line Chute Plinths	23800290	600,000	0	0	0	0	600,000
TIP		600,000					
Sub-Total - Track Rehabilitation		5,265,000	3,335,000	10,620,000	3,390,000	3,390,000	26,000,000
<u>RAIL STATION REHABILITATION</u>							
Lee Road/Van Aken Blvd. LRV Station Rehabilitation	24570240	50,000	3,925,000	100,000	0	0	4,075,000
Federal Grant		50,000					
TIP		3,350,000					
TBD		675,000					
Woodhill Road LRV Station Rehabilitation	24800220	3,717,000	100,000	0	0	0	3,817,000
TIP		3,717,000					
TBD		100,000					
East 116th Street LRV Station Rehabilitation	24800370	0	600,000	90,000	3,925,000	75,000	4,690,000
TBD			4,690,000				

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE

CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>RAIL PROJECTS - Cont.</u>							
Puritas Ave. HRV Station - Construction	24121210	2,389,000	0	0	0	0	2,389,000
Puritas Ave. HRV Station - Force Account Labor	24121240	0	100,000	0	0	0	100,000
Puritas Ave. HRV Station - Project Administration	24121520	150,000	0	0	0	0	150,000
Federal Grant	2,415,353						
TIP	223,647						
Mayfield Road HRV Station	24570140	695,000	0	10,256,250	150,000	50,000	11,151,250
TIP	695,000						
TBD	10,456,250						
University Circle HRV Station Rehabilitation	24570160	275,000	13,210,000	250,000	50,000	0	13,785,000
TBD	13,785,000						
East 55th Street HRV/LRV Station Rehabilitation	24570230	0	2,300,000	125,000	0	0	2,425,000
TIP	381,500						
TBD	2,425,000						
Brookpark Road HRV Station Rehabilitation	24800260	0	0	0	0	14,040,000	14,040,000
TBD	14,040,000						
Sub-Total - Rail Station Rehabilitation		7,276,000	20,235,000	10,821,250	4,125,000	14,165,000	56,622,250
<u>TRAIN CONTROL / SIGNAL SYSTEM</u>							
Light Rail (LR) Signal Upgrade - East of Shaker Square	26800180	0	0	757,050	9,762,000	150,000	10,669,050
TBD	10,669,050						
LR Signal Upgrade - East 79th Street to Shaker Square	26800240	250,000	7,820,000	150,000	125,000	0	8,345,000
TIP	880,000						
TBD	7,465,000						
Sub-Total - Train Control / Signal System		250,000	7,820,000	907,050	9,887,000	150,000	19,014,050
<u>RAIL VEHICLE FLEET</u>							
Tokyu Car (HRV) Overhaul	47291550	5,166,250	5,526,100	5,740,970	0	0	16,433,320
TIP	14,383,320						
TBD	2,050,000						
Sub-Total - Rail Vehicle Fleet		5,166,250	5,526,100	5,740,970	0	0	16,433,320
TOTAL - RAIL PROJECTS		17,957,250	38,774,100	33,316,620	27,803,300	32,010,000	149,861,270

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>TRANSIT CENTERS</u>							
<u>BUS SHELTERS</u>							
Passenger Shelters	28540110	345,000	0	345,000	0	345,000	1,035,000
TIP	345,000						
TBD	690,000						
Sub-Total - Bus Shelters		345,000	0	345,000	0	345,000	1,035,000
<u>TRANSIT WAITING ENVIRONMENT</u>							
Transit Waiting Environment Program	30570160	25,000	0	225,000	0	225,000	475,000
TIP	475,000						
Passenger Enhancements	30570180	0	397,000	0	405,000	0	802,000
Federal Grant: Enhancements	397,000						
TBD	405,000						
Sub-Total - Transit Waiting Environment		25,000	397,000	225,000	405,000	225,000	1,277,000
<u>TRANSIT CENTERS</u>							
Stephanie Tubbs Jones/East Side Transit Center	30570120	2,440,000	75,000	0	0		2,515,000
TBD	2,515,000						
Mayfield / Highland Heights Transit Center	30570230	0	0	2,125,000	50,000	3,590,000	5,765,000
TIP	5,765,000						
Solon Transit Center	30570340	0	0	0	2,850,000	3,920,000	6,770,000
TIP	6,770,000						
Brecksville Transit Center	30570540	50,000	2,155,000	3,375,000	25,000	0	5,605,000
TIP	5,605,000						
West Side Transit Center	30570640	0	0	1,245,000	1,550,000	8,400,000	11,195,000
TIP	11,195,000						
Sub-Total - Transit Centers		2,490,000	2,230,000	6,745,000	4,475,000	15,910,000	31,850,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>TRANSIT CENTERS - Cont.</u>							
<u>Intermodal Stations</u>							
Intermodal Station - Cleveland Museum of Art Federal Grant	30570170	1,998,620	0	0	0	0	1,998,620
Intermodal Station - University Hospitals Federal Grant	30570270	1,241,460	0	0	0	0	1,241,460
Intermodal Station - Cleveland Clinic Federal Grant	30570370	1,918,620	0	0	0	0	1,918,620
Sub-Total - Inter-Modal Stations		5,158,700	0	0	0	0	5,158,700
TOTAL - TRANSIT CENTERS/SHELTERS		8,018,700	2,627,000	7,315,000	4,880,000	16,480,000	39,320,700
<u>FACILITIES IMPROVEMENTS</u>							
<u>BRIDGE REHABILITATION</u>							
Track Bridge Rehabilitation - East Boulevard 100% Local	20800150	30,000	1,820,000	100,000	0	0	1,950,000
TBD		30,000					1,920,000
Track Bridge Rehabilitation - East 81st Street TBD	20800160	0	209,000	50,000	1,709,250	0	1,968,250
Track Bridge Rehabilitation - N/S & East 92nd Street TBD	20800170	0	335,000	2,275,000	50,000	0	2,660,000
Track Bridge Rehabilitation - Light Rail Trunk Line TIP	20800190	350,000	2,350,000	0	0	0	2,700,000
TBD		350,000					2,350,000
Track Bridge Rehabilitation - East 83rd Street TBD	20800260	0	0	239,000	50,000	1,709,250	1,998,250
Track Bridge Rehabilitation - Mayfield Road TBD	20800340	0	1,882,500	0	0	0	1,882,500
Sub-Total - Bridge Rehabilitation		380,000	6,596,500	2,664,000	1,809,250	1,709,250	13,159,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>FACILITIES IMPROVEMENTS - Cont.</u>							
<u>System-Wide Facilities</u>							
Woodhill Service Building Roof TBD	32800190	0	0	393,000	0	0	393,000
Sub-Total - System-Wide Facilities		0	0	393,000	0	0	393,000
TOTAL - FACILITIES IMPROVEMENTS		380,000	6,596,500	3,057,000	1,809,250	1,709,250	13,552,000
<u>BUSES</u>							
<u>BUS IMPROVEMENT PROGRAM</u>							
Bus Improvement Program TIP	10390180	0	7,360,000	13,000,000	13,000,000	7,325,000	40,685,000
TBD							28,325,000
Circulator Bus Improvement Program TIP	12390180	0	5,316,000	0	0		5,316,000
Sub-Total - Bus Improvement Program		0	12,676,000	13,000,000	13,000,000	7,325,000	46,001,000
<u>PARATRANSIT IMPROVEMENT PROGRAM</u>							
Paratransit Bus Improvement Program TIP	12390280	2,320,000	0	0	0	2,315,000	4,635,000
Sub-Total - Paratransit Improvement Program		2,320,000	0	0	0	2,315,000	4,635,000
TOTAL-BUSES		2,320,000	12,676,000	13,000,000	13,000,000	9,640,000	50,636,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013	
<u>EQUIPMENT & VEHICLES</u>								
<u>SECURITY EQUIPMENT</u>								
Centralized Public Address System TIP	405,000	44340160	350,000	55,000	0	0	0	405,000
Terrorism Security Upgrades Federal Grant	510,000	44340460	510,000	0	0	0	0	510,000
Sub-Total - Security Equipment			860,000	55,000	0	0	0	915,000
<u>Mgt. Information System</u>								
Operator Dispatch System 100% Local	1,060,000	42610180	0	1,060,000	0	0	0	1,060,000
Sub-Total - Mgt. Information System			0	1,060,000	0	0	0	1,060,000
TOTAL - EQUIPMENT & VEHICLES			860,000	1,115,000	0	0	0	1,975,000
<u>OTHER PROJECTS</u>								
Force Account Labor For Grants TBD	1,500,000	49101240	300,000	300,000	300,000	300,000	300,000	1,500,000
Project Administration For Grants TBD	1,500,000	49111520	300,000	300,000	300,000	300,000	300,000	1,500,000
Fare Collection Equipment Lease Federal Grant TIP	2,427,000 9,708,000	49650180	2,427,000	2,427,000	2,427,000	2,427,000	2,427,000	12,135,000

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2009 - 2013 CAPITAL IMPROVEMENT PLAN
RTA DEVELOPMENT FUND**

FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2009	2010	2011	2012	2013	TOTALS 2009-2013
<u>OTHER PROJECTS - Cont.</u>							
Planning Studies	49570170	115,000	115,000	115,000	115,000	115,000	575,000
Non-Traditional Grant	115,000						
TIP	460,000						
Capitalized Operating Expenses	51670190	28,700,000	27,700,000	26,700,000	25,700,000	24,700,000	133,500,000
Federal Grant	28,700,000						
TIP	104,800,000						
TOTAL - OTHER PROJECTS		31,842,000	30,842,000	29,842,000	28,842,000	27,842,000	149,210,000
TOTAL RTA DEVELOPMENT FUND		61,377,950	92,630,600	86,530,620	76,334,550	87,681,250	404,554,970
TOTAL RTA CAPITAL FUND (Page CIP-30)		3,055,100	3,313,850	3,316,700	3,388,400	3,229,250	16,303,300
GRAND TOTAL CAPITAL IMPROVEMENT PLAN		64,433,050	95,944,450	89,847,320	79,722,950	90,910,500	420,858,270