

2012-2016 Capital Improvement Plan

Introduction

The GCRTA Capital Improvement Plan (CIP) relates to the implementation of an Authority-wide process to maintain, upgrade, or replace, its capital assets. Effective Capital improvement planning facilitates this process by providing a framework to schedule improvements based on the availability of resources, the condition of assets, and priorities between requested capital projects.

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

Since the 2008-12 CIP, the goal of the CIP process has been to better align and schedule the Authority's on-going capital program with available Local and non-Local funding resources. This has led to the effective programming of capital projects that are timed with upcoming and future Federal Fiscal Year (FFY) grants, to a reduction in 100 percent locally funded small capital projects, and to the deferral of programmed capital projects into future years.

The financial demands of the capital program remain at a high level, but the decision to closely align scheduled activities with funding has reduced the number of budgeted projects in a given year and, in essence, has moved the CIP from a five to an eight-year plan. The 2012-16 CIP includes the first five programmed years of the Authority's Capital Program, while three additional years of out-year projects, covering 2017 . 2019, are in preliminary development.

Organization of the Capital Improvement Plan

This chapter contains the 2012-2016 Capital Improvement Plan. The first year of the plan reflects the 2012 Capital Improvement Budget Appropriation that is the guide for approved 2012 capital projects. The following four years of the CIP outline planned long-term capital plans of the Authority. Projects and budget amounts included in these out-years are subject to change in future CIPs based on financial circumstances, changes in project time lines or in capital priorities.

A summary of the Authority's capital assets helps to put these projects into perspective. The size, age, and service requirements of the bus and rail fleets support plans 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 decision-making during the capital improvement process.

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

2012-2016 Capital Improvement Plan

The final section is devoted to the details of the 2012 Capital Improvement Budget and the four out-years of the overall 2012 - 2016 CIP. RTA Capital Fund projects are listed in Department order, while RTA Development Fund projects are organized by project category and reflect specific funding sources, which support those projects.

Capital Assets

The principal share of expenditures planned within the 2012 - 2016 CIP are focused on achieving a state of good repair for the Authority's capital assets or for the reimbursement of preventive maintenance and other expenses generated within the Operating Budget. Its focus is on addressing a backlog of needed capital improvements on the Authority's infrastructure. 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.

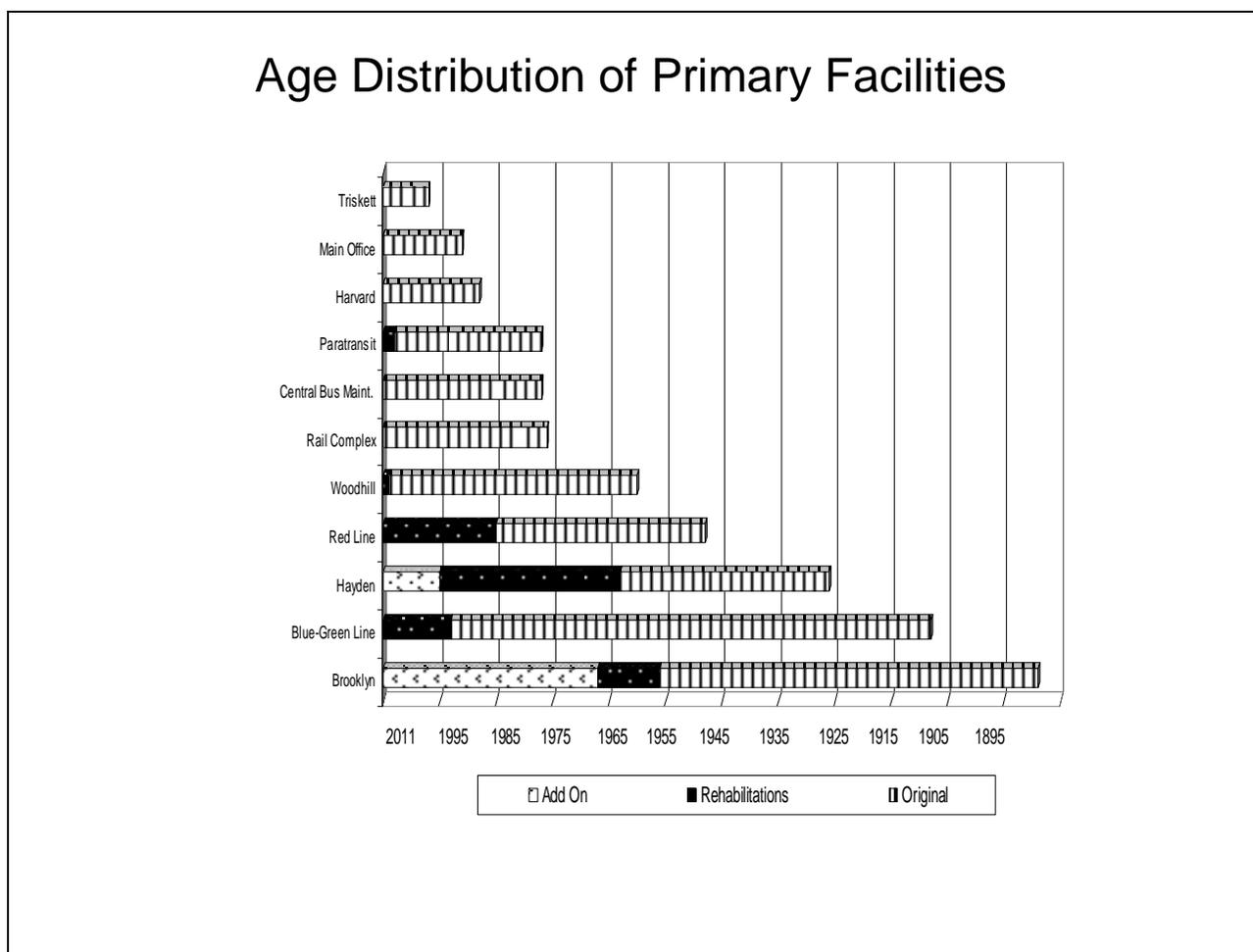


Figure CIP. 1: Age Distribution of GCRTA Primary Facilities

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Capital Assets (continued)

Facilities

Brooklyn Garage Facility

The Brooklyn Garage, built in 1895 with additions in both 1955 and 1969, remained in service as a bus facility until 2003. At present, its use is limited to Transit Police and K-9 training exercises.

Bus District Garage Facilities

The Authority has two 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 rehabilitation of this garage was completed in 1998 and the replacement of six hydraulic lifts, the fire suppression and HVAC systems, and 16 overhead doors are currently underway.

Central Bus Maintenance Facility

The Central Bus Maintenance Facility (CBM), at 2500 Woodhill Road, was put into service in 1983 and houses a remanufacturing division, diagnostic center, general bus service & maintenance area, and central stores. Various facilities improvements and lift replacements, funded from a Federal State of Good Repair grant, are currently underway.

Customer Service Centers

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

Harvard Garage Facility

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

Main Office Building

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

Paratransit Facility

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

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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 approximately 8,350 parking spaces at 21 of its rapid stations and operates five bus Park-N-Ride lots in Berea, Brecksville, Rocky River, Strongsville, and Westlake with more than 1,200 parking spaces combined. An expansion project, adding 250 additional parking spaces at the Westlake Park-N-Ride Lot, delayed in 2010, will be completed in early FY 2012.

Passenger Shelters

There are approximately 1,275 bus shelters located throughout the Authority's bus system 7,750 bus stops that are cleaned, maintained or replaced on a regular basis.

Rail District Complex

The Rail District Complex, located at 6200 Grand Avenue, went 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, the RTA Rail Yards, and is the location of the Authority's Transit Police Headquarters. It is scheduled for a complete roof replacement over the next two years.

Transit Centers

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

Woodhill Garage Facility

The Woodhill Garage opened in 1966 as a bus garage and remained in service until 1998. It is currently in use as a training facility and houses the Authority's bus operator training simulator and the Authority's Print Shop operations.

Rail System

The Blue and Green Lines

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

Most of the 13.5-mile LR lines were built between 1913 and 1920, with the exception of a 2.2-mile Waterfront Line extension that was added in 1996. The Authority's light rail system has 35 stations; including three it shares with the Red Line at Tower City and the East 34th/Campus and East 55th Street Stations. The entire light rail system, including tracks, infrastructure, and stations was reconstructed between 1980 and 1984.

Budgeted projects for 2012 include \$3.0 million for the replacement of the Fairhill Propulsion Power Substation, \$2.5 million for the on-going Light Rail Crossing Improvements program, \$0.75 million to replace the Shaker Square Junctions and Grade Crossings, and \$0.30 million for a rehabilitation program for Light Rail Station platforms.

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Bridges/Tunnels

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

Since 2000, 16 track bridges and 6 street bridges, including the shared Light Rail Trunk Line Bridge, have been rehabilitated and one road bridge, the Rockefeller Bridge demolition has been completed. The 2012-16 CIP provides for engineering & design services and/or rehabilitation work on four track bridges and one tunnel including \$1.2 million of additional budget authority for the rehabilitation of the Red Line's Airport Tunnel in 2012 and \$2.0 million for the rehabilitation of the E. 81st/E. 83rd Streets Track Bridges in 2013.

The Red Line

The RTA's Heavy Rail (HR), or Red Line, runs on joint tracks for 19 miles from its eastern terminal at the Louis Stokes Station at Windermere, located in East Cleveland, through the Tower City Station in downtown Cleveland to its western terminal at Cleveland Hopkins International Airport. There are 18 stations along the line, eight east of downtown, one at Tower City in downtown Cleveland, and nine west of downtown. Fifteen of the Red Line stations were originally constructed between 1954 & 1958. The remaining three, including the Line's western terminal at the Cleveland Hopkins Airport, were put into service in 1967.

The GCRTA has completely renovated or reconstructed nine of its Red Line stations since 2000 including the recently completed Puritas and East 55th Street Red Line Stations. Scheduled projects for 2012 include the previously budgeted reconstruction of the University Circle Station, \$2.6 million for construction work on the Red Line Mayfield Road Station, and \$1.5 million for the on-going state of good repair project to maintain the rail infrastructure. One current project, the reconstruction of the West Side S-Curve track section located between the West Boulevard & West 117th Street Stations, remains unfunded and commencement of most budgeted work for this projects continues to be dependent upon identifying additional, non-traditional funding sources.

Right-of-Way

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

Tower City Station

Tower City Station, formerly the Cleveland Union Terminal, is the only downtown station for both the heavy (Red Line) and light rail (Blue, Green, and Waterfront Lines) systems. It was originally constructed and opened in 1930 for passenger rail service. Modified in 1955 to accommodate heavy rail service on the Red Line, the station was completely reconstructed in the late eighties, reopening in 1990 as a part of the multi-use Tower City Center complex.

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Capital Assets (continued)

Revenue Vehicle Fleets

Conventional Buses

There were 454 vehicles in the GCRTA bus fleet at the end of 2011. The Authority's current fleet includes 350 40-foot transit buses; 23 40-foot commuter buses; 20 60-foot articulated hybrid rapid transit vehicles (RTVs); 17 60-foot articulated diesel buses; 15 29-foot circulator/trolley buses; 15 45-foot commuter buses; 11 30-foot Trolley buses; and 3 60-foot articulated diesel RTVs. The average bus vehicle age was 7.7 years at the end of 2011. All buses fifteen years old or older have been retired from active service (FTA defines the useful life of a bus to be the lesser of 12 years or 500,000 miles). The fleet age distribution is shown in Figure CIP-2.

The Authority's goal, though at times not financially possible, is to replace 1/14 of its fleet every year and to accommodate any increases in peak vehicle requirements. A regular bus replacement program:

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

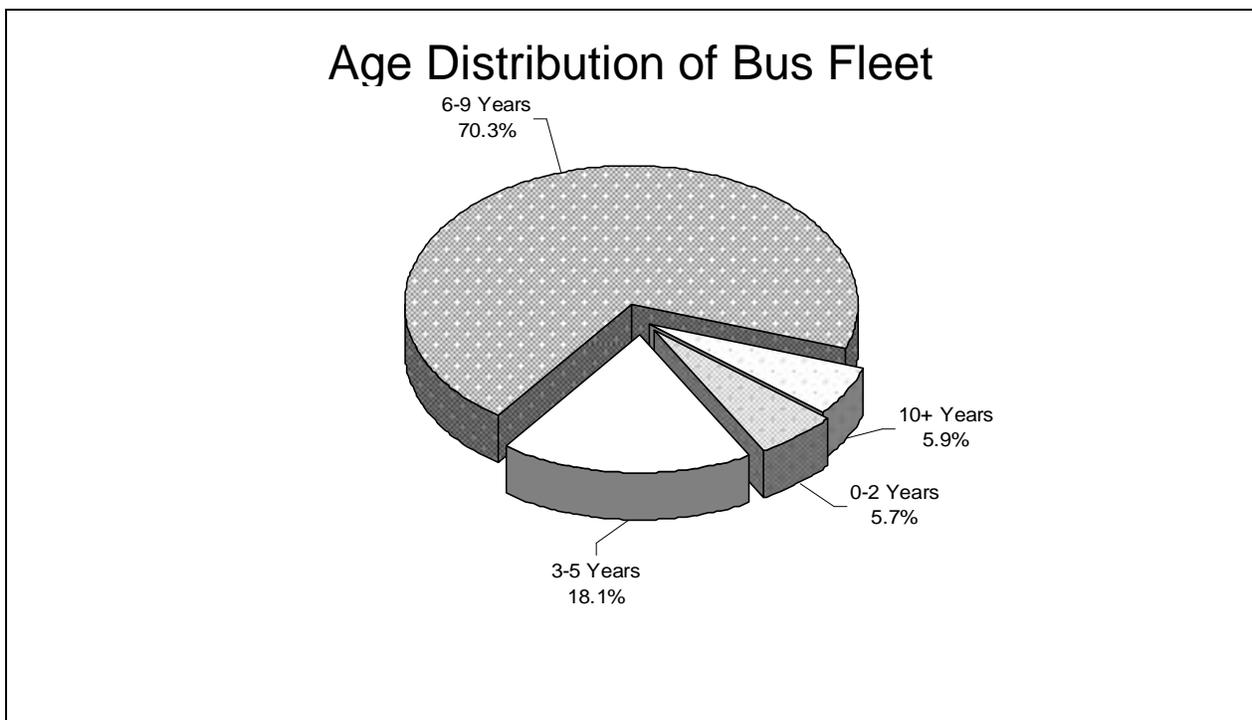


Figure CIP-2: Age Distribution of Bus Fleet

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Capital Assets (continued)

The 2012-2016 CIP includes a planned bus replacement program of 23 buses per year over a three year period beginning in FY 2013. All current 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

The GCRTA's Paratransit Program transports senior citizens and disabled persons on an advanced-reservation basis. There are 80 ADA compliant, wheelchair-equipped buses in the Paratransit fleet. In 2010, the Authority accepted the remaining ten (10) of the fifty-seven (57) Paratransit replacement vehicles ordered, including seven vehicles with longer wheelbases to address our jitney service, and 20 replacement Paratransit buses are scheduled in both 2013 and 2014.

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 for its rail operations. The average age of the Authority's combined rail fleet at the end of 2010 was 29 years. The mid-life overhaul of the Authority's Light Rail (LR) Vehicle fleet was completed in 2011 and the Heavy Rail (HR) Vehicle fleet mid-life overhaul remains underway, with an expected completion date of late 2012. Both projects were initiated to economically extend the useful life of the Authority's rail vehicle fleets approximately 12 years beyond their normal expected operating life of 25 to 30 years.

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

Capital Improvement Planning Cycle

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

The Calendar of Events, on page CIP-9, depicts the revised Capital Improvement and TIP planning cycles for the upcoming 2012-16 Capital Improvement Plan (CIP). The cycles have been moved to begin earlier in the calendar year to better align with the beginning of the new Federal Fiscal Year (FFY). Now scheduled to begin in March of this year, when the Office of Management and Budget will review the budgeting policies and set the parameters for the Capital Budget, it concluded in December with the Board Adoption of the recommended 2012-16 CIP.

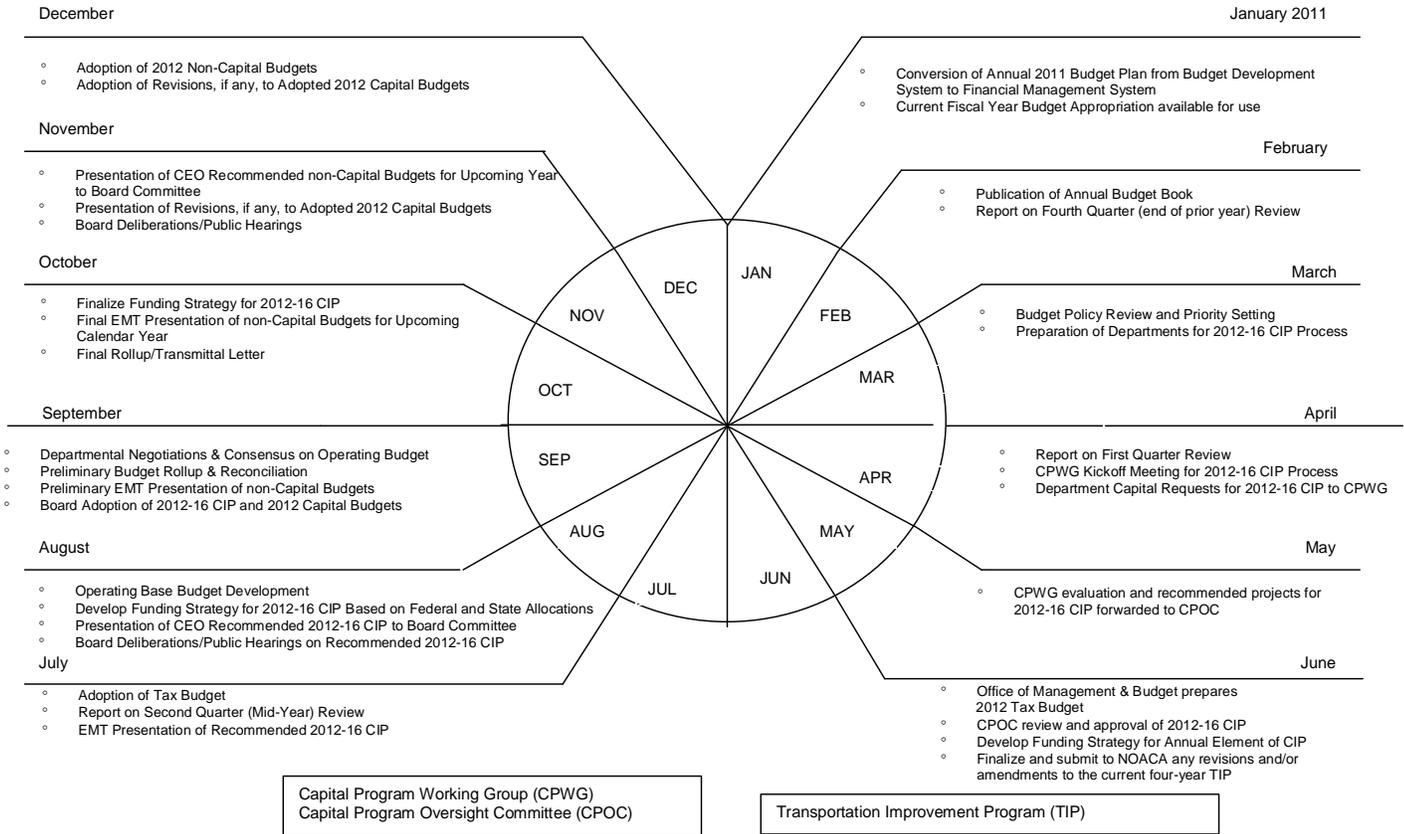
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With the start of the process, an initial review was done to assess the status of the projects included in the current year's Capital Improvement Budget. This included any delays in programmed project time lines, availability of grant funds, and an inter-departmental review of data and resources required for the upcoming CIP. The Authority's Divisions and Departments were provided a detailed set of instructions that included a review of the information required for the budget process to capture Capital Budget requests.

In May and June, OMB staff and the Capital Program Working Group (CPWG) reviewed all capital budget requests for consistency with the needs of the Authority's infrastructure, funding availability, the Authority's Long Range Plan, the current Transportation Improvement Plan (TIP), and the annual strategic planning process. Projects were then prioritized in accordance with RTA's priority areas (see pages CIP-11 & 12) and forwarded to the Capital Program Oversight Committee (CPOC). CPOC was formed to develop and monitor the Capital program and to authorize the projected capital program with projected grant, local, and non-traditional revenue sources. After initial meetings with the Deputy General Managers at the division level and with the General Manager and the Executive Management Team at the organizational level, the recommended Capital Budgets for the 2012-16 CIP were finalized.

This was followed, in July, by a comprehensive mid-year review that assessed the status of the current year's Capital Improvement Budget. Based on the mid-year review, the upcoming CIP for 2012-16 was finalized and presented to the Board of Trustees's Finance Committee for discussion and review. Any outstanding issues with the 2012-16 CIP were resolved in anticipation of the public hearings at the Board of Trustees meeting in December at which time approval is expected.

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Transportation Improvement Program

The planning cycle for grant-funded projects begins with the development of the Authority's CIP for incorporation into the Transportation Improvement Program (TIP). The TIP documents transportation-related capital projects within the region for which Federal funding will be requested. Projects must appear in the TIP to receive funding consideration. The Northeast Ohio Area-wide Coordinating Agency (NOACA) is responsible for bi-annually preparing the four-year plan for this area. The GCRTA is responsible for preparing the transit component of the plan.

The GCRTA Long-Range Plan and its related five-year Strategic Plan guides the CIP and TIP. These plans articulate the types of services and markets the Authority expects to serve. The Authority's preparation of projects for inclusion in the TIP begins in April when departments request revisions or additions 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. The upcoming budget year's annual project requests are prioritized and, in turn, are submitted to the Capital Program Oversight Committee (CPOC) for review and approval.

The proposed Capital Budgets for the upcoming calendar year are presented to the Board of Trustees committees; further defined depending on funding allocations for the new Federal fiscal year and any revisions to the original Capital Budgets will be submitted for Board approval in December and through NOACA, incorporated into the current four-year TIP prior to the new Federal Fiscal Year.

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Capital Budget Appropriations

The budget process culminates when the Board approves the budget and establishes appropriation authority for the upcoming Fiscal Year. With respect to the Capital Budget, appropriation authority varies depending on which of the two Capital Improvement Funds, either the RTA Capital or 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, used for the acquisition of non-revenue vehicles and equipment, and Asset Maintenance projects are funded through this account. Asset Maintenance projects include rehabilitation and construction projects for facilities that are smaller in scope to repair and maintain.

The RTA Development Fund includes capital projects with a value greater than \$150,000, those that have a useful life greater than five years, and includes the 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, local matches for these grants, debt service and 100 percent local funds.

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

Capital Improvement Financial Policies

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

- An amount equivalent to at least 10 percent of sales tax revenues shall be allocated to the Capital Improvement Fund on an annual basis.
- Capital Improvement Funds shall be used to account for the construction and acquisition of major capital facilities, vehicles, and equipment.
- The percent of capital maintenance outlay to capital expansion outlay will be a minimum of 33 percent and a maximum of 67 percent. Due to the need to achieve a state of good repair throughout the Authority's capital assets, this ratio was not sustainable and has been changed to a minimum of 15 percent to a maximum of 85 percent.
- The Authority will strive to take advantage of all available Federal and State grants and other financing programs for capital improvements.

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Capital Improvement Criteria

Capital project requests for the 2012 . 2016 CIP far exceeded available resources. As a result, established guidelines are used to prioritize projects. The following criteria provide a basis for preliminary capital investment decisions:

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

Priority Areas

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

During this planning cycle, priority areas 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

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- **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 reflects the distribution of approved 2012 Capital Improvement projects. The largest portion of the 2012 Capital Budget, \$41.51 million or 67.5 percent, is for projects included within the State of Good Repair category. This is followed by the Other Projects category that includes projects that have an environmental impact, are for mandated programs, or for transit oriented development with \$9.64 million, or 15.7 percent. The remaining categories make up the balance of the budgeted capital projects.

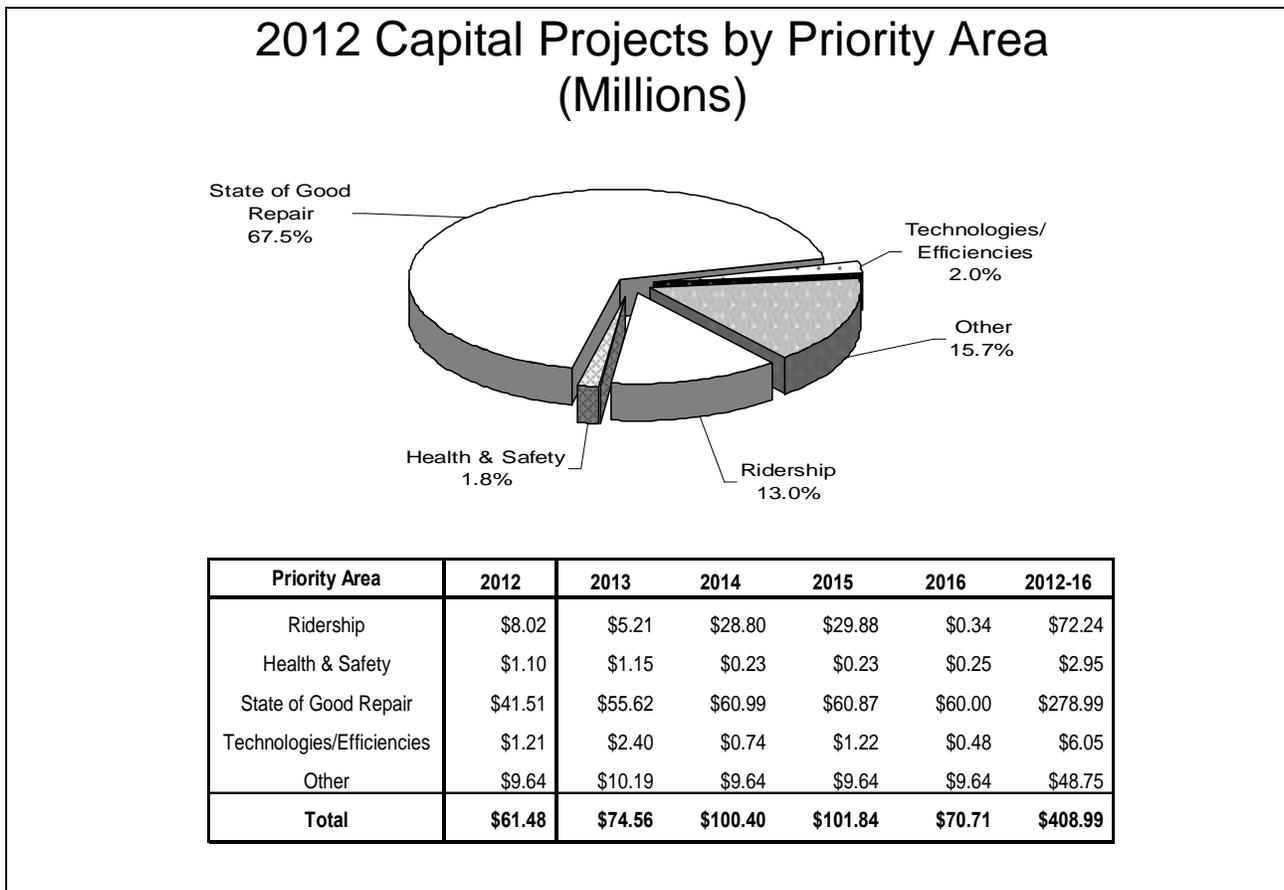


Figure CIP-3: Capital Projects by Priority Area

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Financial Capacity

The nature of public transit requires that the Authority pursue a capital-intensive budget. The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local matching funds, and the ability to issue bonds. During the eighties and through the mid-nineties, the RTA favored a pay-as-you-go method, maximizing the benefits of Federal and State grant programs, and utilizing debt financing sparingly. Beginning in the mid-nineties, the use of debt significantly increased to meet the financial needs of an extremely aggressive Capital Improvement Program. This led to a significant increase in the overall debt service of the Authority . one that now requires principal and interest payments that will exceed \$20.7 million in FY 2012, FY 2013, and FY 2014.

At the end of 2011, the Authority will have a combined \$142.1 million in outstanding debt among six debt issues. They are, along with their original amounts, \$20.9 million issued in 2001, \$17.5 million in refunded 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 refunded bonds issued in 2008. In mid-2011, due to an improved financial position, the Authority was able to pre-pay a \$2.5 million outstanding balance on a State Infrastructure Bank loan. In 2012, the Authority has plans to issue an additional \$25.0 million of debt service and, if financially prudent, to refinance some of its earlier debt.

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.

Federal Sources

As reflected in Figure CIP-4, Federal grants will provide approximately \$70.36 million, or 64.3 percent of capital improvement revenue during FY2012 and over the five-year CIP will provide close to 70 percent of funding for the Authority's programmed capital projects. Most major Federal grant programs require a local match though some do not. 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 and are described below.

SAFETEA-LU has been extended several times since and a new Transportation Act is under discussion in Washington. The impact these discussions will have on the Federal funding commitment to public transportation is uncertain, though preliminary analysis on the current form of the Bill are a concern since it would reduce the Federal commitment from the Gasoline Tax to public transportation and restructure the current Rail Modernization grant program that would likely have an impact on the Authority's current annual award

Section 5307 Capital Grants

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.

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Including the local match, Section 5307 grant awards for the Authority totaled \$35.26 million for FFY 2009 and, when fully awarded in mid-2011, \$31.5 million for FFY 2010. The FFY 2011 allocation of \$28.7 million shortly followed this in August. At this point in time, with full approval not expected before mid-year and the FFY 2012 allocation of a projected \$31.83 million for preventive maintenance expenses, payment of the fare collection lease, state of good repair work, and other capital projects is expected before the end of FY 2012. Future year awards are uncertain until a new Transportation Act is adopted.

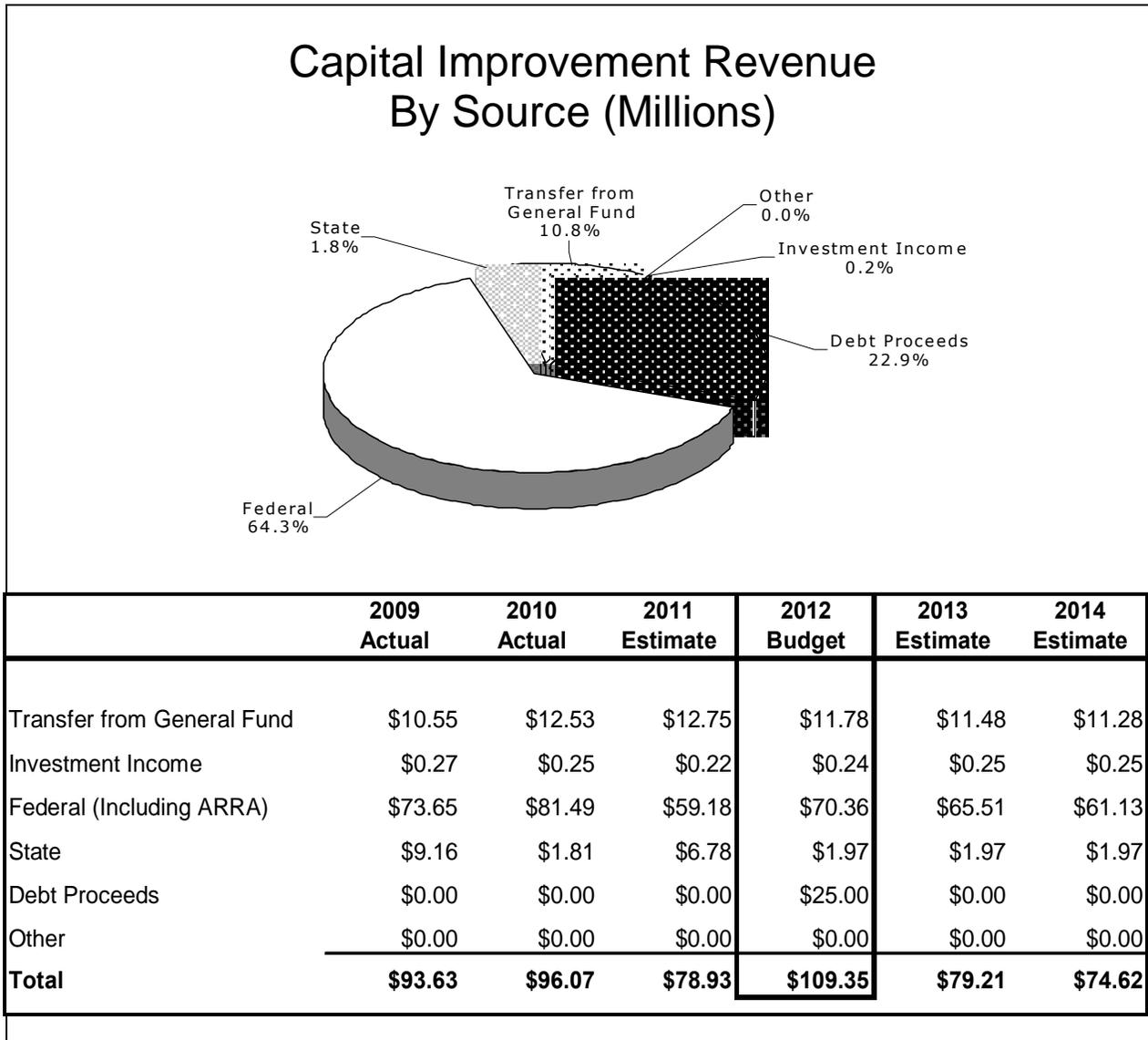


Figure CIP-4: Capital Improvement Revenue by Source

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Financial Capacity (continued)

Section 5309 (Formerly Section 3)

Since ISTEA, Federal participation for Section 5309 assistance has been distributed at the Federal Transit Administration's (FTA) discretion on an 80 percent Federal, 20 percent local basis. The ISTEA also instituted a multi-tier formula to allocate Section 5309 Rail Modernization grants, one that historically favored the older established rail systems. 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. On-going discussions in Washington suggest there will be a change to the Rail Modernization program, one that will likely have a significant financial impact on the Authority.

Including the 20 percent local match, the FFY 2010 Rail Modernization grant totaled \$17.5 million for various rail projects throughout the Authority. The FFY 2011 award of \$17.8 million was executed September 2011 and will fund work on various rail infrastructure and support preventive maintenance reimbursements and the Authority's expected apportionment of \$17.8 million of rail modernization funds for FFY 2012 is currently pending. Recent Congressional discussions on the Federal Budget have led to uncertainty over Federal funding levels for public transportation, but its award is expected before the end of 2012. These anticipated grant funds are programmed for the reimbursement of preventive maintenance costs, to fund the final year of the Heavy Rail Vehicle Overhaul Project, and for various state of good repair projects on the rail infrastructure.

Non-Traditional Federal Sources

Non-traditional Federal awards, including competitive and earmark grants, fall outside of the programs discussed above. In recent years funding from these sources have made significant contributions to the Authority. Recent awards include \$45.7 million in 2009 of 100% Federal share grant funding through the Federal Stimulus program (ARRA) that supported an additional year's worth of unfunded programmed capital project budgets within the current CIP and allowed grant funding to catch up with the capital program budget.

Including the local share, the Authority received \$30.2 million of capital funding from these sources in FY 2011. This amount included three awards totaling \$16.4 million for the reconstruction of the University Circle Red Line Station, a combined \$8.2 million in operating assistance awards, \$5.3 million for State of Good Repair projects at the Authority's bus garages, and \$287,000 for a workforce development program.

Additional grant requests by the Authority currently under review include State of Good Repair (SOGR) projects of \$12.8 million for 23 40-foot buses, \$4.0 million for parking lot improvements, and \$2.4 million for 20 paratransit buses. Other submitted requests include \$3.8 million for busway improvements to Clifton Boulevard, \$3.1 million for ADA operating assistance and a \$2.8 million TIGER IV grant for reconstruction work at the Brookpark Red Line Station.

State Sources

Administered through the Ohio Department of Transportation (ODOT), the State can contribute up to one-half of the local match portion of the Federal grant programs. In the past, the State contributed grant funds in this form, but in recent years, the State has been trending towards contributions that are project-specific rather than for local match contributions.

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In FY 2011, a previously programmed \$6.8 million award of Federal funds was awarded through the State for preventive maintenance and operating expense reimbursements. These Federal funds were initially programmed for a three-year period under former Governor Strickland, but the program was ended after the first year.

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. In 2012, local support for the capital program is comprised of an \$11.8 million transfer from the General Fund (first component of the Sales Tax Contribution to Capital) and projected interest earnings of \$236,000. Additionally, a transfer of \$20.7 million from the General Fund to the Bond Retirement Fund is planned to cover the debt service payments from previous debt issues and a \$25.0 million debt issuance in 2012 that had been deferred from the FY 2011 budget year.

Debt Management

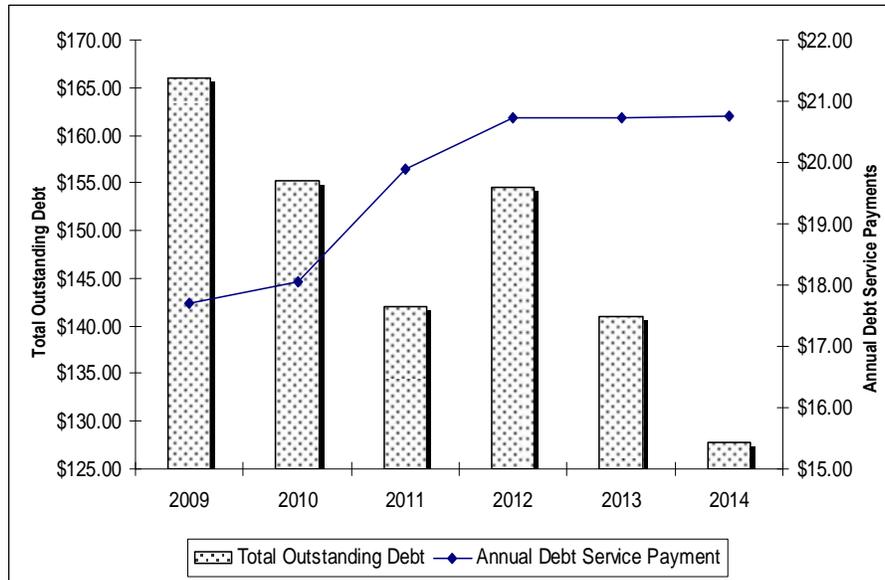
Although major capital improvements are mostly funded by Federal and State capital grants, the Authority is required to pay a percentage of most grant-funded projects from its own local sources. Debt sales are used for this purpose as well as to pay for 100 percent locally funded major projects. General Obligation (G.O.) bonds were last issued in 2008 for \$35.0 million in new debt and \$27.4 million in refunding bonds. It is expected the Authority will issue \$25.0 million in new debt in FY 2012 and refund a portion of the remaining 2004 debt. All of the Authority's current outstanding debt will mature by December 2027. The nearly \$142.1 million balance of outstanding bonds at the end of 2011 will require principal and interest payments of \$18.9 million in 2012.

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.

2012-2016 Capital Improvement Plan

Outstanding G.O. Debt Service & Annual Debt Service Payments (Millions)



	2009 Actual	2010 Actual	2011 Estimate	2012 Budget	2013 Estimate	2014 Estimate
Annual Debt Service Payment	17.71	18.05	19.89	20.72	20.74	20.76
Total Outstanding Debt	166.05	155.22	142.08	154.50	141.05	127.84

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

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

- I. Section 306.40 of the Ohio Revised Code limits the principal amount of bonds that are supported by property taxes to five percent of the assessed valuation within the Authority's territory. The assessed valuation of property within Cuyahoga County applicable to the GCRTA at the end of 2011 remained at \$29.8 billion. This limits the amount of available debt to \$1.45 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 \$29.8 billion, annual debt servicing capacity would be close to \$29.8 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.

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- III. The third constraint derives from both the Ohio Constitution and the Ohio Revised Code. Article XII, Section 11, of the Constitution requires that any political subdivision incurring debt must provide for the levying of taxes sufficient to pay principal and interest on that debt. Section 2 of the same Article and Section 5705.02 of the Ohio Revised Code limits to ten mills (one mill equals \$1 of tax for each \$1,000 of assessed valuation) for the amount of taxes that may be levied without a vote of the citizens.

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

At 10.6298 mills, total outstanding debt issued by various public entities within the County exceeds the unvoted ten-mill limit, restricting the Authority's ability to issue any General Obligation Bonds in 2012. Since the Authority's total annual debt service is limited to 1.0 mill, based on the direct limitation described in section II, on page CIP-17, the Authority could issue approximately \$80 million of unvoted debt assuming a 20-year maturity and a 4.5 percent interest rate, but its ability to issue more general obligation debt is limited under the third constraint, in that the total outstanding debt issued as of year-end 2011 by various public entities within the County is over the unvoted ten-mill limit.

Operating Impacts

A benefit of considering the Operating and Capital Budgets concurrently is the ability to gauge the impact of Capital Improvement decisions on the Operating Budget. In 2012 the Authority's capital program will impact the Operating Budget in a variety of ways including:

- The Trustees' commitment to contribute a portion of sales tax revenues to the Capital Improvement Fund transfers resources that could be used to support operations. In the upcoming year, this amount is estimated at \$11.8 million.
- Continuing challenges with intergovernmental assistance, in tandem with increased capital requirements continues 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.
- A decision to issue additional debt, deferred again from FY 2011, for capital projects will result in debt service and interest payments of nearly \$20.8 million in 2012 and require a General Fund transfer to the Bond Retirement Fund of nearly \$20.7 million.
- Some expenditures, primarily for personnel costs within the Engineering & Project Development Department and other Authority departments, are incurred in support of ongoing activities within capital projects. Eligible costs are reimbursed to the General Fund as revenue from the RTA Development Fund. In 2012, this activity will result in a projected \$1.0 million in reimbursements, mostly grant funded, to the General Fund.

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- In the last five fiscal years, covering 2007 thru 2011, \$137.8 million of capital grants, an amount that includes both the 80-percent Federal and 20-percent Local Shares, were used to reimburse the Annual Operating Budgets for preventive maintenance activities rather than for planned capital projects to maintain, improve, or replace the Authority's capital assets. The 2012 Capital Budget includes an additional \$20.7 million of budget authority for this purpose, again reducing the availability of funding for the Capital Program and continuing the process of deferring planned projects.
- The capital program helps to maintain the Authority's capital assets in a state of good repair that improves service delivery reliability and, in turn, helps to reduce maintenance costs incurred in the operating budget.
- Daily activities within the Operating Budget in 2011 are supported by the \$2.1 million appropriated to various capital projects contained within the RTA Capital Fund. These projects include the smaller (less than \$150,000), routine capital purchases and facilities maintenance activities and are exclusively supported by local funds from Sales & Use Tax revenue.

Capital Project Categories

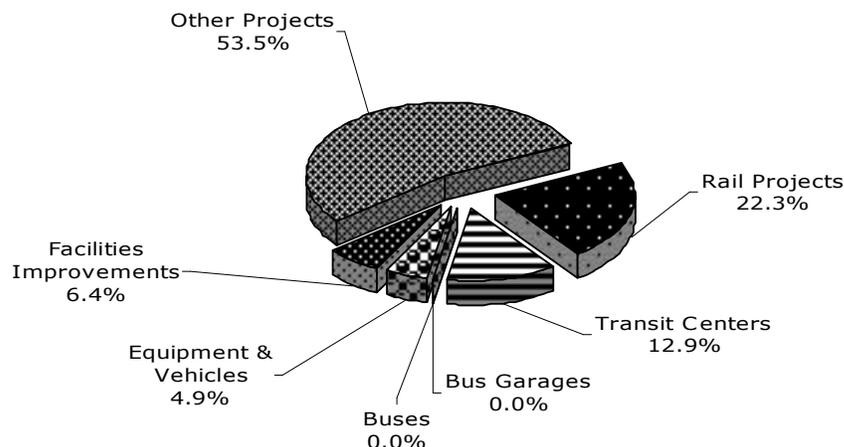
The combined 2012-2016 Capital Improvement Plan (CIP) totals \$409.0 million. Projects included in the CIP are sorted into seven project categories . Bus Garages, Buses, Equipment & Vehicles, Facilities Improvements, Other Projects, Rail Projects, and Transit Centers.

As reflected in Figure CIP-6, the Other Projects category totals \$32.9 million, or 53.5 percent, of the 2012 Capital Budget. This category is primarily made up of grant-funded projects that support activities within the Operating Budget. This includes \$20.7 million of reimbursements for preventive maintenance activities, \$4.1 million for the Work Access program, and \$3.1 million to support ADA activities. This is followed by the Rail projects category, with \$13.7 million, or 22.3 percent of the total, Transit Centers with \$7.9 million, or 12.9 percent, Facilities Improvements with \$4.0 million, or 6.4 percent, and the Equipment & Vehicles category with \$3.0 million, or 4.9 percent.

The largest budgeted category over the five-year period remains Other Projects, due to programmed reimbursements for preventive maintenance and other operating expenses at \$183.2 million, or 44.8 percent of the 2012-16 CIP. The Rail Projects category, which includes an unfunded budget of \$63.7 million for a proposed extension of the Blue Line, is the second largest category within the total five-year CIP at \$140.3 million, or 34.3 percent, over the five-year period. These are followed by the Bus Improvement Program with \$39.9 million, or 9.8 percent, Facilities Improvements at \$23.3 million, or 5.7 percent, Equipment & Vehicle purchases at \$11.6 million, or 2.9 percent and Transit Centers with \$10.7 million, or 2.6 percent of programmed projects. Due to the current state of good repair projects at the Bus Garages, there are no programmed bus garage projects in the upcoming 2012-16 CIP.

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2012 Capital Projects by Category (Millions)



	2012	2013	2014	2015	2016	2012 - 16
Bus Garages	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Buses	\$0.00	\$13.71	\$13.71	\$12.50	\$0.00	\$39.91
Equipment & Vehicles	\$3.03	\$4.16	\$1.58	\$2.00	\$0.83	\$11.60
Facilities Improvements	\$3.96	\$4.19	\$6.08	\$4.11	\$4.98	\$23.31
Other Projects	\$32.91	\$37.48	\$37.45	\$37.70	\$37.63	\$183.18
Rail Projects	\$13.67	\$13.31	\$41.25	\$45.19	\$26.93	\$140.34
Transit Centers	\$7.92	\$1.71	\$0.34	\$0.35	\$0.34	\$10.65
Total	\$61.48	\$74.56	\$100.40	\$101.84	\$70.72	\$408.99

Figure CIP-6: Capital Projects by Category

RTA Capital Fund

The RTA Capital Fund is a smaller fund for capital projects and includes more routine expenditures. Projects within this fund are generally less than \$150,000 and have a useful life not exceeding five years. Items included in 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 cover 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, is the only source of revenue into this fund other than investment income. In 2012, transfers from the General Fund are estimated at \$11.8 million, or 6.8 percent of expected sales tax revenues along with anticipated investment income of \$650. The transfer amount, in combination with a

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planned \$20.7 million transfer from the Operating Budget to the Bond Retirement Fund, bring the total commitment to Capital to \$32.5 million or 18.7 percent of the projected 2012 sales tax revenue.

Total 2012 budgeted expenditures or cash flows of \$11.8 million include \$1.25 million for Asset Maintenance projects, \$0.93 million for Routine Capital purchases and a \$9.6 million transfer into the RTA Development Fund. The estimated 2012 ending balance of \$2.1 million, has grown over the last three years in tandem with the Authority's improved financial status.

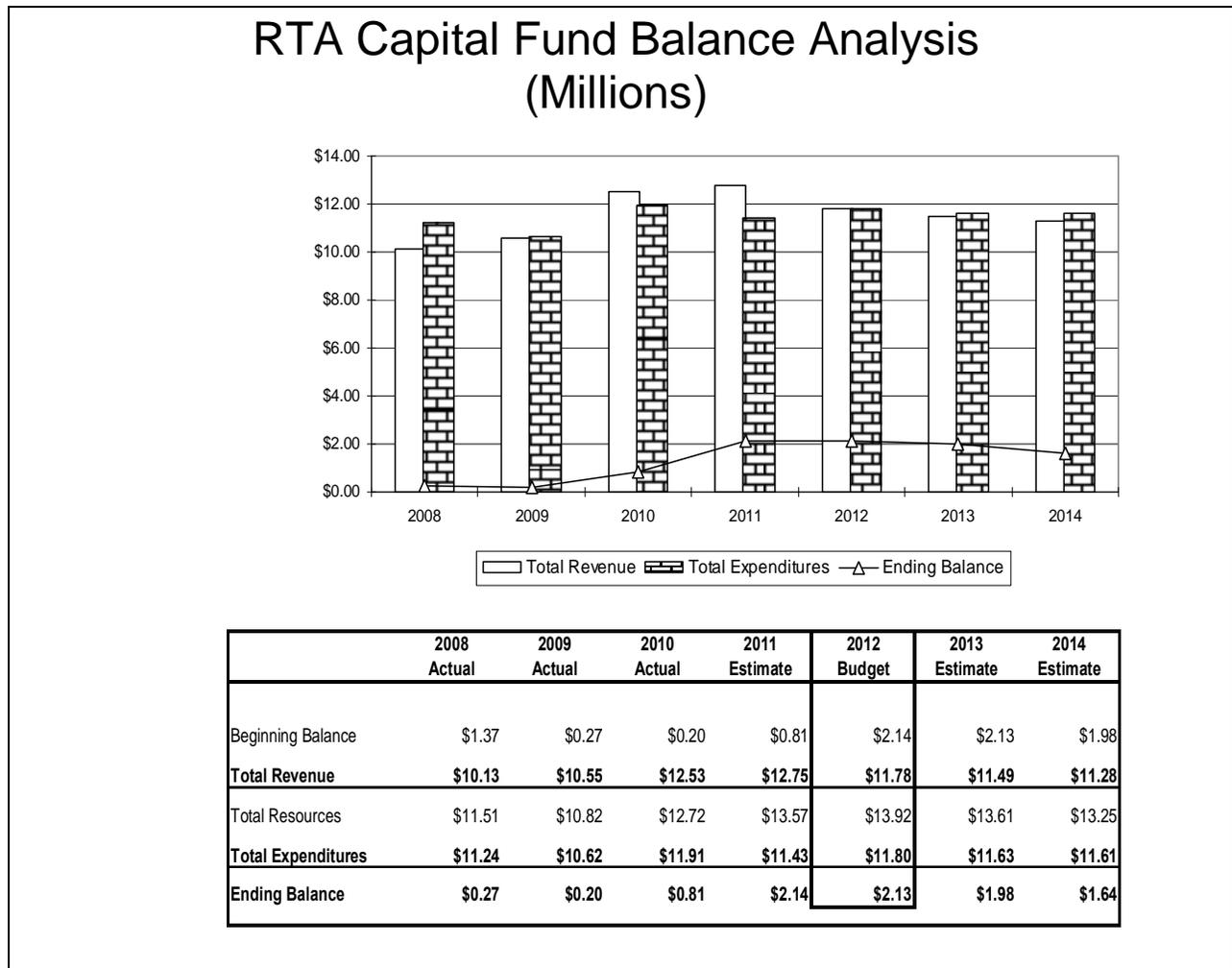


Figure CIP-7: RTA Capital Fund Balance Analysis

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RTA Capital Fund Balance Analysis

	2008 Actual	2009 Actual	2010 Actual	2011 Estimate	2012 Budget	2013 Budget	2014 Budget
Beginning Balance	1,374,346	270,264	197,782	814,717	2,143,191	2,126,405	1,977,314
Revenue							
Transfer from General Fund	10,065,882	10,550,000	12,525,000	12,754,337	11,777,818	11,484,515	11,275,406
Investment Income	65,557	370	235	578	650	650	650
Other Revenue	0	0	41	0	0	0	0
Total Revenue	10,131,439	10,550,370	12,525,276	12,754,915	11,778,468	11,485,165	11,276,056
Total Resources	11,505,785	10,820,634	12,723,058	13,569,632	13,921,660	13,611,569	13,253,370
Expenditures							
Asset Maintenance	1,630,502	1,197,531	1,703,742	1,075,000	1,250,000	1,250,000	1,250,000
Routine Capital	2,004,137	1,079,267	929,599	750,000	925,000	950,000	950,000
Transfer to RTA Development Fund	7,600,882	8,346,054	9,275,000	9,601,441	9,620,255	9,434,255	9,409,255
Total Expenditures	11,235,521	10,622,852	11,908,341	11,426,441	11,795,255	11,634,255	11,609,255
Ending Balance	270,264	197,782	814,717	2,143,191	2,126,405	1,977,314	1,644,115

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 greater than one year. Furthermore, these items are generally less than \$150,000 and have a useful life of five years or less. Thus, budget appropriations for routine capital projects are approved annually.

As indicated in Figure CIP-8 on the following page and the charts on pages CIP-24 & CIP-25, the budget appropriation for Routine Capital projects accounts for \$0.93 million, or 1.5 percent, of the 2012 Capital Improvement Budget. This is a decrease in budget appropriation, relative to previous years as the Authority's non-revenue vehicle program was shifted over to a grant funded project beginning in FY 2012.

The greatest portion of Routine Capital projects in FY 2012 is within the Operations Division, which has \$496,500, or 53.5 percent of the total budget appropriated for this purpose, with most of this amount programmed for replacement equipment in each Department. The Transit Police Department has the largest single Operating Department appropriation for Routine Capital purchases in 2012 with \$200,000, or 21.6%, of the total Routine Capital Budget for various security related improvements.

Asset Maintenance Projects

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

The 2012 budget appropriation for Asset Maintenance projects is \$1.2 million, representing 1.9 percent of the overall 2012 Capital Improvement Budget (see Figure CIP-8). Again, this is a

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decrease, relative to prior years' budgets, as a result of initiating a grant funded state of good repair capital project in the RTA Development Fund to cover some of the larger facilities maintenance projects and the resultant shift in programmed expenditures.

The largest portion of these projects, \$655,000, or 56.3 percent, is within the Engineering and Project Development Department, which coordinates larger construction-related routine improvements. This is followed by the Service Management Department with \$275,000, or 23.6 percent, of all Asset Maintenance projects. The remaining amounts are budgeted in the Fleet Management Department for the rehabilitation of bus lifts (\$100,000) and the replacement of overhead doors at the Woodhill Garage (\$58,000) and in an asset maintenance contingency project (\$75,000).

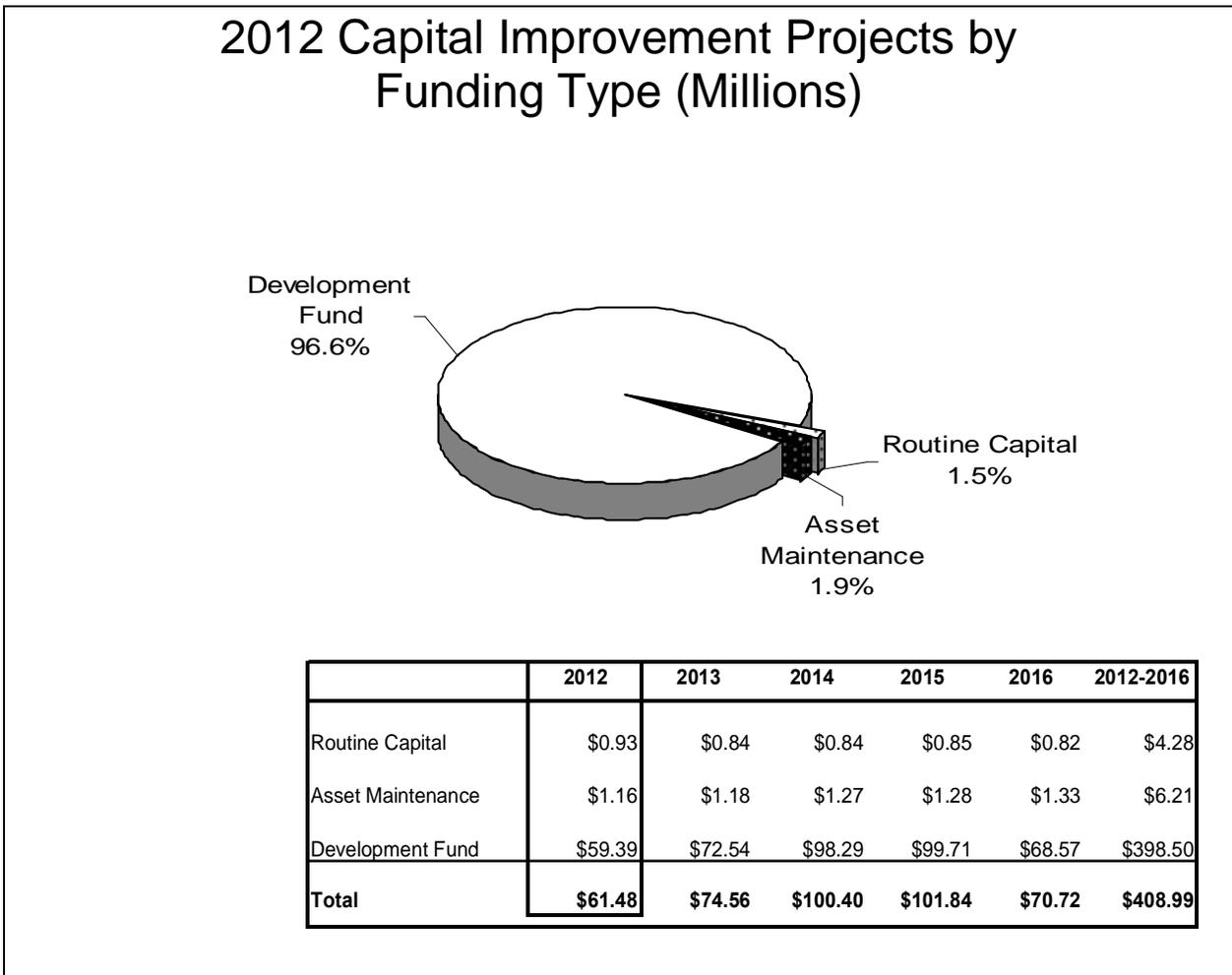


Figure CIP-8: Capital Improvement Projects by Funding Type

2012-2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012-2016 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND

ASSET MAINTENANCE							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2012 Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2012-16 Total
<u>35 SERVICE MANAGEMENT</u>							
Passenger Facilities Maintenance Pool	32355099	120,000	120,000	140,000	140,000	150,000	670,000
Administration Facilities Maintenance Pool	32355199	35,000	40,000	50,000	50,000	60,000	235,000
Operating Facilities Maintenance Pool	32355299	120,000	120,000	140,000	140,000	150,000	670,000
		275,000	280,000	330,000	330,000	360,000	1,575,000
<u>39 FLEET MANAGEMENT</u>							
Woodhill Garage Overhead Door Replacements	32395129	58,000	0	0	0	0	58,000
Bus Lift Rebuilds/Rehabilitations - All Districts	47395099	100,000	125,000	125,000	125,000	150,000	625,000
		158,000	125,000	125,000	125,000	150,000	683,000
<u>80 ENGINEERING & PROJECT DEV.</u>							
Bridge Maintenance Pool	20805099	50,000	50,000	50,000	50,000	50,000	250,000
Track Maintenance Pool	23805099	75,000	75,000	75,000	75,000	75,000	375,000
Parking Lot Rehab Pool	32805029	60,000	100,000	60,000	75,000	75,000	370,000
Facilities - ADA Projects	32805099	100,000	100,000	100,000	100,000	100,000	500,000
Passenger Facilities Maintenance Pool	32805199	150,000	150,000	200,000	150,000	150,000	800,000
Operating Facilities Maintenance Pool	32805299	150,000	150,000	150,000	200,000	200,000	850,000
Bus Pad Replacement Pool	33805099	50,000	50,000	50,000	50,000	50,000	250,000
Authority-Wide Sign Replacement	47805099	20,000	20,000	25,000	20,000	20,000	105,000
		655,000	695,000	710,000	720,000	720,000	3,500,000
<u>99 OFFICE OF MANAGEMENT & BUDGET</u>							
Asset Maintenance Contingency	49995059	75,000	75,000	100,000	100,000	100,000	450,000
		75,000	75,000	100,000	100,000	100,000	450,000
TOTAL ASSET MAINTENANCE		1,163,000	1,175,000	1,265,000	1,275,000	1,330,000	6,208,000
RTA CAPITAL FUND TOTAL		2,090,850	2,017,250	2,107,700	2,127,700	2,145,200	10,488,700



2012-2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012-2016 CAPITAL IMPROVEMENT PLAN RTA CAPITAL FUND							
ROUTINE CAPITAL							
DEPARTMENT / PROJECT NAME	PROJECT NUMBER	2012 Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2012-16 Total
<u>12 EXECUTIVE</u>							
NEOSCC Dues	49120129	25,000	25,000	25,000	25,000	25,000	125,000
NOACA Dues	49120199	56,250	56,250	57,700	57,700	57,700	285,600
Build-up Greater Cleveland Dues	49120299	44,100	45,000	45,000	45,000	45,000	224,100
Outside Legal Services - Legislative Review	49120399	86,000	86,000	90,000	90,000	90,000	442,000
		211,350	212,250	217,700	217,700	217,700	1,076,700
<u>31 PARATRANSIT DISTRICT</u>							
Paratransit District Equipment Pool	47310109	12,500	15,000	15,000	17,500	17,500	77,500
		12,500	15,000	15,000	17,500	17,500	77,500
<u>32 RAIL DISTRICT</u>							
Rail District Equipment Pool	47320199	72,000	20,000	17,500	20,000	10,000	139,500
		72,000	20,000	17,500	20,000	10,000	139,500
<u>34 TRANSIT POLICE</u>							
Security Improvements Pool	44340199	200,000	200,000	225,000	225,000	250,000	1,100,000
		200,000	200,000	225,000	225,000	250,000	1,100,000
<u>35 SERVICE MANAGEMENT</u>							
Passenger Van for Work Access Program	46350129	52,000	0	0	55,000	0	107,000
		52,000	0	0	55,000	0	107,000
<u>39 FLEET MANAGEMENT</u>							
Fleet Management Equipment Pool	47390199	80,000	50,000	20,000	20,000	20,000	190,000
		80,000	50,000	20,000	20,000	20,000	190,000
<u>46 HAYDEN DISTRICT</u>							
Hayden District Equipment Pool	47460129	70,000	100,000	72,500	12,500	12,500	267,500
		70,000	100,000	72,500	12,500	12,500	267,500
<u>49 TRISKETT DISTRICT</u>							
Triskett District Equipment Pool	47490129	10,000	10,000	12,500	12,500	12,500	57,500
		10,000	10,000	12,500	12,500	12,500	57,500
<u>61 INFORMATION TECHNOLOGY</u>							
Systems Development Pool	42610199	125,000	140,000	140,000	150,000	150,000	705,000
		125,000	140,000	140,000	150,000	150,000	705,000
<u>62 SUPPORT SERVICES</u>							
Office Equipment/Furniture Replacement Pool	43620199	20,000	20,000	22,500	22,500	25,000	110,000
		20,000	20,000	22,500	22,500	25,000	110,000
<u>67 OFFICE OF MANAGEMENT & BUDGET</u>							
Routine Capital Contingency	49990159	75,000	75,000	100,000	100,000	100,000	450,000
		75,000	75,000	100,000	100,000	100,000	450,000
TOTAL ROUTINE CAPITAL		927,850	842,250	842,700	852,700	815,200	4,280,700

2012 - 2016 Capital Improvement Plan

RTA Development Fund

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

Federal Capital grants require that local match funds be set aside and available for Capital Improvement projects. During the budget process, local match requirements 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 Preventive Maintenance (PM) reimbursement project and to cover expenses within the fund not covered by other revenue sources. This amount was increased to \$7.6 million in 2008 and again in 2009 to \$8.4 million. It further grew to \$9.3 million in 2010 and then to an estimated \$9.6 million in 2011. It will remain at \$9.6 million in FY 2012 before slightly declining to \$9.4 million in 2013 and 2014. The last debt service issued by the Authority was for \$35.0 million in FY 2008 and a programmed \$25.0 million debt sale, originally planned in FY2010 was deferred again to FY 2012. Interest income has varied over the years due to fluctuations in the fund balance with \$235,000 expected in 2012, followed by a small increase in the following years.

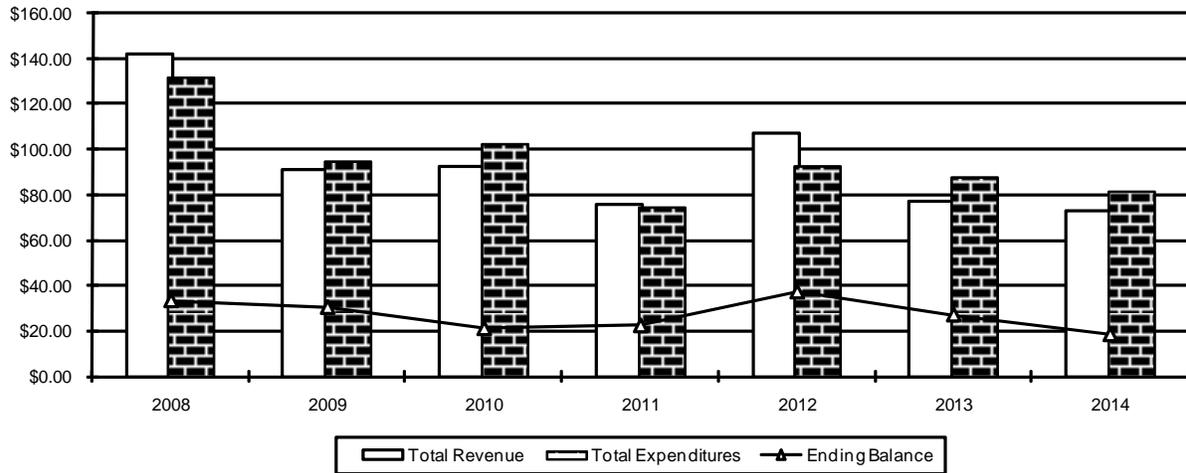
Figure CIP-9, on the following page, presents the fund balance analysis for the RTA Development Fund. In 2008 it had increased to \$33.5 million, primarily due to proceeds from the \$35.0 million bond issuance, but declined to \$30.5 million in 2009 as proceeds began to be drawn down by capital activities. The fund balance declined further in 2010, to \$21.3 million and remained near that level at an estimated \$22.4 million at the end of FY 2011. A debt issuance of \$25.0 million, originally planned for 2010 was delayed until 2012 due to the infusion of 100 percent Federally funded stimulus funding for capital projects. As a result, the fund balance will increase to an estimated \$37.4 million at the end of FY 2012 and then fall again in FY 2013 and FY 2014 due to anticipated 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 fund balance statement on page CIP-28, various funding sources, including but not limited to, Federal capital grants, a planned debt service, State Capital grants, and 100 percent local funds will help support expected outlays of \$92.5 million in 2012. Please note that expenditures within the Fund Balance Analysis are presented on a cash basis and attempts to estimate the actual cash flow expenditures. Thus, the expenditure estimates differ from the levels presented in the 2012-16 Capital Improvement Plan, which are based on the establishment of budget appropriation authority for the projects.

2012 - 2016 Capital Improvement Plan

RTA Development Fund Balance Analysis (Millions)



	2008 Actual	2009 Actual	2010 Actual	2011 Estimate	2012 Budget	2013 Estimate	2014 Estimate
Beginning Balance	\$22.84	\$33.49	\$30.51	\$21.14	\$22.41	\$37.36	\$27.18
Total Revenue	\$142.06	\$91.43	\$92.82	\$75.78	\$107.45	\$77.16	\$72.75
Total Resources	\$164.90	\$124.91	\$123.32	\$96.91	\$129.86	\$114.53	\$99.93
Total Expenditures	\$131.42	\$94.41	\$102.19	\$74.50	\$92.50	\$87.35	\$81.50
Ending Balance	\$33.49	\$30.51	\$21.14	\$22.41	\$37.36	\$27.18	\$18.43

Figure CIP-9: RTA Development Fund Balance Analysis

2012 - 2016 Capital Improvement Plan

RTA Development Fund Balance Analysis

	2008 Actual	2009 Actual	2010 Actual	2011 Estimate	2012 Budget	2013 Budget	2014 Budget
Beginning Balance	22,837,466	33,485,254	30,508,300	21,135,307	22,411,472	37,363,463	27,176,954
Revenue							
General Obligation Debt Proceeds	35,472,559	0	0	0	25,000,000	0	0
Transfer from RTA Capital Fund	7,600,882	8,346,054	9,275,000	9,601,441	9,620,255	9,434,255	9,409,255
Investment Income	1,672,096	271,990	244,766	218,841	235,000	245,000	245,000
Federal Capital Grants (Including ARRA)	86,109,609	73,648,082	81,487,975	59,179,088	70,625,000	65,512,500	61,125,000
State Capital Grants	9,370,685	9,162,154	1,807,284	6,776,795	1,971,736	1,971,736	1,971,736
Other Revenue	1,837,731	0	0	0	0	0	0
Total Revenue	142,063,562	91,428,280	92,815,025	75,776,165	107,451,991	77,163,491	72,750,991
Total Resources	164,901,028	124,913,534	123,323,325	96,911,472	129,863,463	114,526,954	99,927,946
Expenditures							
Capital Outlay	128,830,215	93,705,234	101,488,018	74,500,000	92,500,000	87,350,000	81,500,000
Other Expenditures	472,559	0	0	0	0	0	0
Transfer to Bond Retirement Fund	2,113,000	700,000	700,000	0	0	0	0
Total Expenditures	131,415,774	94,405,234	102,188,018	74,500,000	92,500,000	87,350,000	81,500,000
Ending Balance	33,485,254	30,508,300	21,135,307	22,411,472	37,363,463	27,176,954	18,427,946

RTA Development Fund Projects

In 2012, the combined budget appropriation for RTA Development Fund projects accounts for most, 96.6 percent, or \$59.4 million, of the Capital Improvement Budget for the upcoming year (see Figure CIP-8). The listing of projects within this fund is based upon the establishment of budget appropriation authority and includes projects that may have already received grant-funding, projects in the application stage, those included in the Transportation Improvement Program (TIP), larger projects supported by 2012 local funds, or projects without an identified funding source. The following highlights some of the larger programmed RTA Development Fund Capital Improvement Projects in 2012. Please refer to pages CIP-31 through CIP-37 for a complete list of projects included within the RTA Development CIP.

Bus Garages - \$0.0 million

Due to a Federal State of Good Repair grant received in FY 2011, facility improvements and equipment replacement projects are currently underway at the Paratransit, Hayden and Central Bus garages. As a result of these improvements, no grant funded bus garage projects are programmed for the 2012-16 CIP.

Bus/Paratransit Improvement Programs - \$0.0 million

No bus purchases are scheduled for the 2012 budget year. The next scheduled purchase of 40qand paratransit buses are currently programmed for the 2013 budget year.

2012 - 2016 Capital Improvement Plan

Bus Rapid Transit (BRT) - \$0.0 million

The HealthLine, formerly the Euclid Corridor Transportation Project (ECTP), is the only project within this category. It opened for service in the fourth quarter of 2008. At present, no further budget appropriations will be required as the remaining punch-list items were substantially complete by the end of the 2009 Fiscal Year. Final closeout of remaining contracts and open Federal grants have been delayed until late-2012.

Equipment & Vehicles - \$2.4 million

FY 2012 projects included within this category includes \$903,000 for the first of a two year program to install event recorders on the Authority's rail fleets, a combined \$1,087,012 for various information technology improvements, and \$400,000 for the Authority's non-revenue vehicle improvement program.

Facilities Improvements - \$2.9 million

Two projects are included in the Facilities Improvements category for FY 2012. One project for \$600,000 is for state of good repair work on existing facilities of the Authority and the second, \$2.3 million, is for the remaining budget authority needed to complete the roof replacements at the Central Rail Maintenance Facility.

Other Projects - \$32.5 million

This category includes budget authority for preventive maintenance reimbursements to the Operating Budget, as well as various Operating expense reimbursement projects and contains the largest portion of budget authority, both within FY 2012, as well as over the five years of the planned 2012-16 CIP. The largest, for preventive maintenance reimbursements with a budget appropriation of \$20.7 million, makes up 34.8 percent of the entire RTA Development Fund appropriation for the upcoming Budget Year. Other programmed grant funded projects within this category for FY 2012 include \$4.07 million for JARC, or reverse commute services; \$3.1 million for the reimbursement of ADA Operating Budget expenses.; and \$2.4 million for the payment of a fare collection equipment lease.

Rail Projects- \$13.7 million

The Rail Projects category continues to be the most diverse category within the RTA Development Fund. The FY 2012 CIP includes rail station rehabilitation & construction projects, vehicle rehabilitations, signalization & electrical work, and on-going rail infrastructure & track rehabilitation projects.

Major programmed projects within this category for 2012 include \$3.0 million to replace the Fairhill Avenue propulsion power substation, \$2.6 million for the construction of the Mayfield Road Red Line Station, \$2.5 million for the reconstruction of vehicle crossings of the light rail lines, \$1.8 million for reimbursed labor costs on the Heavy Rail Vehicle Mid-Life Overhaul project, and \$1.5 million for an on-going rail infrastructure program. One rail project, reconstruction of the S-Curve on the Authority's Red Line between the West Boulevard and W. 117th Street Stations, for \$7.2 million was included in the 2010 CIP as an alternative project without an identified funding source. Still unfunded, it remains within the current capital budget, but will be done only if non-traditional funding sources can be identified.

2012 - 2016 Capital Improvement Plan

Transit Centers / Bus Loops - \$7.9 million

The 2012 capital budget includes two projects within this category including \$7.7 million for bus way improvements to Clifton Boulevard and \$243,000 for various passenger enhancements.

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 and updated in 2004 to reflect the existing system's state of repair; the future plans of key stakeholders, and the economic conditions of the region. In 2008, RTA initiated an update of the Long Range Plan, titled the "GCRTA Strategic Plan" that will be completed in early-2012.

The updated GCRTA Strategic Plan will provide focus on strategic initiatives from 2012 . 2016. The goals of the Plan are to help determine the course of projects and services within GCRTA that can result in the increase of ridership, increase in revenues, and bring the system into a state of good repair while being grounded in the economic and the financial reality of public transportation funding in Northeast Ohio.

The existing Key Transit 2025 project elements include:

- Exploring additional Bus Rapid Transit projects in other major travel corridors;
- Completing the Transit Center Network;
- Initiating Transit-Oriented Development Projects;
- Implementing the Transit Waiting Environment Program; and
- Reconstructing various Rapid Transit Stations as part of the FTA ADA Key Station requirement agreement.

The GCRTA Strategic Plan, now under final evaluation and acceptance, will review these goals and develop objectives that will support them.

2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	2012 Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	TOTALS 2012-2016
<u>BUSES</u>							
<u>BUS IMPROVEMENT PROGRAM</u>							
2012-16 Bus Improvement Program	10390130	0	12,500,000	12,500,000	12,500,000	0	37,500,000
FFY 2012 CMAQ-ODOT Grant	6,250,000						
FFY 2012 CMAQ-NOACA Grant	6,250,000						
FFY 2013 CMAQ-ODOT Grant	6,250,000						
FFY 2013 CMAQ-NOACA Grant	6,250,000						
FFY 2014 CMAQ-ODOT Grant	6,250,000						
FFY 2014 CMAQ-NOACA Grant	6,250,000						
Sub-Total - Bus Improvement Program		0	12,500,000	12,500,000	12,500,000	0	37,500,000
<u>PARATRANSIT IMPROVEMENT PROGRAM</u>							
2012-16 Paratransit Buses	12390120	0	1,205,000	1,205,000	0	0	2,410,000
FFY 2012 Federal Formula Grant	1,205,000						
FFY 2013 Federal Formula Grant	1,205,000						
Sub-Total - Paratransit Improvement Program		0	1,205,000	1,205,000	0	0	2,410,000
TOTAL - BUSES		0	13,705,000	13,705,000	12,500,000	0	39,910,000
<u>EQUIPMENT & VEHICLES</u>							
<u>Management Information System</u>							
Oracle Upgrade to Version 12	42610100	0	0	100,000	50,000	0	150,000
FFY 2013 Federal Formula Grant	100,000						
FFY 2014 Federal Formula Grant	50,000						
Network Infrastructure - Networks	42610120	205,000	545,000	98,000	58,000	27,000	933,000
FFY 2011 Federal Formula Grant	205,000						
FFY 2012 Federal Formula Grant	545,000						
FFY 2013 Federal Formula Grant	98,000						
FFY 2014 Federal Formula Grant	58,000						
FFY 2015 Federal Formula Grant	27,000						
Oracle Procurement Modules	42610130	0	560,000	0	0	0	560,000
FFY 2012 Federal Formula Grant	560,000						
Network Infrastructure - Data Center	42610220	200,000	455,000	145,000	65,000	55,000	920,000
FFY 2011 Federal Formula Grant	200,000						
FFY 2012 Federal Formula Grant	455,000						
FFY 2013 Federal Formula Grant	145,000						
FFY 2014 Federal Formula Grant	65,000						
FFY 2015 Federal Formula Grant	55,000						
Reporting Tools	42610230	0	150,000	0	0	0	150,000
FFY 2012 Federal Formula Grant	150,000						
Network Infrastructure - Phone System	42610320	80,000	10,000	10,000	845,000	0	945,000
FFY 2011 Federal Formula Grant	80,000						
FFY 2012 Federal Formula Grant	10,000						
FFY 2013 Federal Formula Grant	10,000						
FFY 2014 Federal Formula Grant	845,000						



2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2012-2016
		2012	2013	2014	2015	2016	
<u>EQUIPMENT & VEHICLES - Cont.</u>							
<u>Management Information System - Cont.</u>							
SBS to Oracle HR Integration FFY 2012 Federal Formula Grant	42610330 70,000	0	70,000	0	0	0	70,000
Microsoft Enterprise FFY 2011 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2015 Federal Formula Grant	42610420 300,000 200,000 200,000	300,000	0	200,000	0	200,000	700,000
Internet - Intranet Development FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant	42610520 150,000 100,000 50,000 50,000 50,000	150,000	100,000	50,000	50,000	50,000	400,000
Absence Management (FMLA) FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant	42610620 150,000 50,000	150,000	50,000	0	0	0	200,000
Electronic Records - Retention & Discovery FFY 2012 Federal Formula Grant	100,000	0	100,000	0	0	0	100,000
Application Performance - Data Archiving Tool FFY 2012 Federal Formula Grant	215,000	0	215,000	0	0	0	215,000
Sub-Total - Management Information System		1,087,012	2,257,013	605,014	1,070,015	334,016	5,353,070
<u>Equipment</u>							
Event Recorders - Rail FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant	44150120 903,000 949,000	903,000	949,000	0	0	0	1,852,000
Sub-Total - Equipment		903,000	949,000	0	0	0	1,852,000
<u>Vehicles</u>							
Non-Revenue Vehicle Replacement Program FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant	46390120 400,000 400,000 452,000 400,000	400,000	400,000	452,000	400,000	0	1,652,000
Sub-Total - Vehicles		400,000	400,000	452,000	400,000	0	1,652,000
TOTAL - EQUIPMENT & VEHICLES		2,390,012	3,606,013	1,057,014	1,470,015	334,016	8,857,070



2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2012 - 2016 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2012-2016
		2012	2013	2014	2015	2016	
<u>FACILITIES IMPROVEMENTS</u>							
<u>BRIDGE REHABILITATION</u>							
Track Bridge Rehabilitation - East Boulevard FFY 2012 Federal Formula Grant 1,966,250	20800150	0	1,966,250	0	0	0	1,966,250
Track Bridges Rehabilitation - E. 81st & 83rd Sts. FFY 2013 Federal Formula Grant 4,160,000	20800160	0	0	4,160,000	0	0	4,160,000
Track Bridge Rehabilitation - CSX & East 92nd St. FFY 2012 Federal Formula Grant 378,000 FFY 2015 Federal Formula Grant 3,000,000	20800170	0	378,000	0	0	3,000,000	3,378,000
Track Bridge Rehabilitation - Mayfield Road FFY 2014 Federal Formula Grant 2,180,100	20800340	0	0	0	2,180,100	0	2,180,100
Sub-Total - Bridge Rehabilitation		0	2,344,250	4,160,000	2,180,100	3,000,000	11,684,350
<u>System-Wide Facilities</u>							
Bus & Rail State of Good Repair FFY 2011 Federal Formula Grant 600,000 FFY 2012 Federal Formula Grant 750,000 FFY 2013 Federal Formula Grant 750,000 FFY 2014 Federal Formula Grant 750,000 FFY 2015 Federal Formula Grant 750,000	32800120	600,000	750,000	750,000	750,000	750,000	3,600,000
Central Rail Roof Replacements FFY 2011 Federal Formula Grant 2,267,900	32800210	2,267,900	0	0	0	0	2,267,900
Sub-Total - System-Wide Facilities		2,867,900	750,000	750,000	750,000	750,000	5,867,900
TOTAL - FACILITIES IMPROVEMENTS		2,867,900	3,094,250	4,910,000	2,930,100	3,750,000	17,552,250
<u>OTHER PROJECTS</u>							
<u>Operating Assistance</u>							
2008 New Freedom Program (SNAPS) FFY 2012 Section 5317 New Freedom 2,080,000 FFY 2013 Section 5317 New Freedom 2,080,000 FFY 2014 Section 5317 New Freedom 2,080,000 FFY 2015 Section 5317 New Freedom 2,080,000 FFY 2016 Section 5317 New Freedom 2,080,000	49310180	2,080,000	2,080,000	2,080,000	2,080,000	2,080,000	10,400,000
Job Access Reverse Commute Program (JARC) FFY 2012 Section 5316 JARC (50/50) 4,068,932 FFY 2013 Section 5316 JARC (50/50) 4,068,932 FFY 2014 Section 5316 JARC (50/50) 4,068,932 FFY 2015 Section 5316 JARC (50/50) 4,068,932 FFY 2016 Section 5316 JARC (50/50) 4,068,932	49350180	4,068,932	4,068,932	4,068,932	4,068,932	4,068,932	20,344,660

2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE		CALENDAR YEAR					TOTALS
CATEGORY / PROJECT NAME	PROJECT NUMBER	2012	2013	2014	2015	2016	2012-2016
<u>OTHER PROJECTS - Cont.</u>							
<u>Operating Assistance</u>							
Paratransit Operating Expenses Reimbursement	49670110	3,089,000	3,089,000	3,089,000	3,089,000	3,089,000	15,445,000
FFY 2012 STP Grant	3,089,000						
FFY 2013 STP Grant	3,089,000						
FFY 2014 STP Grant	3,089,000						
FFY 2015 STP Grant	3,089,000						
FFY 2016 STP Grant	3,089,000						
2012-16 Preventive Maintenance Activities	51670120	20,695,140	25,270,528	25,183,893	25,428,193	25,364,143	121,941,897
FFY 2011 Federal Formula Grant	20,695,140						
FFY 2012 Federal Formula Grant	25,270,528						
FFY 2013 Federal Formula Grant	25,183,893						
FFY 2014 Federal Formula Grant	25,428,193						
FFY 2015 Federal Formula Grant	25,364,143						
Sub-Total - Operating Assistance		29,935,084	34,510,473	34,423,839	34,668,140	34,604,091	168,141,627
<u>Other</u>							
Planning Studies (Transportation for Livable Communities)	49570170	187,500	187,500	187,500	187,500	187,500	937,500
FFY 2012 STP Grant	187,500						
FFY 2013 STP Grant	187,500						
FFY 2014 STP Grant	187,500						
FFY 2015 STP Grant	187,500						
FFY 2016 STP Grant	187,500						
Fare Collection Equipment Lease	49650180	2,426,110	2,426,110	2,426,110	2,426,110	2,426,110	12,130,550
FFY 2011 Federal Formula Grant	3,640,500						
FFY 2012 Federal Formula Grant	2,426,110						
FFY 2013 Federal Formula Grant	2,426,110						
FFY 2014 Federal Formula Grant	2,426,110						
FFY 2015 Federal Formula Grant	2,426,110						
Sub-Total - Other		2,613,610	2,613,610	2,613,610	2,613,610	2,613,610	13,068,050
TOTAL - OTHER PROJECTS		32,548,694	37,124,083	37,037,449	37,281,750	37,217,701	181,209,677

2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND								
ANTICIPATED FUNDING SOURCE								
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2012-2016	
		2012	2013	2014	2015	2016		
<u>RAIL PROJECTS</u>								
<u>ELECTRICAL SYSTEM</u>								
Substation Replacement - West 117th Street FFY 2014 Federal Formula Grant	151,000	21800160	0	0	0	151,000	0	151,000
Substation Replacement - West 65th Street FFY 2013 Federal Formula Grant	3,198,200	21800190	0	0	3,198,200	0	0	3,198,200
Sectionalize Tower City Catenary System FFY 2012 Federal Formula Grant FFY 2014 Federal Formula Grant	34,000 660,000	21800260	0	34,000	0	660,000	0	694,000
Substation Replacement - Fairhill Avenue FFY 2011 Federal Formula Grant	3,000,000	21800290	3,000,000	0	0	0	0	3,000,000
2nd Independent Feed for E. 55th Street Substation FFY 2014 Federal Formula Grant	66,000	21800360	0	0	0	66,000	0	66,000
Substation Replacement - Puritas Avenue FFY 2013 Federal Formula Grant FFY 2015 Federal Formula Grant	142,000 3,717,600	21800390	0	0	142,000	0	3,717,600	3,859,600
Sub-Total - Electrical System			3,000,000	34,000	3,340,200	877,000	3,717,600	10,968,800
<u>TRACK REHABILITATION</u>								
Rail Infrastructure Program FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2014 Federal Formula Grant FFY 2015 Federal Formula Grant	1,500,000 2,293,000 2,438,500 1,500,000 1,500,000	23320190	1,500,000	2,293,000	2,438,500	1,500,000	1,500,000	9,231,500
LR Retaining Wall - Buckeye/Woodhill - Shaker Sq. FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant	652,200 1,148,200	23800130	0	652,200	1,148,200	0	0	1,800,400
S-Curve Reconstruction on Heavy Rail Line FFY 2012 Federal Formula Grant	2,380,080	23800170	0	1,450,080	0	0	0	1,450,080
Airport Tunnel Rehabilitation FFY 2011 Federal Formula Grant	1,825,000	23800180	1,175,000	0	0	0	0	1,175,000
Light Rail Crossings Improvements FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant FFY 2013 Federal Formula Grant FFY 2015 Federal Formula Grant	2,485,605 596,400 4,178,000 4,391,400	23800190	2,485,605	596,400	4,178,000	0	4,391,400	11,651,405
Replace Shaker Square Junction & Grade Crossing FFY 2011 Federal Formula Grant FFY 2012 Federal Formula Grant	752,500 1,600,000	23800270	752,500	1,600,000	0	0	0	2,352,500
Sub-Total - Track Rehabilitation			5,913,105	6,591,680	7,764,700	1,500,000	5,891,400	27,660,885



2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PLAN RTA DEVELOPMENT FUND

ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS 2012-2016
		2012	2013	2014	2015	2016	
<u>RAIL PROJECTS - Cont.</u>							
<u>RAIL STATION REHABILITATION</u>							
Mayfield Road HRV Station	24570140	2,555,000	0	0	9,595,000	0	12,150,000
FFY 2011 Federal Formula Grant	450,000						
FFY 2011 Section 5309 Earmark	2,500,000						
FFY 2014 Federal Formula Grant	9,595,000						
Light Rail Station Platform Reconstruction	24800120	297,050	290,460	316,350	345,850	0	1,249,710
FFY 2011 Federal Formula Grant	297,050						
FFY 2012 Federal Formula Grant	290,460						
FFY 2013 Federal Formula Grant	316,350						
FFY 2014 Federal Formula Grant	345,850						
Brookpark Road HRV Station Rehabilitation To Be Determined (TBD)	24800260	0	0	0	0	11,240,100	11,240,100
11,565,100							
Replace Tower City Escalators	24800270	0	0	0	1,624,000	0	1,624,000
FFY 2014 Federal Formula Grant	1,624,000						
East 116th Street LRV Station Rehabilitation	24800370	0	846,200	0	0	4,720,000	5,566,200
FFY 2012 Federal Formula Grant	846,200						
FFY 2015 Federal Formula Grant	4,720,000						
Sub-Total - Rail Station Rehabilitation		2,852,050	1,136,660	316,350	11,564,850	15,960,100	31,830,010
<u>TRAIN CONTROL / SIGNAL SYSTEM</u>							
HRV Microprocessor Replacement - Eng. Study	15320130	0	338,125	0	0	0	338,125
FFY 2012 Federal Formula Grant	338,125						
Sub-Total - Train Control / Signal System		0	338,125	0	0	0	338,125
<u>RAIL EXPANSION</u>							
Blue Line Extension	34800190	100,000	5,210,000	28,460,500	29,880,000	0	63,650,500
FFY 2011 Federal Formula Grant	100,000						
To Be Determined	5,210,000						
To Be Determined	28,460,500						
To Be Determined	29,880,000						
Sub-Total - Rail Expansion		100,000	5,210,000	28,460,500	29,880,000	0	63,650,500
<u>RAIL VEHICLE FLEET</u>							
State of Good Repair - LRV Fleet Reliability	15320140	0	0	1,365,500	1,365,500	1,365,500	4,096,500
FFY 2013 Federal Formula Grant	1,365,500						
FFY 2014 Federal Formula Grant	1,365,500						
FFY 2015 Federal Formula Grant	1,365,500						
Tokyu Car (HRV) Overhaul	47291550	1,800,000	0	0	0	0	1,800,000
FFY 2011 Federal Formula Grant	1,800,000						
Sub-Total - Rail Vehicle Fleet		1,800,000	0	1,365,500	1,365,500	1,365,500	5,896,500
TOTAL - RAIL PROJECTS		13,665,155	13,310,465	41,247,250	45,187,350	26,934,600	140,344,820



2012 - 2016 Capital Improvement Plan

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY							
2012 - 2016 CAPITAL IMPROVEMENT PLAN							
RTA DEVELOPMENT FUND							
ANTICIPATED FUNDING SOURCE							
CATEGORY / PROJECT NAME	PROJECT NUMBER	CALENDAR YEAR					TOTALS
		2012	2013	2014	2015	2016	2012-2016
<u>TRANSIT CENTERS</u>							
<u>BUS SHELTERS</u>							
Passenger Shelters	28350190	0	332,000	0	345,000	0	677,000
FFY 2012 Federal Formula Grant	332,000						
FFY 2014 Federal Formula Grant	345,000						
Sub-Total - Bus Shelters		0	332,000	0	345,000	0	677,000
<u>TRANSIT WAITING ENVIRONMENT</u>							
Transit Waiting Environment Program	30570160	0	0	338,000	0	338,000	676,000
FFY 2013 Federal Formula Grant	338,000						
FFY 2015 Federal Formula Grant	338,000						
Passenger Enhancements	30570180	243,300	0	0	0	0	243,300
FFY 2011 Federal Formula Grant	243,300						
Sub-Total - Transit Waiting Environment		243,300	0	338,000	0	338,000	919,300
<u>TRANSIT CENTERS</u>							
Strongsville Park-N-Ride	30570XXX	0	825,000	0	0	0	825,000
FFY 2012 Federal Formula Grant	825,000						
Intermodal Station - Natural History Museum	30570XX1	0	550,000	0	0	0	550,000
FFY 2012 Section 5309 Earmark	550,000						
Clifton Transit Enhancement Program	61800190	7,675,000	0	0	0	0	7,675,000
FFY 2011 Sec. 5309 Enhancement Earmark	937,500						
To Be Determined	6,737,500						
Sub-Total - Transit Centers		7,675,000	1,375,000	0	0	0	9,050,000
TOTAL - TRANSIT CENTERS/SHELTERS		7,918,300	1,707,000	338,000	345,000	338,000	10,646,300
TOTAL RTA DEVELOPMENT FUND		59,390,061	72,546,811	98,294,713	99,714,215	68,574,317	398,520,117
TOTAL RTA CAPITAL FUND		2,090,850	2,017,250	2,107,700	2,127,700	2,145,200	10,488,700
TOTAL CAPITAL IMPROVEMENT PLAN		61,480,911	74,564,061	100,402,413	101,841,915	70,719,517	409,008,817



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