

RESOLUTION NO. 1990-235

ADOPTING THE TRANSIT ELEMENT FOR CUYAHOGA COUNTY OF THE FISCAL 1992-1996 TRANSPORTATION IMPROVEMENT PROGRAM, AND AUTHORIZING ITS SUBMISSION TO THE NORTHEAST OHIO AREA WIDE COORDINATING AGENCY (NOACA)

Whereas, NOACA is the five-county planning agency responsible for the preparation of the annual Transportation Improvement Program for northeast Ohio which includes the service area of the Greater Cleveland Regional Transit Authority; and

Whereas, the Greater Cleveland Regional Transit Authority is responsible for the annual development of the Transit Element of the Transportation Improvement Program for Cuyahoga County; and

Whereas, the Greater Cleveland Regional Transit Authority has developed the Transit element for the Transportation Improvement Program for Fiscal Years 1992 through 1996 for Cuyahoga County.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the Transit Element of the Fiscal Year 1992-1996 Transportation Improvement Program as prepared by the Greater Cleveland Regional Transit Authority is hereby approved and adopted.

Section 2. That the Element of the Fiscal Year 1992-1996 Transportation Improvement Program is incorporated herein by reference and made a part hereof as though fully set forth.

Section 3. That the General Manager is hereby authorized to submit the Fiscal Year 1992-1996 Transportation Improvement Program to NOACA for approval.

Section 4. That this Resolution is effective immediately upon its adoption.

Adopted: December 18, 1990



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President

Attest:



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Secretary-Treasurer

ATTACHMENT 1

Policy-related Projects

Policy: Adequate and proper maintenance of our existing system

- o replace transit buses
- o replace paratransit vehicles
- o rehabilitate bus garages
- o rehabilitate rail stations
- o rehabilitate rail right-of-way
- o rehabilitate Track bridges
- o install train control system (light rail)
- o install systemwide graphics/security equipment/  
communication equipment/fare collection equipment
- o passenger shelters

Policy: System expansion

- o park-n-ride

### Introduction

The Transportation Improvement Program is the region's priority listing of highway/bridge, harbor, airport, transit and bikeway projects. For the Authority's purpose the transit element of the Transportation Improvement Program is a five-year inventory of the capital and operating projects that the Authority wishes to undertake with federal funds. As such, it serves a number of purposes:

- o an inventory of future capital projects,
- o a projection of federal and state funding requirements, and
- o a planning document.

It is not an implementation schedule, nor a capital budget.

The TIP is the source document for future grant applications to federal and state funding agencies (UMTA and ODOT, respectively). Transportation projects must be included in this listing before they can become eligible for federal funding. However, UMTA can take over one year to review and approve an application, depending on its complexity and availability of funding. Delays typically occur if Congress and the White House have not agreed to a federal budget until after the fiscal year has begun. For this reason, the TIP is not an implementation schedule.

In the same manner, the TIP is not a capital budget. The funds needed exceed the funds that are actually available during a given 5-year period. Further, the TIP does not project contract awards or cash flow. It merely projects funding needs. (The TIP is, however, used by UMTA and ODOT as one basis for preparing budget requests to their respective legislative bodies.

The grant programs referenced in the TIP for capital and operating needs relative to the Authority are as follows:

#### Section 9 Formula Program (UMTA 9)

Funding to urbanized areas for planning, capital and operating purposes. These are formula funds apportioned on the basis of population, population density, fixed guideway route miles, vehicle revenue miles and vehicle passenger miles.

#### Interstate Transfer Capital (UMTA 23)

Funding which became available when the Greater Cleveland area decided not to build I-490. The transit portion of funds was \$40.0 million of which \$13.0 million remains to be drawn down.

#### Section 3 Discretionary Capital (UMTA 3)

Funding distributed at UMTA's discretion to be directed primarily to rail modernization and major bus projects that require Federal funding beyond that available under Section 9. The funds are used to address continuing deterioration of existing transit facilities and for new system projects.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL
<b>CAPITAL SUMMARY</b>							
BUS	UMTA 3	3,180.9	3,461.4	12,821.4	13,961.4	9,018.9	42,444.0
	UMTA 9	10,406.8	12,287.1	11,654.6	10,417.0	13,372.2	58,137.7
	UMTA 23	2,700.0	2,800.0	2,900.0	2,900.0	582.0	11,882.0
	State	2,069.2	2,359.8	3,849.6	3,884.9	3,226.0	15,389.6
	Local	2,069.2	2,359.8	3,849.6	3,884.9	3,226.0	15,389.6
	Total	20,426.2	23,268.2	35,075.2	35,048.2	29,425.2	143,243.0
RAIL	UMTA 3	11,474.4	23,674.7	9,058.7	6,651.2	18.9	50,877.8
	UMTA 9	286.4	286.4	288.0	320.0	320.0	1,500.8
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0
	State	1,948.2	3,981.6	1,545.8	1,148.5	43.2	8,667.2
	Local	1,948.2	3,981.6	1,545.8	1,148.5	43.2	8,667.2
	Total	15,657.2	31,924.2	12,438.2	9,268.2	425.2	69,713.0
OTHER	UMTA 3	214.2	127.2	1,665.8	15.8	15.8	2,038.9
	UMTA 9	1,702.5	1,076.6	2,486.2	2,991.2	343.1	8,599.6
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0
	State	8.0	8.0	8.0	8.0	8.0	40.0
	Local	315.0	155.8	588.4	376.5	45.5	1,481.3
	Total	2,239.7	1,367.5	4,748.5	3,391.6	412.5	12,159.7
TOTAL	UMTA 3	14,869.5	27,263.3	23,545.9	20,628.4	9,053.6	95,360.6
	UMTA 9	12,395.7	13,650.1	14,428.8	13,728.2	14,035.4	68,238.1
	UMTA 23	2,700.0	2,800.0	2,900.0	2,900.0	582.0	11,882.0
	State	4,025.4	6,349.4	5,403.4	5,041.4	3,277.2	24,096.9
	Local	4,332.4	6,497.2	5,983.8	5,410.0	3,314.7	25,538.1
	Total	38,323.1	56,559.9	52,261.9	47,708.0	30,262.9	225,115.7

**OPERATING SUMMARY**

Operating Expenses	162,344.0	167,179.0	172,193.0	177,359.0	182,679.0	861,754.0
Operating Revenues	45,931.0	47,151.0	48,568.0	49,986.0	51,447.0	243,083.0
Net Project Cost	116,413.0	120,028.0	123,625.0	127,373.0	131,232.0	618,671.0
UMTA 9	9,200.0	9,200.0	9,200.0	9,200.0	9,200.0	46,000.0
State	6,540.0	6,540.0	6,540.0	6,540.0	6,540.0	32,700.0
Local	100,673.0	104,288.0	107,885.0	111,633.0	115,492.0	539,971.0
Total	116,413.0	120,028.0	123,625.0	127,373.0	131,232.0	618,671.0

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL	DOCUMENTATION	PRIORITY
BUS									
1. Purchase Replacement Transit Buses									
50 40' buses in 1992	UMTA 3	0.0	0.0	0.0	0.0	0.0	0.0	Bus	1
56 40' buses in 1993	UMTA 9	7,458.8	9,236.7	9,814.6	9,070.6	11,852.2	47,432.9	Improvement	
56 40' buses in 1994	UMTA 23	2,700.0	2,800.0	2,900.0	2,900.0	582.0	11,882.0	Program/	
50 40' buses in 1995	State	1,170.6	1,401.6	1,482.7	1,389.7	1,532.9	6,977.5	High Capacity	
50 40' buses in 1996	Local	1,170.6	1,401.6	1,482.7	1,389.7	1,532.9	6,977.5	Bus Study	
	Total	12,500.0	14,840.0	15,680.0	14,750.0	15,500.0	73,270.0		
2. Purchase Replacement Paratransit Vehicles									
15 buses, 32 vans in 1992	UMTA 3	0.0	0.0	0.0	0.0	0.0	0.0	CRT Fleet	2
15 buses, 20 vans in 1993	UMTA 9	2,628.0	2,730.4	1,520.0	1,026.4	1,200.0	9,104.8	Improvement	
10 buses in 1994	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
	State	328.5	341.3	190.0	128.3	150.0	1,138.1		
	Local	328.5	341.3	190.0	128.3	150.0	1,138.1		
	Total	3,285.0	3,413.0	1,900.0	1,283.0	1,500.0	11,381.0		
3. Purchase Spare Parts									
	UMTA 3	0.0	0.0	0.0	0.0	0.0	0.0	Spare Parts	7
	UMTA 9	320.0	320.0	320.0	320.0	320.0	1,600.0	Support	
	2	0.0	0.0	0.0	0.0	0.0	0.0	Program	
	State	40.0	40.0	40.0	40.0	40.0	200.0		
	Local	40.0	40.0	40.0	40.0	40.0	200.0		
	Total	400.0	400.0	400.0	400.0	400.0	2,000.0		
4. Bus Garages									
Woodhill in 1994	UMTA 3	0.0	0.0	9,787.5	10,500.0	9,000.0	29,287.5	Capital	4
Hayden in 1995	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Needs II	
Triskett in 1996	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0		
	State	0.0	0.0	1,631.3	1,750.0	1,500.0	4,881.3		
	Local	0.0	0.0	1,631.3	1,750.0	1,500.0	4,881.3		
	Total	0.0	0.0	13,050.0	14,000.0	12,000.0	39,050.0		
5. Park-n-Ride Lot Development									
	UMTA 3	2,992.5	2,992.5	2,992.5	2,992.5	0.0	11,970.0	Park-n-Ride	12
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Development	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Plan/1990	
	State	498.8	498.8	498.8	498.8	0.0	1,995.0		
	Local	498.8	498.8	498.8	498.8	0.0	1,995.0		
	Total	3,990.0	3,990.0	3,990.0	3,990.0	0.0	15,960.0		

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL	DOCUMENTATION	PRIORITY
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BUS (continued)									
6. Purchase/Install Passenger									
Shelters	UMTA 3	0.0	450.0	0.0	450.0	0.0	900.0	Bus Passenger	8
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Shelter Program	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Policy/1990	
	State	0.0	75.0	0.0	75.0	0.0	150.0		
	Local	0.0	75.0	0.0	75.0	0.0	150.0		
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	Total	0.0	600.0	0.0	600.0	0.0	1,200.0		
7. Purchase/Install Fare									
Collection Equipment	UMTA 3	188.4	18.9	41.4	18.9	18.9	286.5	Fare Collection	11
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Equipment	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
	State	31.4	3.1	6.9	3.1	3.1	47.8		
	Local	31.4	3.1	6.9	3.1	3.1	47.8		
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	Total	251.2	25.2	55.2	25.2	25.2	382.0		

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL	DOCUMENTATION	PRIORITY
RAIL									
1. Purchase Spare Parts									
	UMTA 3	0.0	0.0	0.0	0.0	0.0	0.0	Spare Parts	7
	UMTA 9	286.4	286.4	288.0	320.0	320.0	1,500.8	Support	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
	State	35.8	35.8	36.0	40.0	40.0	187.6		
	Local	35.8	35.8	36.0	40.0	40.0	187.6		
	Total	358.0	358.0	360.0	400.0	400.0	1,876.0		
2. Rehabilitate Rail Stations									
	UMTA 3	3,023.3	492.0	6,243.8	6,632.3	0.0	16,391.3	Capital	3
1992-Const. W. 98th, Eng. U.Circle	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Needs I/	
1993-Eng. Puritas,E105	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Toguchi	
1994-Const. UCircle, Eng. W65	State	503.9	82.0	1,040.6	1,105.4	0.0	2,731.9	Ovington	
1995-Const. Triskett & E105, Eng. E79	Local	503.9	82.0	1,040.6	1,105.4	0.0	2,731.9	Report	
	Total	4,031.0	656.0	8,325.0	8,843.0	0.0	21,855.0		
3. Purchase/Install Train									
Control System	UMTA 3	600.0	15,900.0	0.0	0.0	0.0	16,500.0	Capital	6
(12A-D Light Rail)	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Needs I	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0		
	State	100.0	2,650.0	0.0	0.0	0.0	2,750.0		
	Local	100.0	2,650.0	0.0	0.0	0.0	2,750.0		
	Total	800.0	21,200.0	0.0	0.0	0.0	22,000.0		
4. Rehabilitate Heavy Rail									
Right-of-Way, Viaduct, Track, Substations, Lights, Overhead, Road, Fence, Electrical, Yard, Retaining Walls and Heavy and Light Rail Bridges	UMTA 3	6,519.0	6,120.0	2,773.5	0.0	0.0	15,412.5	Capital	5
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Needs I/CUT	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Right-of-Way	
	State	1,086.5	1,020.0	462.3	0.0	0.0	2,568.8	and Bridge	
	Local	1,086.5	1,020.0	462.3	0.0	0.0	2,568.8	Study	
	Total	8,692.0	8,160.0	3,698.0	0.0	0.0	20,550.0		
5. Purchase/Install Fare									
Collection Equipment	UMTA 3	188.4	18.9	41.4	18.9	18.9	286.5	Fare Collection	11
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Replacement	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
	State	31.4	3.1	6.9	3.1	3.1	47.8		
	Local	31.4	3.1	6.9	3.1	3.1	47.8		
	Total	251.2	25.2	55.2	25.2	25.2	382.0		

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL	DOCUMENTATION	PRIORITY
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6. Purchase/Install Security									
Equipment	UMTA 3	1,143.8	1,143.8	0.0	0.0	0.0	2,287.5	Security	9
	UMTA 9	0.0	0.0	0.0	0.0	0.0	0.0	Study/1988	
	UMTA 23	0.0	0.0	0.0	0.0	0.0	0.0		
	State	190.6	190.6	0.0	0.0	0.0	381.3		
	Local	190.6	190.6	0.0	0.0	0.0	381.3		
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	Total	1,525.0	1,525.0	0.0	0.0	0.0	3,050.0		



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
1992 - 1996 TRANSPORTATION IMPROVEMENT PROGRAM

Thousands)		1992	1993	1994	1995	1996	TOTAL	DOCUMENTATION	PRIORITY
OTHER									
1. Purchase Office Furniture/ Equipment (includes modifications)									
UMTA	3	15.8	15.8	1,665.8	15.8	15.8	1,729.1	Main Office	16
UMTA	9	0.0	0.0	0.0	0.0	0.0	0.0	Reconfiguration	
UMTA	23	0.0	0.0	0.0	0.0	0.0	0.0	Study/1990	
State		2.6	2.6	277.6	2.6	2.6	288.2	Office Furniture	
Local		2.6	2.6	277.6	2.6	2.6	288.2	Replacement	
Total		21.1	21.1	2,221.1	21.1	21.1	2,305.5		
2. Non-Revenue Vehicles and Equipment									
UMTA	3	0.0	0.0	0.0	0.0	0.0	0.0	Support Tools/	14
UMTA	9	550.0	901.9	169.3	722.4	284.9	2,628.5	Equipment and	
UMTA	23	0.0	0.0	0.0	0.0	0.0	0.0	Non-revenue	
State		135.3	112.7	21.2	90.3	35.6	395.1	Vehicle Repl.	
Local		135.3	112.7	21.2	90.3	35.6	395.1	Programs	
Total		820.5	1,127.4	211.6	903.0	356.1	3,418.6		
3. Purchase/Install Shop Equipment									
UMTA	3	0.0	0.0	0.0	0.0	0.0	0.0	Support	15
UMTA	9	81.4	63.9	52.0	36.0	36.0	269.4	Equipment/Tools	
UMTA	23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
State		10.2	8.0	6.5	4.5	4.5	33.7		
Local		10.2	8.0	6.5	4.5	4.5	33.7		
Total		101.8	79.9	65.0	45.0	45.0	336.7		
4. Purchase/Install Systemwide									
2 UMTA	3	198.4	111.4	0.0	0.0	0.0	309.8	Graphics	10
UMTA	9	0.0	0.0	92.8	0.0	0.0	92.8	Standards	
UMTA	23	0.0	0.0	0.0	0.0	0.0	0.0	Manual	
State		33.1	18.6	11.6	0.0	0.0	63.2		
Local		33.1	18.6	11.6	0.0	0.0	63.2		
Total		264.5	148.5	116.0	0.0	0.0	529.0		
5. Purchase/Install Communication Equipment									
UMTA	3	0.0	0.0	0.0	0.0	0.0	0.0	Radio	13
UMTA	9	1,071.0	110.7	2,172.2	2,232.8	22.2	5,609.0	Replacement	
UMTA	23	0.0	0.0	0.0	0.0	0.0	0.0	Program	
State		133.9	13.8	271.5	279.1	2.8	701.1		
Local		133.9	13.8	271.5	279.1	2.8	701.1		
Total		1,338.8	138.4	2,715.2	2,791.0	27.8	7,011.2		

## GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

PENDING APPLICATIONS	PROJECTS	FUNDING
1990 Section 3 (Bus)	Bus Loop Rehabilitation	UMTA 3 * 3,586.8
	Park-n-Ride (North Olmsted)	UMTA 9 0.0
	Salt Storage Facility	UMTA 23 0.0
	Office Modifications	State 597.8
	Administration/Contingency	Local 597.8
	4,782.4	Total 4,782.4
1990 Section 3 (Rail)	Fare Collection Equipment	UMTA 3 * 5,215.0
	Communications Equipment	UMTA 9 0.0
	Safety Graphics	UMTA 23 0.0
	Track Bridge Engineering (E. 92nd)	State 869.2
	Security Equipment	Local 869.2
	Administration/Contingency	Total 6,953.3
	6,953.3	
1990 Section 6/8 Technical Assistance/Studies	A Study of the Expansion of RTA's Tower City Center Rapid Transit Station as an Inter-Modal Transportation Hub in Downtown Cleveland	UMTA 6/8* 140.0
		State 90.0
		Local/ 20.0
		Private
		RTA 10.0
		Total 260.0

\* - in-kind services included.