

RESOLUTION NO. 1998- 22

AUTHORIZING THE GENERAL MANAGER/SECRETARY-TREASURER  
TO ENTER INTO A MULTI-AGENCY MEMORANDUM OF AGREEMENT  
FOR A MAJOR INVESTMENT STUDY IN THE  
CANTON/AKRON/CLEVELAND INTERREGIONAL TRAVEL  
CORRIDOR

WHEREAS, commuter rail operating in the travel corridor between Canton, Akron,  
and Cleveland is identified as an important element of RTA's transportation network, and

WHEREAS, this commuter rail line has been included in RTA's updated long-range  
plan, and

WHEREAS, the Federal Transit Administration (FTA) requires that a Major  
Investment Study (MIS) of such transportation improvements be conducted before Federal  
funds may be expended on such major capital improvements, and

WHEREAS, RTA may continue to pursue its interest in this project through its  
participation in a multi-agency committee established for this purpose.

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

Section 1. That the Board of Trustees wishes to continue the Authority's  
participation in the development of plans to improve travel in the Canton/Akron/Cleveland  
corridor.

Section 2. The General Manager/Secretary-Treasurer or his designee shall  
represent RTA on the CAC MIS Coordinating Committee to provide policy and technical  
direction to the study effort.

Section 3. That the General Manager/Secretary-Treasurer is hereby authorized to  
enter into a Memorandum of Agreement with other public agencies in this travel corridor for the  
purpose of advancing this project through the MIS process.

Section 4. That this Resolution shall become effective immediately upon its  
adoption.

Adopted: February 17, 1998

Attest:   
General Manager/Secretary-Treasurer

  
President

January 15, 1998

MEMORANDUM OF AGREEMENT  
FOR A  
MAJOR INVESTMENT STUDY  
IN THE  
CANTON/AKRON/CLEVELAND INTERREGIONAL TRAVEL CORRIDOR

WHEREAS, an Interregional Travel Corridor linking Canton, Akron and Cleveland frequently experiences traffic congestion and related safety problems on major highway facilities, and

WHEREAS, this congestion contributes to regional air quality problems in an area that has recently attained the National Ambient Air Quality Standard for Ozone and has been redesignated as a maintenance area, and

WHEREAS, an increase in trip-making between the major populations centers in this Travel Corridor is expected in the future, and

WHEREAS, multiple counties and transit authorities, three Metropolitan Planning Organizations (MPOs), and numerous local, state and federal political jurisdictions represent this area including:

Akron Metropolitan Area Transportation Study  
Northeast Ohio Areawide Coordinating Agency  
Stark County Area Transportation Study  
Greater Cleveland Regional Transit Authority  
METRO Regional Transit Authority  
Stark Area Regional Transit Authority  
Ohio Department of Transportation-Columbus Central Office,  
District 4, District 12

WHEREAS, the transportation issues related to the Canton/Akron/Cleveland Interregional Travel Corridor clearly represent a need to examine multimodal and intermodal alternatives including, but not limited to, highway, mass transit and passenger rail and for a high degree of interregional coordination and cooperation, and

WHEREAS, a Major Investment Study (MIS) must be conducted before federal funds can be expended on major capital improvements to meet anticipated travel demand in the corridor and offer additional transportation options, as required by the Intermodal Surface Transportation Efficiency Act (ISTEA) regulations, and

WHEREAS, federal regulations state that a MIS shall lead to decisions by the MPO, in cooperation with participating agencies, on the design concept and scope of the improvement and in the development or refinement of the Long Range Transportation Plan, and

WHEREAS, a MIS has already been completed and approved for a portion of this corridor between Akron and Canton and several transportation improvements have been recommended.

Now, therefore, be it resolved by the signators to this agreement, that we hereby agree to the following:

Section 1. The following parties agree to form a Coordinating Committee to undertake a Major Investment Study (MIS), as required by the US Department of Transportation, in an Interregional Travel Corridor which links the three major northeast Ohio population centers of Cleveland located in Cuyahoga County, Akron located in Summit County and Canton located in Stark County:

Akron Metropolitan Area Transportation Study  
 Northeast Ohio Areawide Coordinating Agency  
 Stark County Area Transportation Study  
 Greater Cleveland Regional Transit Authority  
 METRO Regional Transit Authority  
 Stark Area Regional Transit Authority  
 Ohio Department of Transportation-Columbus Central Office,  
 District 4, District 12

Section 2. Policy and technical direction provided by the MIS Coordinating Committee shall consider the process required for final adoption of the MIS Study and provide for interim AMATS, NOACA and SCATS Board approvals of key study milestones.

Section 3. The MIS Coordinating Committee shall provide policy and technical direction to, and formally approve/accept, work products generated by the CAC MIS and to review the selection process for third party contracts awarded in conjunction with the MIS.

Each Coordinating Committee member is entitled to one (1) vote in all matters to be decided by the MIS Coordinating Committee. The MIS Coordinating Committee shall also include the Portage Area Regional Transportation Authority as a non-voting member. The MIS Coordinating Committee may include additional non-voting members as determined by a majority vote of the voting membership.

A Chairperson for the MIS Coordinating Committee shall be selected from among the voting members by a majority vote of the membership.

Section 4. The METRO Regional Transit Authority will be responsible for the receipt and disbursement of all local, state and federal funds, grants, etc. which shall be made available for the MIS. METRO shall also appoint, with the advice of the MIS Coordinating Committee, a project manager to manage the technical aspects of the MIS.

Section 5 Local official and citizen input on the conduct of the MIS shall be obtained through a "scoping" process to identify the problem(s) to be solved by the MIS, determine the limits of the study area, the extent of analyses, evaluation criteria, range of alternatives, general assignment/design concept, the degree of travel demand management and operating conditions as appropriate.

The MIS Coordinating Committee will prepare a statement which defines the transportation problem(s) to be evaluated and the corridor to be studied after considering local official and citizen input.

Section 6. The work products generated by the MIS, subject to formal approval/acceptance by the Coordinating Committee, shall include, but not be limited to, the Scope of Work utilized to solicit consultant assistance in the conduct of the MIS, Project Management Plan, Plan for Public Involvement, Final Definition of Alternatives, Evaluation Methodology, Financial Plan and reports which detail the potential impact of various alternatives on the Environment (socio-economic, safety and security, neighborhoods, air quality, ecosystems, etc.) and the Transportation Systems.

Section 7. The MIS Study shall take into account recommendations from the I-77 MIS: Stark/Summit Counties. The preferred alternative in the I-77 MIS includes adding lanes to I-77 between US 30 and Arlington Road and various other recommendations including investigating the possibility of implementing commuter rail service.

Section 8. The powers and authority of each of the signators to this agreement shall in no way be compromised or diminished by participation in this process or as party to this Agreement.

Executed and agreed upon by the signators herein shown:

By: Akron Metropolitan Area Transportation Study Date: \_\_\_\_\_

By: Northeast Ohio Areawide Coordinating Agency Date: \_\_\_\_\_

By: Stark County Area Transportation Study Date: \_\_\_\_\_

By: Greater Cleveland Regional Transit Authority Date: \_\_\_\_\_

By: METRO Regional Transit Authority Date: \_\_\_\_\_

By: Stark Area Regional Transit Authority Date: \_\_\_\_\_

By: Ohio Department of Transportation Date: \_\_\_\_\_