

RESOLUTION NO. 1999- 163

SELECTING C5a AS THE LOCALLY PREFERRED INVESTMENT STRATEGY (LPIS) FOR THE BEREA/I-X CENTER RED LINE EXTENSION MAJOR INVESTMENT STUDY

WHEREAS, The Federal Transit Administration awarded the GCRTA Grant No. OH-03-0151. to conduct a Major Investment Study and alternatives analysis of a transportation improvement serving the City of Berea and the Southwest Corridor, and

WHEREAS, The Board of Trustees must make a selection of a locally Preferred Investment Strategy to undertake a major fixed facility transit improvement in the Southwest Corridor to advance to further study in the Preliminary Engineering phase of the analysis; and

WHEREAS, The Board of Trustees Planning and Development Committee have recommended that the rail build alternative known as C5a become the Locally Preferred Investment Strategy; and

WHEREAS, The Board of Trustees wish to proceed with the NOACA process for selection of the Locally Preferred Investment Strategy with their recommendation of C5a.

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

Section 1. That the Locally Preferred Investment Strategy to be advanced through the NOACA process and to Preliminary Engineering be the rail build alternative known as C5a as defined in the Major Investment Study and DEIS and as described in Attachment A, is hereby adopted.

Section 2. That the General Manager/Secretary-Treasurer be authorized to present to NOACA the Authority's interest in pursuing the C5a Alternative into the Preliminary Engineering Phase of the Project.

Section 3. That the Preliminary Engineering Phase of the LPIS shall be implemented in accordance to the FTA New Starts Criteria obtaining the least costly rail build alternative possible while encouraging mobility, transit ridership, and economic development in the City of Berea and the Southwest Corridor.

Section 4. That GCRTA will work in concert with the Cleveland Hopkins Airport plans, the Ohio Rail Commission's (2-C) Project, the City of Berea's railroad underpass project, and all other local projects that affect it.

Section 5. That the General Manager/Secretary-Treasurer be and hereby authorized to file all grant applications necessary to the Federal Transit Administration and any other potential funding sources for the funding necessary to complete to Preliminary Engineering of the LPIS.

Section 6. That this Resolution shall become effective immediately upon its adoption.

Attachment: Description and map of C5a Alternative

Adopted: November 23, 1999

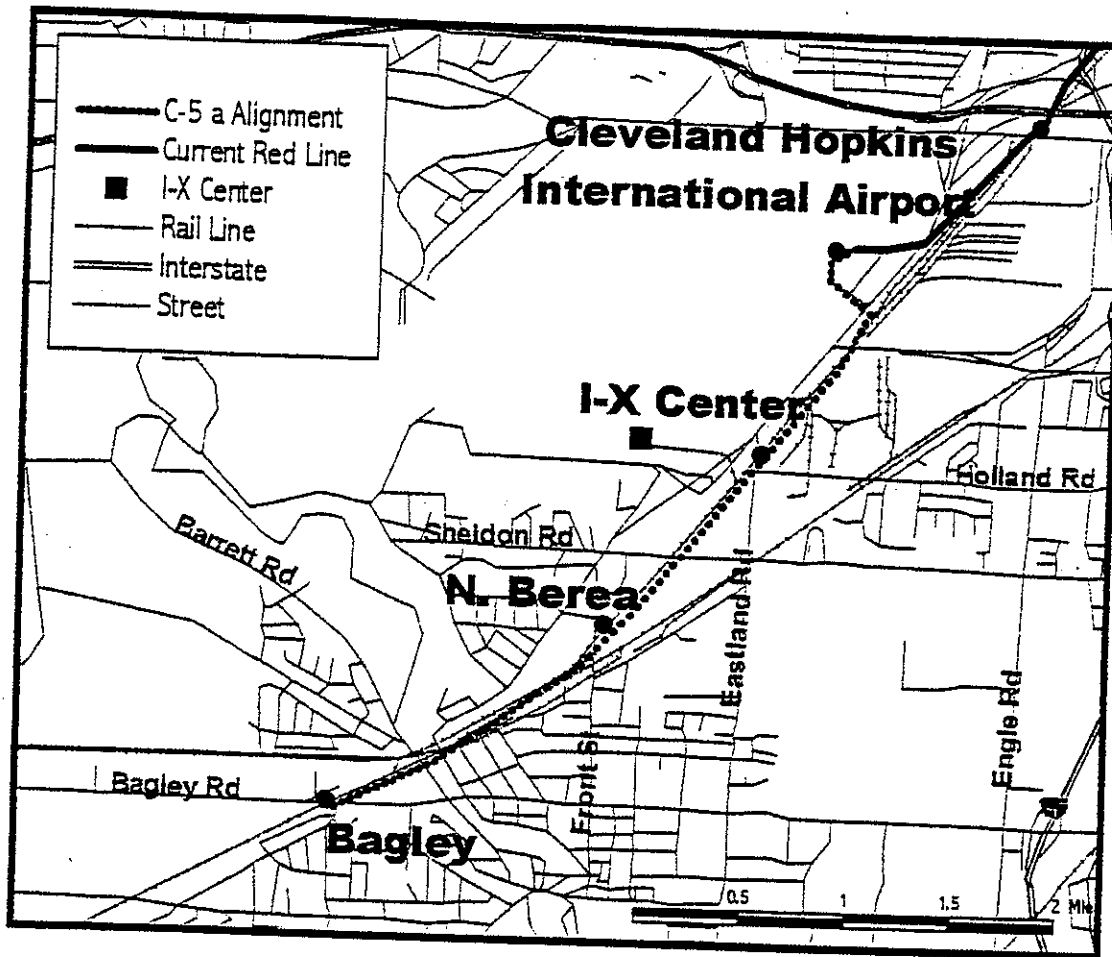


President

Attest: 

General Manager/Secretary-Treasurer

C5a: Red Line Extension to Bagley Road



Description: This route is a derivative of the C5 alternative. Instead of terminating the Red Line at Sprague Road, the route is terminated at Bagley Road. The station located in North Berea near Front Street could be an intermodal station serving 2C Corridor Amtrak trains, feeder buses and local circulator services.

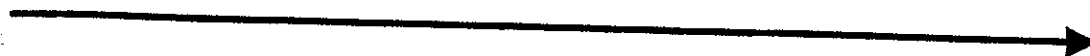
Alternatives Analysis: This alternative was added to the study during the final tier screen to improve the cost effectiveness of the C5 alternative.

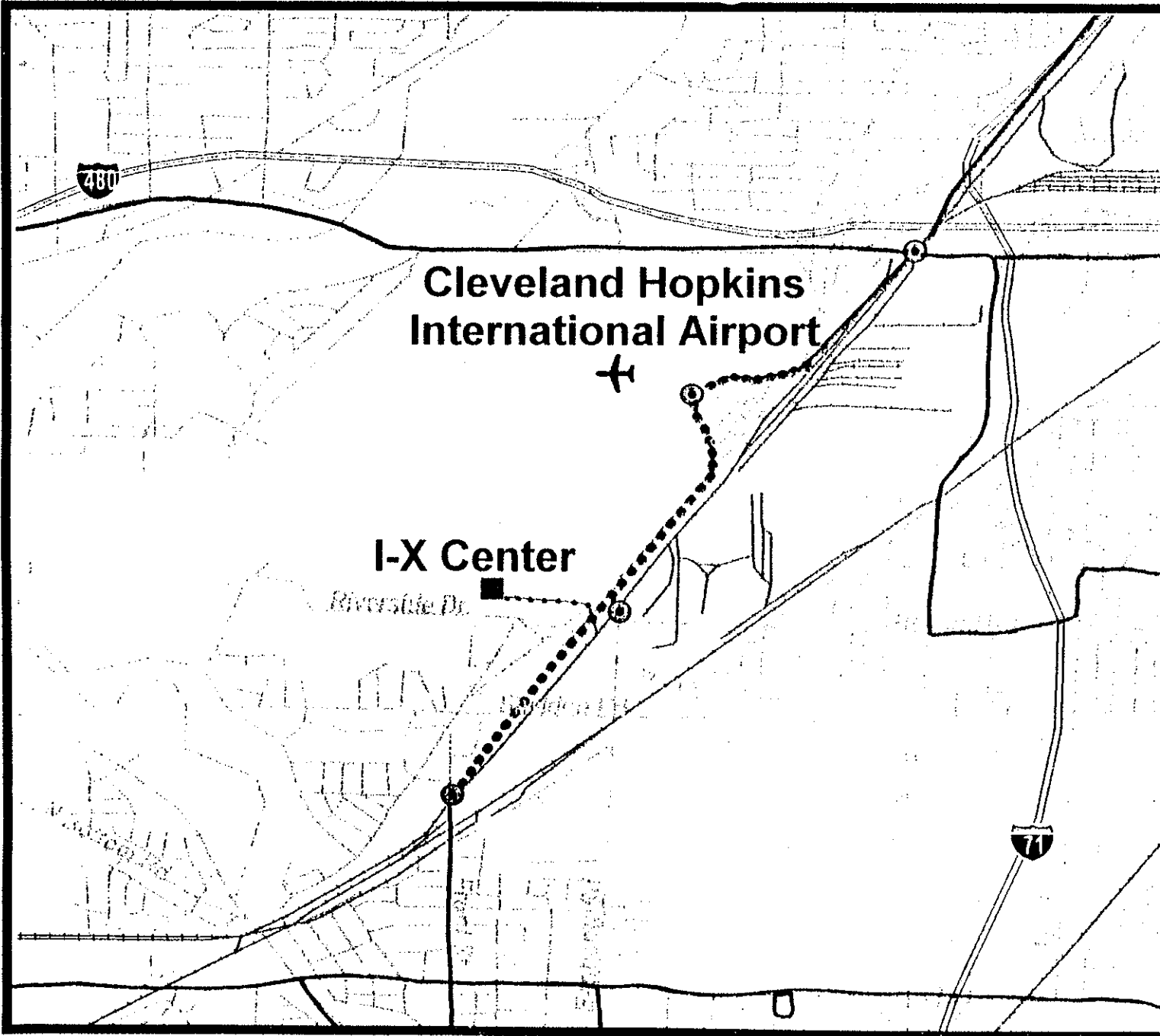
Findings:

- ✓ Highest economic development potential.
- ✓ Least number of environmental impacts.
- ✓ Second best cost effectiveness of all the Rail Build alternatives at \$ 28.85 per rider.

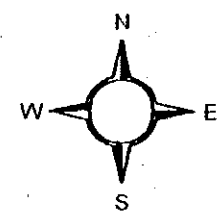
Cost: \$ 198.5 million including the A4 alignment through the airport to the I-X Center.

**RED LINE
EXTENSION**





**GCRTA
Redline Extension
MIS
B-4 b
Alignment**



- B-4 b Alignment
- Current Red Line
- ✈ Airport
- I-X Center
- - - - Rail Line
- Interstate Streets
- +— Federal Buses

