

RESOLUTION: 2002- 72

SUPPORTING THE PROPOSED NOACA MEMORANDUM CONCLUDING THE CANTON-AKRON-CLEVELAND (CAC) STUDY AND RECOMMENDING FURTHER ANALYSIS OF COMMUTER RAIL COMPONENT

WHEREAS, the Greater Cleveland Regional Transit Authority Board of Trustees approved Resolutions 1998-22, 1998-104, and 1995-26, and 1995-56 supporting the Canton Akron Cleveland (CAC) Study; and

WHEREAS, the Federal Transit Administration (FTA) requires the Local Metropolitan Planning Organization, NOACA, to support any study conclusions; and

WHEREAS, As members of NOACA, GCRTA must sponsor the project through the process with ODOT on behalf of METRO Regional Transit Authority of Summit County; and

WHEREAS, the scope of work for the CAC study has been completed with all technical reports submitted; and

WHEREAS, NOACA has proposed the attached Memorandum accepting the completion of the Major Investment Study and recommending supplemental analysis.

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 hereby supports the NOACA Memorandum that concludes the study and recommends further supplemental study of the commuter rail and certain highway components of the project.

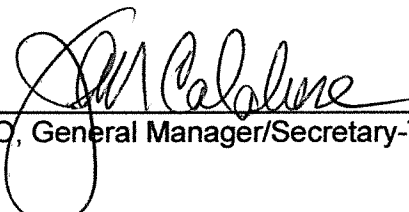
Section 2: That the Board of Trustees does not support any proposal to add general-purpose highway lanes on I-77 North of I-480 and /or to close the Fleet Avenue exit.

Section 3: That the General Manager or his designee will continue to represent GCRTA on the supplemental study of the CAC projects.

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

Adopted: April 16, 2002

  
\_\_\_\_\_  
President

Attest:   
\_\_\_\_\_  
CEO, General Manager/Secretary-Treasurer

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## NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

## MEMORANDUM

**TO:** Transportation Advisory Committee

**FROM:** Ron Eckner, P.E., Director of Transportation Planning  
John Hosek, Director of Transportation Programs

**DATE:** April 10, 2002

**RE:** Cleveland-Akron-Canton (CAC) Major Investment Study

**Summary**

As it is currently presented, the working draft of the CAC MIS Final Report provides insufficient information to allow for the full acceptance of the Report or adoption of the recommended Locally Preferred Alternative (LPA). Staff believes that additional study is need on elements of the LPA before the NOACA TAC and Board amends the Transportation Plan to include the projects.

Staff advice is that the TAC recommend the following for NOACA Board consideration:

- The NOACA Governing Board acknowledges receipt of the CAC MIS Final Report. By acknowledging receipt of this report, the NOACA Board is neither accepting nor rejecting the report, or the recommended Locally Preferred Alternative.
- The NOACA Governing Board does not support any proposal to add general-purpose highway lanes on I-77 north of I-480 and/or to close the Fleet Avenue exit.
- The NOACA Board encourages supplemental study be initiated by the appropriated implementing agencies regarding the projects contained in the LPA to address incomplete areas and /or complete federal requirements. Specifically the NOACA Governing Board recommends the following supplemental studies:
  - A study of the CAC rail corridor to provide more detailed ridership, financial cost and revenue analyses. This study should also review institutional feasibility and governance issues of operating commuter rail in this corridor.
  - A study of the highway congestion problems on I-77 north of I-480 to develop viable non-widening solutions to the transportation problems that exist. NOACA's congestion management strategies should be used to systematically

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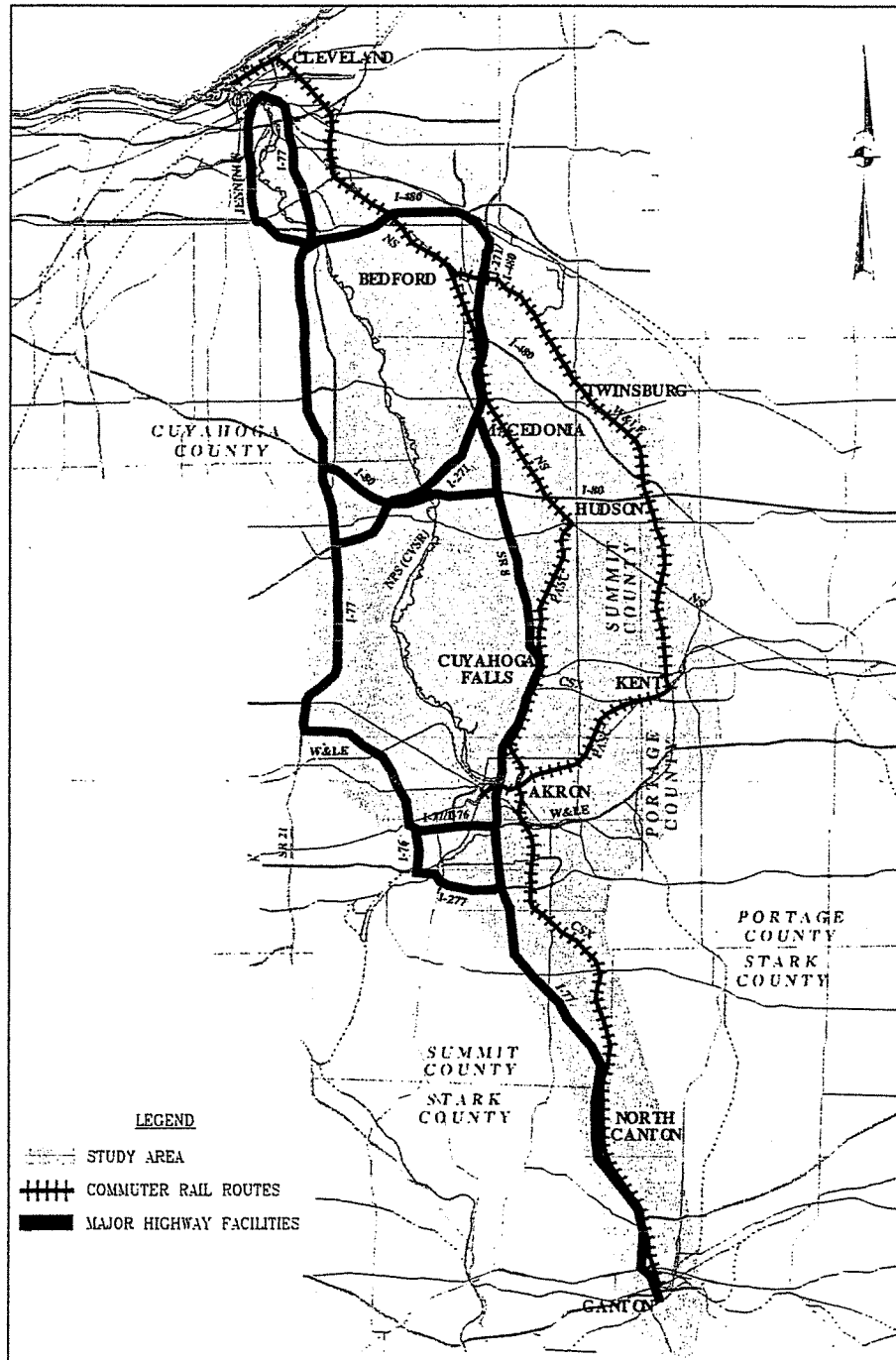
develop non-widening solutions to the problems. This study should be pursued jointly by NOACA, GCRTA, ODOT and the City of Cleveland.

- A study of I-77 north of I-490 where I-77 merges with the InnerBelt, providing access ramps to downtown Cleveland. Auxiliary lanes may be needed to provide safe movements between closely spaced interchange ramps. This should be included as part of the InnerBelt study.
- A study of I-77 from Pleasant Valley to SR-82 to ensure the independent utility of the project previously recommended by the Governing Board to the TRAC.
- All actions taken by the NOACA Board regarding the CAC MIS apply only to the portion of the study and recommended projects within the NOACA area.

**DRAFT**

**CANTON-AKRON-CLEVELAND  
INTER-REGIONAL TRAVEL CORRIDOR  
MAJOR INVESTMENT STUDY**

**Figure 1 – Map of Study Area  
Canton-Akron-Cleveland MIS Corridor**



**DRAFT**CANTON-AKRON-CLEVELAND  
INTER-REGIONAL TRAVEL CORRIDOR  
MAJOR INVESTMENT STUDY

Table 8: H9 Projects and Capital Costs

Route	Start	End	Description	Total Cost (Millions)	Project Length (Miles)
<b>Cuyahoga County</b>					
I-77	East 9th	US 422	Widen Road from 6 to 7 Lanes	\$9.10	0.5
I-77	I-490	I-480	Widen Road from 6 to 8 Lanes	\$60.30	6
I-77	I-480	-	I-480/I-77 Interchange Improvements	\$68.20	-
I-77	I-480	Rockside Rd	Widen Road from 6 to 8 Lanes	\$9.20	0.5
I-77	Pleasant Valley	I-80	Widen Road from 4 to 6 Lanes + Interchange	\$28.20	6
I-271	I-480 Merge	I-480 Split	Widen Road from 6 to 8 Lanes	\$25.80	4.5
I-480	Broadway/Forbes	-	I-480/Broadway/Forbes Interchange	\$18.00	-
I-480	I-271/Rockside	-	I-480/I-271/Rockside Interchange Improvements	\$11.30	-
I-71	I-90	SR 176	ITS Improvements	\$0.30	1
I-90	I-77	I-71	ITS Improvements	\$0.60	2
SR 176	I-71	I-480	ITS Improvements	\$0.90	3
I-480	SR 176	I-271 merge	ITS Improvements	\$3.30	11
I-77	US 422	I-80	ITS Improvements	\$5.00	16.5
<b>Total:</b>				<b>\$240.40</b>	
<b>Summit County</b>					
I-77	I-271	Ghent Road	Widen Road from 4 to 6 Lanes	\$17.70	5.3
I-77	SR 21	SR 162	Widen Road from 4 to 6 Lanes	\$22.80	5
I-77	SR 261	East Avenue	Widen Road from 6 to 8 Lanes + Interchange	\$26.40	1
I-77	SR 59	Main Street	Widen Road from 6 to 8 Lanes	\$31.90	0.6
I-77	I-76	-	Central Interchange Improvements	\$56.80	-
I-271	SR 8	I-480	Widen Road from 4 to 6 Lanes	\$11.60	3.3
I-277	I-77	-	I-277/I-77 Interchange Improvements	\$30.90	-
I-277	I-76	-	I-277/I-76 Interchange Improvements	\$20.60	-
SR 8	Howe Ave.	-	Howe Rd Interchange Improvements	\$12.50	-
SR 8	SR 303	I-271	Reconstruct as a Freeway	\$104.30	4.6
I-77	Ghent Road	Stark County Line	ITS Improvements	\$12.90	23.9
I-76	I-77	I-277	ITS Improvements	\$1.10	1.6
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<b>Total:</b>				<b>\$356.50</b>	
<b>Stark County</b>					
I-77	Summit County Line	US 30	ITS Improvements	\$2.70	9
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**H8 Improvements**

The proposed number of existing and future lanes in H8 is identical to the improvements described above for H7 with the exception of two reversible express lanes for peak travel in each direction along I-77 from I-90 to just south of Pleasant Valley Road in Cuyahoga County as opposed to the future addition of general use lanes proposed in that same area.

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INTER-REGIONAL TRAVEL CORRIDOR  
MAJOR INVESTMENT STUDY

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Draft Preferred Alternative—Capital Cost Estimates	
Commuter Rail Phase I: Tallmadge Ave.-Cleveland	\$171 million
Bus Park-and-Ride Lots and Transit Centers	\$15.5 million
Commuter Bus Rolling Stock (14, including additional spares)	\$4.9 million
<b>TOTAL Transit Capital Cost</b>	<b>\$191 million</b>

*Operating Cost Estimates*

The following table summarizes the estimated annual operating costs of the commuter rail and bus elements of the draft preferred alternative.

Draft Preferred Alternative—Annual Operating Cost Estimates	
Commuter Rail Phase I: Tallmadge Ave.-Cleveland	\$6.7 million
Commuter Bus, including Rail-Bus	\$1.1 million
<b>TOTAL Transit Annual Operating Costs</b>	<b>\$7.8 million</b>

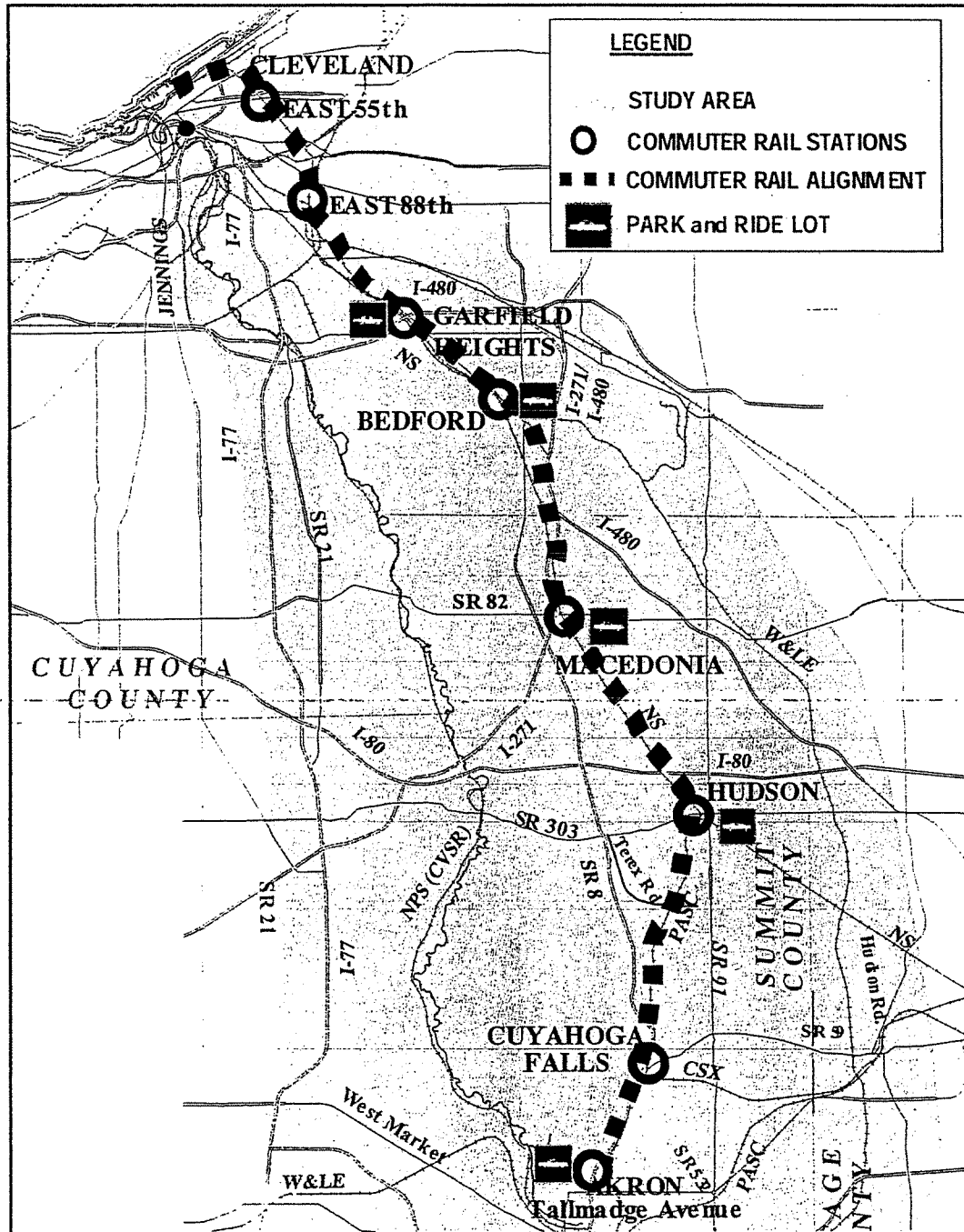
Figure 18 shows the number of trips by mode for each alternative, disaggregated by MPO region and between intra-regional and inter-regional trips, and by trip purpose (such as home-based work, home-based other, and non-home based trips). These tables indicate the magnitude of the shift between highway modes (including both driving alone and shared-ride), between transit modes (bus, existing rail transit, and commuter rail for those alternatives where it is applicable) and between motorized versus non-motorized modes.

CANTON-AKRON-CLEVELAND  
INTER-REGIONAL TRAVEL CORRIDOR  
MAJOR INVESTMENT STUDY

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Figure 14 Commuter Rail Alignment and Station Locations – Phase I





Greater Cleveland Regional Transit Authority  
**STAFF SUMMARY AND COMMENTS**

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TITLE/DESCRIPTION:  SUPPORTING THE PROPOSED NOACA MEMORANDUM CONCLUDING THE CANTON-AKRON-CLEVELAND (CAC) STUDY AND RECOMMENDING FURTHER ANALYSIS OF THE COMMUTER RAIL COMPONENT	Resolution No.: 2002- 72
	Date: April 16, 2002
	Initiator: Engineering & Project Management Division
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This action will support the NOACA Memorandum concluding the CAC study. It provides direction to enter into further study of the commuter rail component along with other related elements of the plan. This action by NOACA is required by the Federal Transit Administration (FTA). RTA and ODOT are the sponsoring agencies at NOACA on behalf of the METRO Regional Transit Authority of Summit County.
- 2.0 DESCRIPTION/JUSTIFICATION: The Board of Trustees has approved four resolutions supporting this study, authorizing contracts, and entering into cooperative agreements on behalf of this project dating back to 1995. The CAC study results demonstrate enough positive data to justify further study to refine the capital and operating costs, ridership, and operational feasibility of construction and implementation of this project. The NOACA Memorandum does not support the addition of general purpose highway lanes on I-77 north of I-480 nor the closure of the Fleet Avenue exit.
- 3.0 PROCUREMENT BACKGROUND: Does Not Apply
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does Not Apply
- 5.0 POLICY IMPACT: this project is consistent with RTA's Long Range Plan and is listed on the NOACA's Transportation Improvement Program.
- 6.0 ECONOMIC IMPACT: While this action will have no economic impact on RTA, the 2002 Capital Budget includes funds for local match and administrative assistance for the CAC project. Any further study is likely to generate additional expenses to the Authority and would require additional action by the Board of Trustees.
- 7.0 ALTERNATIVES: Do not support this project. Failure of the RTA Board to support the conclusion of the study and supplemental analysis would jeopardize the proposed action by NOACA and the Federal funding for the project. It would also serve to damage the cooperative planning efforts underway between these two major regional transit authorities.
- 8.0 RECOMMENDATION: It is recommended that the Board of Trustees approve the Resolution Supporting the Proposed NOACA Memorandum Concluding the Canton-Akron-Cleveland (CAC) Study and Recommending Further Analysis of the commuter Rail Component.



9.0 ATTACHMENTS: Attachment 1: NOACA Memorandum

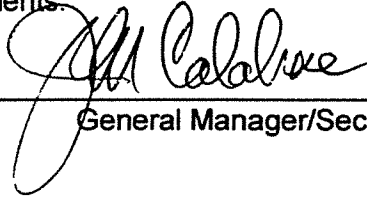
Attachment 2: CAC Corridor Map

Attachment 3: CAC Capital Costs

Attachment 4: Commuter Rail Capital and Operating Costs

Attachment 5: Commuter Rail Alignment Map

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager/Secretary-Treasurer

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## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

## MEMORANDUM

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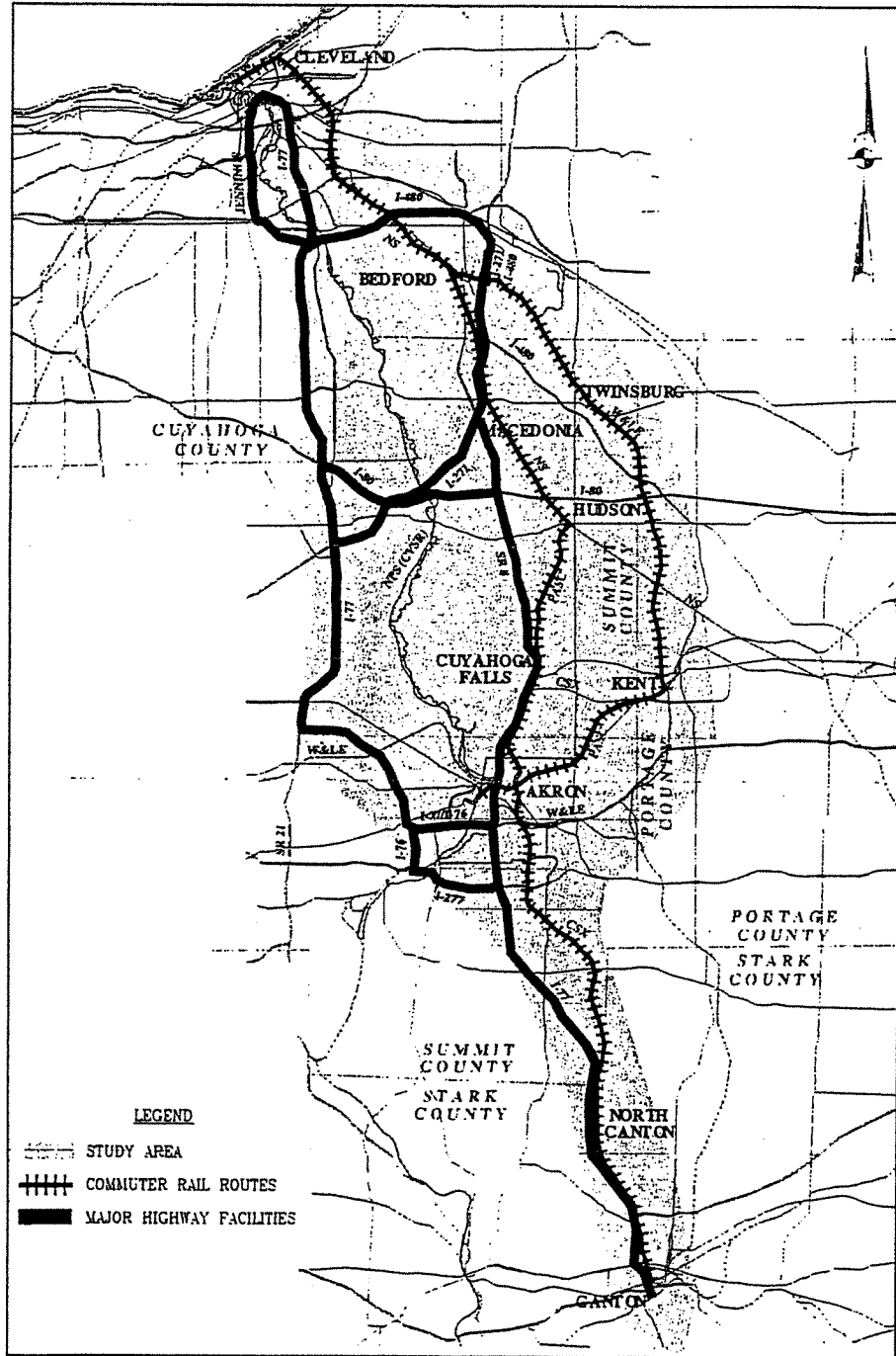
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W-8

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CANTON-AKRON-CLEVELAND  
INTER-REGIONAL TRAVEL CORRIDOR  
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