

RESOLUTION NO. 2003 - 018

SELECTING ALTERNATIVE "A" AS THE LOCALLY PREFERRED ALTERNATIVE
(LPA) FOR THE EAST SIDE TRANSIT CENTER PROJECT

WHEREAS, The East Side Transit Center project is completing the local planning process as required by the National Environmental Protection Act (NEPA); and

WHEREAS, The selection of a Locally Preferred Design Alternative will assist in completing the NEPA process and obtaining an Environmental Determination; and

WHEREAS, The Board of Trustees wishes to make a selection of a Locally Preferred Alternative to undertake a major fixed facility transit improvement to advance the design of the East Side Transit Center; and

WHEREAS, The East Side Transit Center project while having "independent utility" does compliment and is now part of the Euclid Corridor Transportation Project overall program.

NOW, THEREFORE, be it resolved by the Board of Trustees of the Greater Cleveland Regional Transit Authority:

Section 1: That Alternative A as defined in the Environmental Assessment and Attachment 1 be advanced through the federal process as GCRTA's Locally Preferred Alternative (LPA) for the East Side Transit Center, is hereby adopted.

Section 2: That the General Manager/Secretary-Treasurer be authorized to present to the Authority's interest in pursuing Alternative A into the next phase of design.

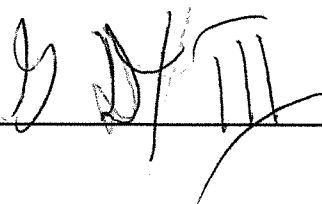
Section 3: That Alternative A represents the least costly Transit Center Build Alternative with the least number of potential environmental impacts while still meeting the project goals of encouraging mobility, transit ridership, linkage with the ECTP, and potential economic development.

Section 4: That GCRTA will work in concert with the CSU Master Plan, City of Cleveland Planning Commission, ODOT and all others sponsoring local projects that this project may affect.

Section 5: That the General Manager/Secretary-Treasurer be and hereby is authorized to file all grant applications necessary to the Ohio Department of Transportation, Federal Transit Administration and any other potential funding sources for the funding necessary to complete the design and construction of this project.

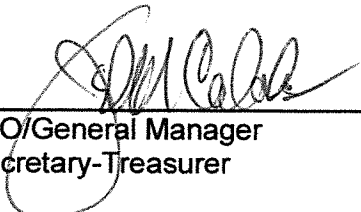
Section 6: That this Resolution shall become effective immediately upon its adoption.

Adopted: February 18, 2003



President

Attest: _____


CEO/General Manager
Secretary-Treasurer



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TITLE/DESCRIPTION: SELECTING ALTERNATIVE "A" AS THE LOCALLY PREFERRED ALTERNATIVE FOR THE EAST SIDE TRANSIT CENTER.	Resolution No.: 2003- 018
	Date:
	Initiator: Engineering & Project Management
ACTION REQUEST: X Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

1.0 PURPOSE/SCOPE: This action will select the Locally Preferred Alternative for the East Side Transit Center. The purpose of the Transit Center is to provide a convenient passenger waiting environment for passengers, consolidate bus routings and layover area in the CSU vicinity, and link with the Bus Rapid Transit (BRT) project on Euclid Avenue. A description of the project and map is attached.

2.0 DESCRIPTION/JUSTIFICATION: Conceptual design of this project began several years ago however, the project's history can be traced to the early nineties when a need for this facility was identified. The project is now in the environmental planning process required by the National Environmental Policy Act (NEPA) and mandated by the Federal Transit Administration. An Environmental Assessment (EA) has been developed to identify design alternatives and analyze their potential impacts upon the community.

The EA traced the history of the project and identified three design alternatives for this project all of which are located at the intersection of E. 21st and Prospect. Alternative A includes the basic transit center waiting area and bus layover space. Alternative B includes A and a mid-block crossing between Prospect and Euclid necessitating the demolition of a historical building that contributes to the integrity of an existing historical district. Alternative C includes the elements of A plus B and adds the re-alignment of E. 21 street between Euclid and Prospect. This realignment of the street requires the taking of an additional historical building. The capital costs of the project range from \$14-\$19 million with Alternative C being the highest.

All Stakeholders including the City of Cleveland, CSU, RTA, and the Quadrangle all concur that the realignment of E. 21st is not critical to this project. Both Design Alternatives B & C have impacts that constitute a "4F" under the NEPA regulations. This is a taking of a historic property or parkland. Because Alternative A avoids that impact, it is unlikely FTA or the Department of Interior could justify the selection of either of those alternatives. Nor, would they concur and provide the environmental clearances required for this project.

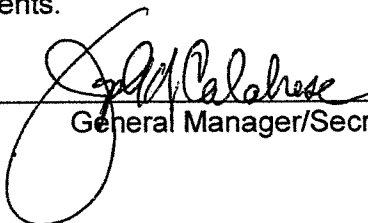
3.0 PROCUREMENT BACKGROUND: Not applicable to this resolution in that this is a selection of an alternative for further study. The consultants contracted for the EA were selected and those that required in the next phase will be selected using GCRTA's Competitive Solicitation Procedures in compliance with all federal regulations.

4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: NONE

5.0 POLICY IMPACT: This project is consistent with the Euclid Corridor Transportation Project design, RTA's Long Range Plan as well as the emerging plans of the City of Cleveland, Cleveland State University and the Quadrangle.

- 6.0 **ECONOMIC IMPACT:** The selection of the Locally Preferred Design Alternative does not require the expenditure of any funds. However, funding would be necessary to complete property acquisition, design, engineering, and construction of the project. Consultants used to complete these project activities will be selected and procured following the FTA and GCRTA procurement regulations later in 2003-2004. Funding for these activities will be identified when the project is set forth for Board approval. This project also has the potential to encourage joint development associated with the transit improvements on Euclid and Prospect.
- 7.0 **ALTERNATIVES:** As described Section 2, the Environmental Assessment included 3 Alternatives for this project. Alternative A was deemed by Staff to be the most beneficial to the community based upon its cost and lack of potential environmental and Section 106 impacts. The Board could also select one of 3 other design alternatives or the no-build alternative. However, Design Alternatives B or C are likely to require substantial time and work to mitigate the "4F" impact on the community. It is unlikely that either FTA or Department of Interior would concur with an Alternative that required such an impact where feasible alternatives exist that avoid the impact.
- 8.0 **RECOMMENDATION:** It is recommended that the Board of Trustees adopt Alternative A as the Locally Preferred alternative (LPA) for the East Side Transit Center Project and adopt this resolution as presented.
- 9.0 **ATTACHMENTS:** Map and Description of East Side Transit Center.

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



General Manager/Secretary-Treasurer