

RESOLUTION NO. 2004-161

AUTHORIZING THE CUYAHOGA COUNTY TRANSIT ELEMENT OF THE 2006-2009 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CLEVELAND URBANIZED AREA, AND AUTHORIZING ITS SUBMISSION TO THE NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

WHEREAS, NOACA is the five-county planning agency responsible for the preparation of the bi-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 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 of the Transportation Improvement Program for State Fiscal Years 2006 through 2009 for Cuyahoga County.

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

Section 1. That the Transit Element of the State Fiscal Years 2006-2009 Transportation Improvement Program as prepared by the Greater Cleveland Regional Transit Authority is hereby approved and adopted.

Section 2. That the Transit Element of the 2006-2009 Transportation Improvement Program is incorporated herein by reference and made a part hereof as though fully set forth.

Section 3. That General Manager /Secretary-Treasurer is hereby authorized to submit the 2006-2009 Transportation Improvement Program to NOACA for approval and incorporation into the regions Transportation Improvement Program and State Transportation Improvement Program.

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

Adopted: December 21, 2004

  
\_\_\_\_\_  
President

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



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

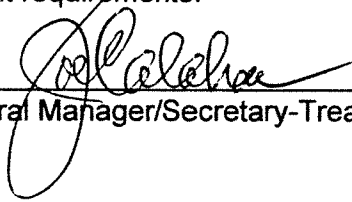
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TITLE/DESCRIPTION: AUTHORIZING THE CUYAHOGA COUNTY TRANSIT ELEMENT OF THE FISCAL YEARS 2006-2009 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CLEVELAND URBANIZED AREA, AND AUTHORIZING ITS SUBMISSION TO THE NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)	Resolution No.: 2004-161
	Date: December 16, 2004
	Initiator: Finance & Administration
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 establish the capital projects for inclusion in the Transportation Improvement Program (TIP) that the authority wishes to undertake over the next four years (2006-2009) with Federal and State Funds.
  
- 2.0 DESCRIPTION/JUSTIFICATION: The State Fiscal Years 2006-2009 Transportation Improvement Program (TIP) is the source document for future grant applications to Federal and State funding agencies (FTA and ODOT, respectively). This program is reviewed on a bi-annual basis as part of the Authority's budget process. These projects are contained in the GCRTA's 2005 Operating and Capital Budget. The TIP does not project contract awards or cash flow. It merely projects funding needs. The TIP is used by FTA and ODOT to prepare their budget requests, which are submitted to their respective legislative bodies. Federal requirements will only allow projects for which Federal funding is reasonably expected through authorization (formula programs), earmarks, or flexible funds made available by transfer from Federal Highway Administration. Attachment 1 presents the Authority's proposed Fiscal Years 2006-2009 TIP, including unmet capital needs identified as unconstrained. Projects identified as unconstrained can move to the fiscally constrained section of the TIP by amendment once funds are identified.
  
- 3.0 PROCUREMENT BACKGROUND: Does not apply.
  
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does not apply.
  
- 5.0 POLICY IMPACT: The Authority's TIP reflects a policy that our first priority is the adequate and proper maintenance of our existing system; and our second priority is system expansion.
  
- 6.0 ECONOMIC IMPACT: All projects contained in grant applications must first be in the TIP to be eligible for Federal and State funding.

- 7.0 ALTERNATIVES: Do not adopt the Fiscal Years 2006-2009 TIP - this would not allow the Authority to provide FTA and ODOT with operating and capital funding needs over the next four years. RTA would not be eligible to receive Federal and State funds.
- 8.0 RECOMMENDATION: It is recommended that the resolution to adopt the Fiscal Years 2006-2009 be approved.
- 9.0 ATTACHMENT: Attachment 1 - 2006-2009 TIP

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



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CEO, General Manager/Secretary-Treasurer



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	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>Section 5309 Rail</b>				
<b>Reasonable Expectation</b>	<b>16,445,898</b>	<b>16,939,275</b>	<b>17,447,453</b>	<b>17,970,876</b>
HRV & LRV Events Recorder & Audio	\$ 270,000			
Crossing Gates for LRV at St. Clair Ave. in Flats	\$ 250,000			
Heavy and Light Rail Profile Grinding	\$ 300,000	\$ 310,000	\$ 320,000	\$ 330,000
Tokyu (HRV) Interior Modification	\$ 2,000,000	\$ 2,000,000	\$ 2,400,000	
Tokyu (HRV) Friction Modifiers	\$ 200,000			
LRV/HRV Spare Parts	\$ 700,000	\$ 700,000	\$ 35,575 <sup>4</sup>	\$ 700,000
Track Rehabilitation Overhaul	\$ 3,536,025	\$ 3,704,808	\$ 3,816,878	\$ 1,973,124 <sup>5</sup>
Heavy Rail Overhaul	\$ 2,244,615	\$ 2,311,950	\$ 2,381,309	\$ 2,452,752
E. 120th Street Station	\$ 735,000	\$ 75,000		\$ 125,000
Lee/Van Aken Station	\$ 300,000	\$ 25,000	\$ 2,800,000	\$ 50,000
East 55th Street Station Rehabilitation	\$ 8,900,000	\$ 100,000		
University Circle Station Rehabilitation		\$ 99,467 <sup>2</sup>		
Puritas Rapid Station Rehabilitation	\$ 5,625,000	\$ 125,000		
Capitalized Operating Expenses	\$ 5,000,000			
Van Aken Station Roadway Improvements	\$ 248,000			
Brookpark Tower to Airport Track and Overhead	\$ 36,873 <sup>3</sup>			
East 116th Station Repairs	\$ 25,000	\$ 3,400,000	\$ 50,000	
Woodhill Station Rehabilitation	\$ 3,185,000	\$ 50,000		
West 117th Street Station Rehabilitation	\$ 275,000			
Mayfield Road Track Bridge Rehabilitation	\$ 165,000	\$ 10,000	\$ 1,680,000	
East Blvd. Track Bridge Rehabilitation		\$ 270,000	\$ 30,000	\$ 1,770,000
Red Line Track Bridge Rehabilitation-Delmont		\$ 3,487,000	\$ 3,487,000	
Red Line Catenary Self-Tensioning		\$ 336,500	\$ 6,395,000	\$ 11,600,000
East 120th Substation Replacement	\$ 2,432,000	\$ 50,000		
Replace Shaker Signals East 79th to Shaker Square	\$ 150,000	\$ 10,700,000		
Signaling of Moreland Pocket Track	\$ 817,500			
<b>Total</b>	<b>\$ 37,395,013</b>	<b>\$ 27,754,725</b>	<b>\$ 23,395,762</b>	<b>\$ 19,000,876</b>

Note: Strikethrough amounts moved to unconstrained section of TIP.  
<sup>2</sup> Balance of need (\$4,809,019) moved to unconstrained section of TIP.  
<sup>3</sup> Balance of need (\$23,127) moved to unconstrained section of TIP.  
<sup>4</sup> Balance of need (\$664,425) moved to unconstrained section of TIP.  
<sup>5</sup> Balance of need (\$1,958,876) moved to unconstrained section of TIP.

	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>Section 5309 Bus Discretionary</b>				
<b>Reasonable Expectation</b>	<b>\$ 1,250,000</b>	<b>\$ 1,287,500</b>	<b>\$ 1,326,125</b>	<b>\$ 1,365,908</b>
East Side Transit Center	\$ 1,250,000 <sup>6</sup>	\$ 359,000		
West Side Transit Center		\$ 928,500 <sup>7</sup>	\$ 1,326,125 <sup>8</sup>	\$ 1,365,908 <sup>9</sup>
Southwest Garage		\$ 1,100,000		\$ 10,150,000
<b>Total</b>	<b>\$ 1,250,000</b>	<b>\$ 2,387,500</b>	<b>\$ 1,326,125</b>	<b>\$ 11,515,908</b>

Note: Strikethrough amounts moved to unconstrained section of TIP.  
<sup>6</sup> Balance of need (\$8,539,000) moved to unconstrained section of TIP.  
<sup>7</sup> Balance of need (\$543) moved to unconstrained section of TIP.  
<sup>8</sup> Balance of need (\$18,773,875) moved to unconstrained section of TIP.  
<sup>9</sup> Balance of need (\$3,505,049) moved to unconstrained section of TIP.

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	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>Section 3037 Job Access</b>				
<b>Reasonable Expectation</b>	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
Job Access Program	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
<b>Total</b>	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>Section 5309 New Start</b>				
<b>Reasonable Expectation</b>	\$ 24,774,513	\$ -	\$ -	\$ -
Euclid Corridor Transportation Project	\$ 24,774,513 <sup>10</sup>	\$ <del>2,736,000</del>	\$ <del>2,821,000</del>	\$ -
<b>Total</b>	\$ 24,774,513	\$ 2,736,000	\$ 2,821,000	\$ -
Note: Strikethrough amounts have been funded in previous years under the Federal New Starts Program Full Funding Grant Agreement (including state matching contributions to Section 5309 New Starts)				
<sup>10</sup> Balance of need (\$20,891,487) funded in previous years under the Federal New Starts Program Full Funding Grant Agreement				
	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>NOACA Match to Section 5309 New Start</b>				
<b>Reasonable Expectation</b>	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -
Euclid Corridor Transportation Project	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -
<b>Total</b>	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -
	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>ODOT Formula</b>				
<b>Reasonable Expectation</b>	\$ 1,908,914	\$ 1,966,181	\$ 2,025,167	\$ 2,085,922
Bus Improvement Program	\$ 1,908,914		\$ 1,427,500	
Paratransit Improvement Program		\$ 740,000		\$ 2,085,922
Spare Parts/Engine Rebuild Kits		\$ 1,226,181	\$ 597,667	
<b>Total</b>	\$ 1,908,914	\$ 1,966,181	\$ 2,025,167	\$ 2,085,922
	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>Supplemental TIP List</b>				
Travel for Bus Purchases	\$ <del>6,600</del>	\$ <del>6,600</del>	\$ <del>6,600</del>	\$ <del>6,600</del>
Televisions for Trains	\$ <del>500,000</del>			
Project Administration	\$ <del>500,000</del>	\$ <del>500,000</del>	\$ <del>500,000</del>	\$ <del>500,000</del>
Force Account Labor	\$ <del>500,000</del>	\$ <del>500,000</del>	\$ <del>500,000</del>	\$ <del>500,000</del>
Replacement of East 121st Street Bridge	\$ <del>2,154,000</del>			
Abby Road Bridge Rehabilitation	\$ <del>2,294,000</del>			
Canton-Akron-Cleveland Interregional Corridor MIS	\$ <del>270,000</del>			
<b>Total</b>	\$ 6,224,600	\$ 1,006,600	\$ 1,006,600	\$ 1,006,600
Note: Strikethrough amounts moved to unconstrained section of TIP.				

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	2006	2007	2008	2009
	TIP	TIP	TIP	TIP
<b>ODOT Discretionary/Earmarks</b>				
Parmatown Transit Center Construction	\$ 25,000			
North Olmsted Park-n-Ride Expansion	\$ 710,000			
Independence Park-N-Ride (Development)				\$ 1,619,000
Solon Park-n-Ride (Development)		\$ 180,000	\$ 2,000,000	\$ 825,000
Mayfield/Highland Hts. Park-N-Ride/Transit Center		\$ 1,025,000	\$ 625,000	\$ 3,375,000
Oakwood Park-n-Ride/ Transit Center			\$ 1,520,000	\$ 900,000
Brecksville Park-n-Ride Transit Center	\$ 1,620,000	\$ 810,000	\$ 2,605,000	
Strongsville Park-N-Ride Expansion	\$ 650,000			
Westlake Park-N-Ride Expansion	\$ 1,250,000	\$ 955,000		
<b>Total</b>	<b>\$ 4,255,000</b>	<b>\$ 2,970,000</b>	<b>\$ 6,750,000</b>	<b>\$ 6,719,000</b>
Note: Strikethrough amounts moved to unconstrained section of TIP.				