

RESOLUTION NO. 2004 -16 2

**AUTHORIZING THE ADOPTION OF THE TRANSIT 2025 UPDATE OF THE
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY LONG RANGE PLAN**

WHEREAS, in April 1993, the Greater Cleveland Regional Transit Authority adopted Transit 2010, the Authority's first Long Range Plan; and

WHEREAS, Transit 2010 was developed through extensive technical and community participation activities conducted in cooperation with the Northeast Ohio Areawide Coordinating Agency (NOACA); and

WHEREAS, there is a need for the Greater Cleveland Regional Transit Authority to perform periodic review and updating of its Long Range Plan so that the transit system can anticipate and respond to the future needs of the Greater Cleveland community; and

WHEREAS, the current Long Range Plan Update, TRANSIT 2025, provides a realistic vision of the future transit system based upon the future plans of major stakeholders like the City of Cleveland, Cuyahoga County, NOACA and the Ohio Department of Transportation, travel trends for the region, and likely financial resources and governmental funding levels; and

WHEREAS, the TRANSIT 2025 Strategic Initiatives will help guide near-term efforts to achieve the long-term vision embodied by the Long Range Plan; and.

WHEREAS, TRANSIT 2025 will help to expand mobility options for residents and visitors of Cuyahoga County by improving access between and within Greater Cleveland's employment, entertainment, tourist, recreational, and residential areas and will promote more efficient use of land and energy resources; and

WHEREAS, implementing the coordinated program of long-term, multi-modal improvements to the region's public transit system, which comprise the Long Range Plan, will help meet clean air mandates and bring quantifiable benefits to the region's economy; and

WHEREAS, the Long Range Plan reflects and embodies the vision of the Greater Cleveland Regional Transit Authority, as contained in its Mission and Policy Goals.

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

Section 1. That the TRANSIT 2025 update of the Greater Cleveland Regional Transit Authority's Long Range Plan be adopted, and serve as a conceptual guide for short and long-term public transit plans and improvements in Cuyahoga County.

Section 2. That the appropriate project elements of the Long Range Plan be incorporated into the transit element of the region's long-range transportation plan maintained by NOACA, the region's metropolitan planning organization.

Section 3. That the Long Range Plan shall continue to receive periodic reviews and updates in order to reflect the Authority's priorities in meeting the travel needs of Cuyahoga County's citizens and visitors.

Section 4. That the CEO, General Manager/Secretary-Treasurer is hereby authorized to take those steps necessary to carry out the implementation of changes and improvements called for in the Long Range Plan, subject to budgetary appropriations and project authorizations by the Board of Trustees.

Section 5. 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

M-3

TITLE/DESCRIPTION: AUTHORIZING THE ADOPTION OF THE TRANSIT 2025 UPDATE OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY LONG RANGE PLAN.	Resolution No.: 2004- 162
	Date: December 16, 2004
	Initiator: Engineering & Project Management
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: The purpose of the Long Range Plan is to carry out the Authority's Mission and Policy Goals. The Plan will accomplish this by providing a framework and guide for the development of a balanced, multi-modal transit system that meets the mobility needs of Cuyahoga County residents and visitors safely, efficiently, and cost-effectively. The Long Range Plan has a twenty-plus planning horizon (2025).

2.0 DESCRIPTION/JUSTIFICATION: During 2003/2004, RTA undertook research that focused on bringing the existing transit system into a state of good repair. Economic conditions facing RTA and the region, and the future plans of key stakeholders dictated that RTA update its long-range plan to reflect current realities.

TRANSIT 2025 was developed as a framework for helping achieve the land use and transportation system goals of Greater Cleveland. For the first time, RTA's Long Range Plan will include ten Strategic Initiatives that will help guide near-term efforts to improve the transit system over the long-term. The Long Range Plan emphasizes bringing the transit system infrastructure up to a state of good repair and is consistent with the Authority's Capital Improvement Plan.

Key project elements of the Plan include:

- a) Completing the Silver Line Euclid Corridor Transportation Project and exploring Bus Rapid Transit in other major travel corridors.
- b) Completing the Park & Ride/Transit Center Network.
- c) Promoting the Transit-Oriented Development (TOD) and Transit Waiting Environments (TWE initiatives).
- d) Continued study of extending the Red, Blue and Waterfront Lines in coordination with municipal master plans.

3.0 PROCUREMENT BACKGROUND: Does not apply.

4.0 AFFIRMATIVE ACTION/DBE BACKGROUND: Does not apply.

5.0 POLICY IMPACT: Long Range Plan bus and rail projects were developed in accordance with RTA's Mission, Policy Goals, Capital Improvement Plan and Service Policy.

The future transit system proposed in the Long Range Plan is a conceptual plan. Each project will remain as a conceptual project until it has undergone detailed study and been approved by the RTA Board of Trustees through appropriation and other actions.

The Long Range Plan is intended to help shape the region's long-range transportation plan, as prepared by the Northeast Ohio Areawide Coordinating Agency. In order to receive Federal funding for major transit capital projects, those projects must appear in the region's long-range transportation plan and the transportation improvement program. Therefore, this plan supports RTA's policy of pursuing available grant funding.

- 6.0 ECONOMIC IMPACT: The Long Range Plan incorporates the RTA Capital Improvement Plan (CIP). The 2005-2009 CIP program elements are projected to require a capital investment of \$541 million (2005 dollars) over that five-year period. This includes system maintenance projects as well as system expansion projects, all of which have significant positive impacts on the region's economy.

Based on the 1998 Long Range Plan Economic Benefits Study findings, the total projected economic impact of public transit in Cuyahoga County is over one billion dollars annually.

Summary of RTA's Economic Benefits

(In millions of dollars, figures are analysis year (1998) RTA budget dollars escalated to 2004 dollars.)

<u>Dollars</u>	<u>Category</u>
\$857M	RTA Expenditures Stimulate the Local Economy
\$166M	Job Access for Workers with NO Access to Automobiles
\$ 63M	Reduction in Annual road Accident and Congestion Costs
<u>\$ 70M</u>	Value of RTA Rider Savings
	\$1.156 Billion Total (2004 dollars)

RTA's economic benefits study results are highlighted as follows:

1. The largest qualified economic benefit arises when RTA buys locally-produced goods and services.
2. The second largest qualified economic benefit arises from providing job access for workers with no access to automobiles.
3. The third largest quantified economic benefit comes from encouraging people to use transit instead of automobiles (especially single-occupant automobiles). These quantified benefits include reduced congestion, reduced accident costs, and reduced expenses for riders.

4. Additional economic benefits such as those resulting from health costs savings due to improved air quality, and higher productivity/lower stress for transit commuters, were not quantified.


7.0 ALTERNATIVES: Do not adopt the TRANSIT 2025 Long Range Plan Update. The Long Range Plan is a basis for the transit element of NOACA's regional long-range transportation plan and resulting Transportation Improvement Program. Federal funding is not possible for major capital transit investments that are not included in the region's long-range plan and the Transportation Improvement Program.

Revise the Long Range Plan. The various elements of the Long Range Plan as proposed could be modified or deleted in whole or in part. However, doing so will disrupt the systems nature of the plan, since the elements of the plan are coordinated and support one another.

8.0 RECOMMENDATION: The Long Range Plan was reviewed by the Board of Trustees Planning & Development Committee at their December 7, 2004 meeting and recommended for approval to the Board of Trustees. Staff recommends that the Board of Trustees adopt the TRANSIT 2025 Long Range Plan Update.

9.0 ATTACHMENTS: None.

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



CEO, General Manager/Secretary-Treasurer