

RESOLUTION NO. 2006-233

AUTHORIZING THE CUYAHOGA COUNTY TRANSIT ELEMENT OF THE STATE FISCAL YEARS 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CLEVELAND URBANIZED AREA, AND AUTHORIZING ITS SUBMISSION TO THE NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY (NOACA)

WHEREAS, NOACA is the five-county planning agency responsible for the preparation of the bi-annual Transportation Improvement Program (TIP) 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 (SFY) 2008 through 2011 for Cuyahoga County.

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

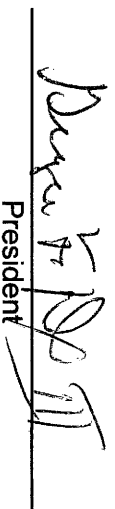
Section 1. That the Transit Element of the SFY 2008-2011 Transportation Improvement Program as prepared by the Greater Cleveland Regional Transit Authority is hereby approved and adopted.

Section 2. That the Transit Element of the SFY 2008-2011 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 SFY 2008-2011 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 19, 2006

  
President

Attest:

  
CEO, General Manager/Secretary-Treasurer




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

<b>TITLE/DESCRIPTION:</b> AUTHORIZING THE CUYAHOGA COUNTY TRANSIT ELEMENT OF THE STATE FISCAL YEARS 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CLEVELAND URBANIZED AREA, AND AUTHORIZING ITS SUBMISSION TO THE NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY (NOACA)	<b>Resolution No.:</b> 2006-233
	<b>Date:</b> December 14, 2006  <b>Initiator:</b> Finance & Administration Division
<b>ACTION REQUEST:</b> <input 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 (SFY 2008-2011) with Federal and State Funds.
  
- 2.0 **DESCRIPTION/JUSTIFICATION:** The State Fiscal Years (SFY) 2008-2011 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 2007 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 SFY 2008-2011 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 SFY 2008-2011 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: This action was reviewed by the Finance Committee at their December 5, 2006 meeting and recommended for approval by the Board of Trustees. It is recommended that the resolution to adopt the SFY 2008-2011 be approved.
- 9.0 ATTACHMENT: Attachment 1 - SFY 2008-2011 TIP

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

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

ATTACHMENT 1 - SFY 2008-2011 TIP

	2008 TIP	2009 TIP	2010 TIP	2011 TIP
<b>Section 5309 Rail</b>	<b>17,424,843</b>	<b>17,811,330</b>	<b>18,256,613</b>	<b>18,713,029</b>
<b>Reasonable Expectation</b>				
Red Line Self-Tensioning Catenary	0	349,600	6,593,600	42,064,000
Replacement Substation - West 150th Street	0	0	40,000	1,400,000
New Substation - East 120th Street	0	2,790,000	422,000	0
Replacement Substation - Westpark	70,000	0	0	0
Sectionalize Tower City Catenary System	0	0	30,000	550,000
Second Independent Feed for E. 55th Street Subst:	0	0	40,000	810,000
Heavy and Light Rail Profile Grinding	300,000	300,000	0	0
Power & Way Maintenance Program	3,700,000	3,750,000	3,750,000	3,800,000
S-Curve Reconstruction on Heavy Rail Line	540,000	6,900,000	0	0
Replace Shaker Square Grade Crossing	1,160,000	0	0	0
Lee Road/Van Aken Blvd. LRV Station Rehab. (AD/	50,000	3,350,000	50,000	0
East 116th Street LRV Station Rehabilitation (ADA ;	3,425,000	50,000	0	0
Woodhill Road LRV Station Rehabilitation (ADA 201	400,000	0	0	0
Puritas Avenue HRV Station Rehabilitation (ADA - ;	425,000	25,000	0	0
East 120th Street HRV Station Rehabilitation (ADA	8,425,000	450,000	50,000	0
University Circle HRV Station Rehabilitation (ADA -	44,125,000	450,000	0	0
East 55th Street HRV/LRV Station Rehabilitation (A	450,000	0	0	0
Brookpark Road HRV Station Rehabilitation (ADA -	10,970,000	450,000	0	0
Replace Tower City Escalators	1,305,000	0	0	0
Signal Upgrade/East 79th Street to Shaker Square	850,000	40,590,000	30,000	0
Tokyu (HRV) Interior Modification	2,000,000	2,000,000	2,400,000	2,400,000
Tokyu Car (HRV) Overhaul	2,320,000	2,390,000	2,450,000	2,525,000
Tokyu Car (HRV) Overhaul Additional Requests	672,000	510,000	0	0
Tokyu Car (HRV) F/A Labor	405,000	75,000	0	0
Track Bridge Rehab. - Delmont, Hower, Lake & Aut	200,000	0	0	0
Track Bridge Rehabilitation - East Boulevard	30,000	1,770,000	400,000	0
Track Bridge Rehabilitation - East 81st Street	200,000	50,000	1,635,000	0
Track Bridge Rehabilitation - East 83rd Street	200,000	50,000	1,635,000	0
Track Bridge Rehabilitation - Mayfield Road	0	0	225,000	1,780,000
Track Bridge Rehabilitation - East 92nd Street	0	0	0	350,000
Centralized Public Address System	577,000	350,000	55,000	0
Replacement Line Car	1,500,000	0	0	0
Capitalized Operating Expenses	7,700,000	7,700,000	7,700,000	7,700,000
	<b>57,799,000</b>	<b>43,449,600</b>	<b>26,905,600</b>	<b>33,379,000</b>

Note: Strikethrough amounts moved to unconstrained section of TIP.

<sup>1</sup> Balance of need (\$1,212,157) moved to unconstrained section of TIP.

<sup>2</sup> Balance of need (\$2,358,670) moved to unconstrained section of TIP.

<sup>3</sup> Balance of need (\$1,368,387) moved to unconstrained section of TIP.

<sup>4</sup> Balance of need (\$201,971) moved to unconstrained section of TIP.

	2008 TIP	2009 TIP	2010 TIP	2011 TIP
<b>Section 5307 Capital Reasonable Expectation</b>	<b>32,110,578</b>	<b>34,156,413</b>	<b>35,010,323</b>	<b>35,885,582</b>
Brooklyn Garage Rehabilitation	100,000	0	0	0
Midday Bus Storage/Layover Facility	4,037,500 <sup>5</sup>	0	0	0
Bus Improvement Program	11,650,000	26,100,000 <sup>6</sup>	0	6,450,000
Circulator Bus Improvement Program	0	0	0	2,425,000
Paratransit Improvement Program	0	5,028,900	0	2,240,000
Capitalized Operating Expenses	20,000,000	20,000,000	20,000,000	20,000,000
	<b>32,787,500</b>	<b>51,128,900</b>	<b>20,000,000</b>	<b>31,115,000</b>

Note: Strikethrough amounts moved to unconstrained section of TIP.

<sup>5</sup> Balance of need (\$676,922) moved to unconstrained section of TIP.

<sup>6</sup> Balance of need (\$16,972,487-2,085,922 ODOT match) moved to unconstrained section of TIP.

	2008 TIP	2009 TIP	2010 TIP	2011 TIP
<b>Section 5307 Flexible Funds (CMAQ and Enhancement) Reasonable Expectation</b>	<b>321,106</b>	<b>341,564</b>	<b>4,850,103</b>	<b>4,858,856</b>
Passenger Shelters	325,000	0	325,000	0
Transit Waiting Environment Program	200,000	200,000	200,000	200,000
	<b>525,000</b>	<b>200,000</b>	<b>525,000</b>	<b>200,000</b>

	2008 TIP	2009 TIP	2010 TIP	2011 TIP
<b>Section 5309 Bus Discretionary Reasonable Expectation</b>	<b>\$ 1,326,125</b>	<b>\$ 1,365,908</b>		

	2008 TIP	2009 TIP	2010 TIP	2011 TIP
<b>NOACA Reasonable Expectation</b>				
Transportation For Livable Community Initiative (TLCI)	84,000	84,000	84,000	84,000
	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>

2008 TIP	2009 TIP	2010 TIP	2011 TIP
----------	----------	----------	----------

**ODOT Formula**

**Reasonable Expectation**

\$ 2,025,167	\$ 2,085,922		
--------------	--------------	--	--

Bus Improvement Program

2,085,922			
-----------	--	--	--

-	2,085,922		
---	-----------	--	--

2008 TIP	2009 TIP	2010 TIP	2011 TIP
----------	----------	----------	----------

**ODOT Discretionary/Earmarks**

East Side Transit Center	25,000	0	0	0
West Side Transit Center	929,043	10,000,000	4,870,957	0
Mayfield / Highland Heights Transit Center	0	1,025,000	3,925,000	0
I-77 / Independence Transit Ctr	0	0	2,172,500	2,300,000
Solon Transit Center	0	180,000	2,500,000	3,350,000
Oakwood Transit Center	0	0	1,500,000	920,000
Brecksville Transit Center	2,100,000	20,000	2,605,000	0
	<b>3,054,043</b>	<b>11,225,000</b>	<b>17,573,457</b>	<b>6,570,000</b>

2008 TIP	2009 TIP	2010 TIP	2011 TIP
----------	----------	----------	----------

**Reasonable Expectation**

Intermodal Station - Cleveland Museum of Art	1,927,560	1,998,620		
Intermodal Station - University Hospitals	1,195,480	1,241,460		
Intermodal Station - Cleveland Clinic	1,847,560	1,918,620		
	<b>4,970,600</b>	<b>5,158,700</b>		

2008 TIP	2009 TIP	2010 TIP	2011 TIP
----------	----------	----------	----------

**Supplemental TIP List**

Street Bridge Rehabilitation - Abbey Road	100,000	0	0	0
Force Account Labor For Grants	500,000	500,000	500,000	500,000
Project Administration For Grants	500,000	500,000	500,000	500,000
Security Upgrades at Bus Districts	296,100			
Security Upgrades at Rail Facilities	115,126			
BRT - Euclid Corridor Transportation Project	3,341,216			
	<b>4,852,442</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>

**Section 5309 Earmarks**

Prospect E. 21st St. Intermodal Facility (Eastside)	815,100	846,450		
Bus Improvement Program	271,700	282,150		
Fare Collection System	135,850	141,075		
	<b>1,222,650</b>	<b>1,269,675</b>		

<b>105,295,235</b>	<b>113,515,875</b>	<b>66,088,057</b>	<b>72,348,000</b>
--------------------	--------------------	-------------------	-------------------