

RESOLUTION NO. 2012-22

SELECTING THE BASELINE ALTERNATIVE AS THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE BLUE LINE EXTENSION PROJECT

WHEREAS, the Greater Cleveland Regional Transit Authority (GCRTA) has completed the Alternatives Analysis process required by the Federal Transit Administration for federally funded major transportation improvement projects; and

WHEREAS, the Baseline Alternative includes the following: A 0.3 mile Blue Line extension across the Warrensville/Chagrin intersection, the construction of a Shaker Intermodal Transit Center, University Circle Express (UCX) direct bus service, construction of Bus Stations and construction of Park-N-Ride lots at both Northfield near I-480 and Harvard near I-271; and

WHEREAS, the Baseline Alternative is the most cost-effective alternative studied and meets the funding thresholds required by FTA for New Starts Projects; and

WHEREAS, the GCRTA has gone through an extensive public involvement process on the LPA decision; and

WHEREAS, the Board of Trustees wishes to make the selection of the Baseline as the Locally Preferred Alternative to undertake a major transportation improvement project.

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

Section 1. That the Baseline Alternative represents the least costly of the build alternatives studied. It creates the greatest number of benefits to ridership and mobility improvements and meets the FTA New Starts eligibility thresholds for cost-effectiveness.

Section 2. The Baseline Alternative is consistent with the established planning efforts undertaken by the City of Shaker Heights, Warrensville Heights, Cleveland, Highland Hills, and the other communities on this project.

Section 3. That the CEO/General Manager be, and is hereby authorized to file all grant applications, FTA submissions and to execute all documents necessary for the FTA New Starts process required to receive funding and approvals for this project.

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

Adopted: March 20, 2012



President

Attest:



CEO, General Manager/Secretary-Treasurer



Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: SELECTING THE BASELINE ALTERNATIVE AS THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE BLUE LINE EXTENSION PROJECT	Resolution No.: 2012-22
	Date: March 15, 2012
	Initiator: Programming and Planning
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 Federal Transit Administration (FTA) requires the completion of an Alternatives Analysis for any major transportation improvement project. This process ends with the selection of a Locally Preferred Alternative based upon the data derived from the study and the results of the public involvement process. The Baseline Alternative which includes 1) the extension of the Blue Line 0.3 miles across the Warrensville/Chagrin Intersection, 2) the construction of an Intermodal Center, 3) Operation of a new University Circle Express (UNX) direct bus service, construction of Bus stations, and construction of Park-n-Ride Lots at both Northfield near I-480 and Harvard near 271.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The GCRTA Board of Trustees authorized a contract to complete the Blue Line Alternatives Analysis in June, 2009. That analysis included all FTA requirements, ridership surveys and modeling, capital and operational cost analysis, environmental screening, mobility improvements public engagement, alternatives development, cost/benefit analysis. The results of the study demonstrated that the Baseline Alternative was the most cost-effective alternative, derived the greatest benefits, had the fewest potential negative impacts and met the FTA cost effectiveness threshold.
- 3.0 **PROCUREMENT BACKGROUND:** N/A
- 4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** N/A
- 5.0 **POLICY IMPACT:** This project is consistent with the GCRTA Strategic Plan.
- 6.0 **ECONOMIC IMPACT:** The project would have a positive economic impact upon the corridor creating opportunity for new, more dense, transit oriented development and more importantly redevelopment of existing land. It will also enhance public transit services in this corridor creating additional ridership on public transit.
- 7.0 **ALTERNATIVES:** There are other alternatives that could be selected including the no-build. The other build alternatives are significantly more expensive and do not meet the FTA thresholds for cost effectiveness. The no-build alternative does not create any opportunity to grow transit ridership in this corridor.
- 8.0 **RECOMMENDATION:** The recommendation to select the Baseline Alternative as the Locally Preferred Alternative for the Blue Line Extension was discussed at the January 17, 2012 Planning & Development Committee meeting and recommended for approval to the Board of Trustees. It is recommended that the Board of Trustees choose the Baseline Alternative as the Locally Preferred Alternative for the Blue Line Extension project.

9.0 ATTACHMENTS: Attachment A: Description of Baseline Alternative
Attachment B: Map of Baseline Alternative

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



CEO, General Manager/Secretary-Treasurer

Baseline Alternative

- Baseline Alternative Includes:
 - 0.3 mile Blue Line extension
 - Shaker Intermodal Transit Center
 - University Circle Express (UCX) direct bus service
 - Construction of Bus Stations
 - Construction of Park-N-Ride lots at both Northfield and Harvard
 - Capital Cost of \$36.30M
 - Cost effectiveness Index of \$19.43

Recommended Alternative: Baseline

