

Transportation Improvement Program

SFY 1997 - 2000

Highway, Bikeway
and Transit Elements

July 10, 1996

**Northeast Ohio Areawide
Coordinating Agency**

668 Euclid Avenue

Cleveland, Ohio 44114-3000



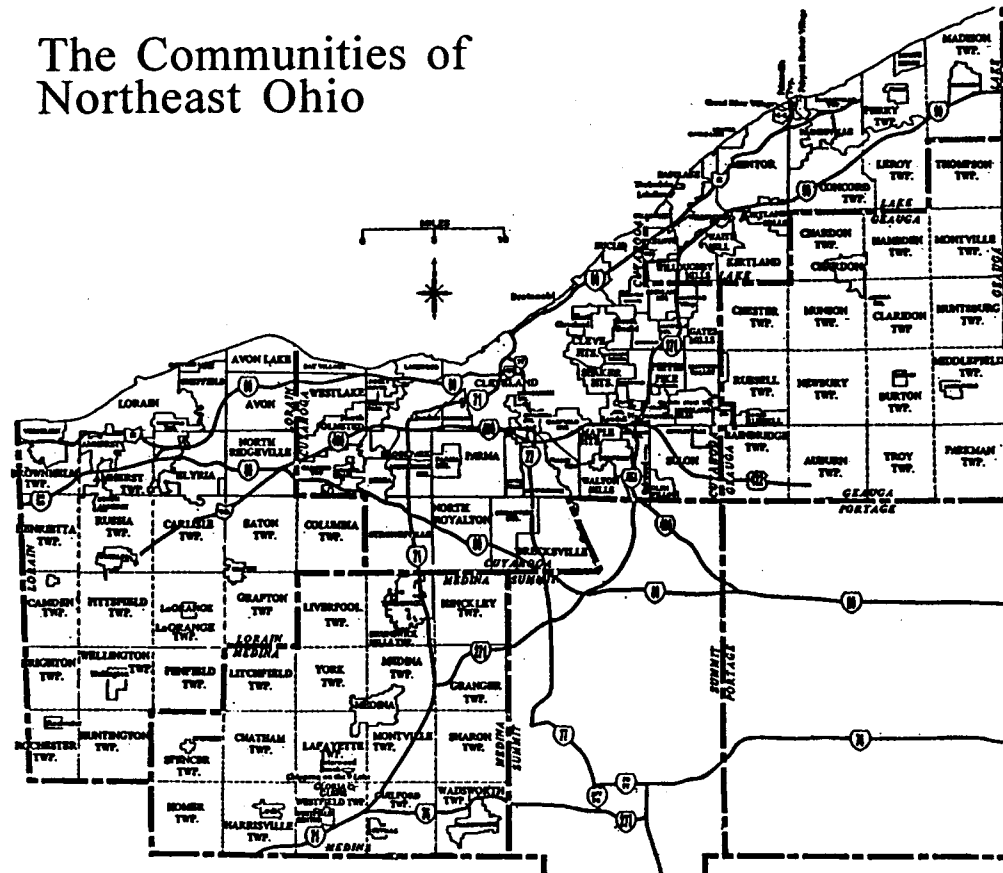
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
Planning For The Needs of Today And Tomorrow

The Northeast Ohio Areawide Coordinating Agency (NOACA) is a public Organization serving the counties of and municipalities & townships within Cuyahoga, Geauga, Lake, Lorain and Medina (covering an area with 2.1 million people). NOACA is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive cooperative and continuous planning for highways, public transit, airports, waterways and bikeways, as defined in the U.S. Intermodal Surface Transportation Efficiency Act.
- Perform continuous water quality, transportation-related air quality and other environmental planning functions.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Conduct transportation and environmental planning and related demographic, economic and land use research.
- Serve as an information center for transportation and environmental and related planning.
- At Governing Board direction, provide transportation and environmental planning assistance to the 172 units of local, general purpose governments.

The NOACA Governing Board is composed of 37 local public officials. The Board convenes monthly to provide a forum for members to present, discuss and develop solutions to local and areawide issues and problems regarding transportation and the environment. It reviews staff research of regional issues, considers solutions and makes recommendations regarding implementation strategies. As the Area Clearinghouse for the region, the Board makes comments and recommendations on applications for state and federal grants, with the purpose of enhancing the region's social, physical, environmental and land use/transportation fabric. NOACA invites you to take part in its planning process. Feel free to participate, to ask questions and to learn more about areawide planning. For more information, call (216) 241-2414.

The Communities of Northeast Ohio



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1) Title & Subtitle SFY 1997 Transportation Improvement Program (TIP) State Fiscal Year 1997-2000	2) NOACA Report No. TR-96-13
3) Author(s) Edward May	4) Report Date July 1996
5) Performing Organization Name & Address Northeast Ohio Areawide Coordinating Agency 668 Euclid Avenue Cleveland, OH 44114	6) Project Task No. 6020 (FY 1996)
	7) NOACA Contract/Grant No. ODOT/FHWA
8) Sponsoring Agency Name & Address Ohio Department of Transportation 25 South Front Street Columbus, OH 43216	9) Type of Report & Period Covered Final - 1997-2000
	10) Sponsoring Agency Code
11) Supplementary Notes Federal funding for this project was provided by the Federal Highway Administration and administered by the Ohio Department of Transportation.	
12) Abstracts The NOACA TIP is a document prepared in cooperation with municipal, county, state, public transit agencies and other transportation system operators. The TIP lists highway, bikeway and transit projects to be implemented in Cuyahoga, Geauga, Lake, Lorain and Medina Counties, within a specific time period. This listing also contains cost estimates, sources of financial support, air quality impacts and other planning considerations for each project.	
13) Key Words & Document Analysis A. Descriptors Financial constrained TIP, Supplemental Highway and Bikeway Element, Transit Element, Fiscal Constraint Analysis, Air Quality Conformity Analysis, Public Involvement Program, Interim TIP Preparation Policy for SFY 1997 B. Identifiers/Open Ended Terms Programming, Regional Significance, Planning, Prioritization, Project Readiness	
14) Availability Statement NOACA	15) No. Pages 347
	16) Price

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
(SFY 1997 - 2000)**

HIGHWAY, BIKEWAY AND TRANSIT ELEMENTS

July 10, 1996

Northeast Ohio Areawide Coordinating Agency
668 Euclid Avenue
Cleveland, Ohio 44114-3000

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
(SFY 1997 - 2000)**

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AMENDED RESOLUTION NO. 96-049
(NOACA STATE FISCAL YEAR 1997 TRANSPORTATION IMPROVEMENT PROGRAM)

RESOLUTION OF THE GOVERNING BOARD
OF THE
NORTHEAST OHIO AREA WIDE COORDINATING AGENCY (NOACA)

WHEREAS, the Northeast Ohio Area Wide Coordinating Agency, the Metropolitan Planning Organization (MPO) for the five Northeast Ohio Counties of Cuyahoga, Geauga, Lake, Lorain and Medina, is presently engaged, through Governing Board action and staff technical work, in the continuing phase of the cooperative, comprehensive planning process designed to meet needs, requirements, goals and objectives of national, state and local governmental levels, all within this nation's federal transportation system; and

WHEREAS, the Congress of the United States, through law, and the U.S. Department of Transportation, through regulation and guidance, have determined that a staged, multi-year Transportation Improvement Program (TIP) shall be prepared, which includes federal-aid transportation projects expected to be implemented in each of the program years; and

WHEREAS, the above regulation and guidance specifies that the TIP must be consistent with the NOACA Transportation Plan, the Clean Air Act and its amendments, and must contain a financial plan, provide for public involvement and contain specific documentation related to transit programs; and

WHEREAS, the NOACA State Fiscal Year (SFY) 1997-2000 TIP has been prepared in conformance with the NOACA Interim TIP Preparation Policy (Resolution No. 96-023) and, as such, is consistent with the above guidance and regulation; and

WHEREAS, the highway and bikeway programs have been prepared in cooperation with the State (ODOT) consistent with its allocations of capital program funds for bridges, pavements, and maintenance to Districts and Major New Construction priorities; and

WHEREAS, the Interim TIP Preparation Policy is in effect for State Fiscal Year 1997 which begins on July 1, 1996; and

WHEREAS, NOACA completed a major revision of its Transportation Plan's Long Range element (Resolution No. 93-151), as amended by Resolution 96-002; and

WHEREAS, the Cleveland-Akron-Lorain (CAL) area, which includes NOACA's counties, was redesignated to attainment of the national ambient air quality standard (NAAQS) for ozone on May 7, 1996; and

AMENDED RESOLUTION NO. 96-049
(NOACA STATE FISCAL YEAR 1997 TRANSPORTATION IMPROVEMENT PROGRAM)

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WHEREAS, this redesignation has removed the reasonable further progress and attainment demonstration requirements of section 182(b)(1) and related requirements of Section 72(c)(9) of the Clean Air Act (CAA) for the CAL area; and

WHEREAS, Section 176(c)(3) of the Clean Air Act (the Act), as amended by the Clean Air Act Amendments (the Amendments) of 1990, and implemented by federal regulations 40 CFR, Parts 51 and 93 requires NOACA to make a determination that the Transportation Improvement Program for its Study Area is in conformity with respect to the Ohio State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, by Resolution No. 93-129 this conformity determination must be coordinated with the CAL area conformity determinations by the Akron Metropolitan Area Transportation Study for Portage and Summit Counties and by the Ohio Department Transportation for Ashtabula County; and

WHEREAS, CAL area redesignation has also removed the action/baseline comparison test as a conformity requirement for the CAL area, and this redesignation has established the motor vehicle emissions budget for the CAL area for conformity purposes, and the total mobile source emissions for the CAL area must remain below this budget; and

WHEREAS, a list of priority projects and a financial plan for Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) Funds were prepared in conformance with the Interim TIP Preparation Policy; and

WHEREAS, as per the Interim TIP Preparation Policy, staff will monitor the sale of projects and coordinate the same with the Ohio Department of Transportation, prior to and following federal approval of the TIP, to ensure compliance with approved policies; and

WHEREAS, NOACA, in coordination with ODOT, conducted a thorough and comprehensive TIP Public Involvement Program as established by Resolution No. 95-023, providing citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with reasonable notice of and an opportunity to comment on the TIP; and

WHEREAS, the transit programs have been prepared in conformance with the NOACA policies and procedures for Private Sector/Competitive Participation in Mass Transportation Programs within Northeast Ohio, and are also in conformance with the Federal Transit Administration's financial capacity requirements; and

AMENDED RESOLUTION NO. 96-049
(NOACA STATE FISCAL YEAR 1997 TRANSPORTATION IMPROVEMENT PROGRAM)

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WHEREAS, the TIP is additionally reviewed through the Intergovernmental Review Process by both Metropolitan and State of Ohio Clearinghouses; and

WHEREAS, the NOACA Governing Board, by Resolution 92-050, conditionally approved the lane additions (widening) for IR-71 (PIDs 7885 and 15717) and IR-90 (PIDs 11385, 5984 and 11738) subject to a number of considerations and recommendations; and

WHEREAS, the ODOT Districts 3 and 12, in cooperation with NOACA and other interested parties, are currently developing Major Investment Studies (MIS) that are intended to fulfill federal requirements and address NOACA considerations and recommendations regarding the above projects; and

WHEREAS, the draft TIP has been presented to, and has been recommended by the NOACA Transportation Advisory Committee and its Subcommittee for Board approval.

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Northeast Ohio Area-wide Coordinating Agency that:

Section 1. The NOACA SFY 1997-2000 Transportation Improvement Program (TIP) is consistent with comprehensive, continuing, and cooperative transportation planning, including transportation system management and long range elements, and attainment of air quality standards.

Section 2. The NOACA SFY 1997-2000 TIP was prepared in conformance with the Interim TIP Preparation Policy and the Long Range Transportation Plan.

Section 3. There is conformity between the NOACA SFY 1997-2000 Transportation Improvement Program (TIP) and the Ohio State Implementation Plan for the attainment of the NAAQS, and further, this conformity determination has been coordinated with Metropolitan Planning Organizations responsible for conformity determination in the balance of the eight-county Cleveland-Akron-Lorain area.

Section 4. The Interim TIP Preparation Policy is in effect as of July 1, 1996 and the sale of projects will be coordinated with the Ohio Department of Transportation prior to and following federal approval of the TIP.

Section 5. The NOACA SFY 1997-2000 TIP, having had appropriate committee and public review, is accepted and is hereby approved.

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AMENDED RESOLUTION NO. 96-049
(NOACA STATE FISCAL YEAR 1997 TRANSPORTATION IMPROVEMENT PROGRAM)

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Section 6. The Ohio Department of Transportation lane addition (widening) projects for IR-71 and IR-90 (PIDs 7885, 15715, 11385, 5984 and 11738) are approved conditional upon receipt and Governing Board concurrence with the results of the Major Investment Studies for those projects.

Section 7. The Executive Director be and he is hereby authorized to transmit a certified copy of this Resolution to appropriate federal, state and local agencies.

Certified to be a true copy of a Resolution of the Governing Board of the Northeast Ohio Area-wide Coordinating Agency adopted this 14th day of June, 1996.

Secretary: *Scott Pulbrenee*

Date Signed: *June 20, 1996*

0082r



Region 5
Illinois, Indiana, Michigan
Minnesota, Ohio, Wisconsin

U.S. Department
of Transportation

Federal Highway Administration, Region 5
19900 Governors Highway, Suite 301
Olympia Fields, IL 60461
Federal Transit Administration, Region V
55 E. Monroe St., Room 1415
Chicago, IL 60603-2439

JUN 11 1996

Mr. Howard Maier, Executive Director
Northeast Ohio Areawide Coordinating Agency
668 Euclid Avenue, 4th Floor
Cleveland, Ohio 44114-3000

Dear Mr. Maier:

Our agencies completed a joint certification review of the transportation planning process in the Cleveland area on February 29, 1996. We appreciate the cooperation and assistance provided by you and your staff during the review.

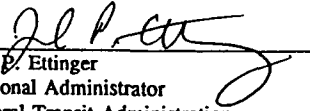
The objective of this type of review is to determine whether the transportation planning process can be certified to achieve satisfactory progress in implementing the new ISTEA planning requirements. Through such reviews and a continuing cooperative interactive process among all affected agencies, it is our goal to enhance the overall ability of the transportation planning process to provide decision makers with the knowledge they need to make well informed decisions.

The review found that the NOACA transportation planning process has made good progress in implementing the new planning requirements. Seven recommendations for continuing quality improvements and enhancement to the Cleveland 3-C planning process are offered and documented with the enclosed report. Implementation of the recommendations should be reflected in the 3-C planning process as soon as possible and be fully implemented with the Transportation Plan update due in 1½-years.

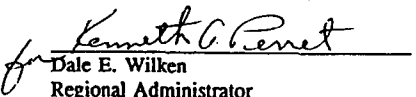
Based on these findings, the Federal Transit Administration and the Federal Highway Administration jointly certify the transportation planning process for the NOACA planning area.

Please contact Doug Gerleman, FTA at (312) 353-2883 or Herman Rodrigo at (614) 469-5877 if you have any questions regarding the certification action.

Sincerely yours,


Joel P. Ettinger
Regional Administrator
Federal Transit Administration

Sincerely yours,


Dale E. Wilken
Regional Administrator
Federal Highway Administration

Enclosure

cc: Jerry Wray, Director of the Ohio Department of Transportation
Ron Tober, General Manager of the Greater Cleveland Regional Transit Authority

I. HIGHWAY AND BIKEWAY ELEMENT

HIGHWAY AND BIKEWAY ELEMENT SUMMARY TABLES

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT (By County)
SFYs 1997 – 2000
Total Costs Programmed in Five County Area

07/10/96

County	Federal, State and Local Dollars by State Fiscal Year x \$1000				
	1997	1998	1999	2000	4 Year Total
Cuyahoga	\$175,201	\$168,343	\$62,852	\$133,541	\$539,937
Geauga	5,926	1,410	4,542	440	12,318
Lake	8,224	11,316	45,070	21,340	85,950
Lorain	69,865	6,429	77,389	21,353	175,036
Medina	40,895	0	2,332	1,720	44,947
Grand Total	\$300,111	\$187,498	\$192,185	\$178,394	\$858,188

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN FIVE COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)	18,492	18,913	16,344	18,820	72,569
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)	7,452	3,104	2,318	19,028	31,902
Bridge Replacement off the Federal-Aid System (BRO)	1,340	1,760			3,100
Bridge Rehabilitation on the Federal-Aid System (BHF)	1,565	17,765	5,815	2,068	27,213
Bridge Rehabilitation off the Federal-Aid System (BHO)				1,360	1,360
Demo Bridge (DE)					
National Highway System (NH)	34,381	17,208	9,972	6,560	68,121
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)	7,328	7,289	19,090	32,042	65,749
Interstate Maintenance (IM, IM-G)	84,205	79,100	53,649	59,171	276,125
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)	8,078	8,312	6,287	6,999	29,676
State Congestion Mitigation Air Quality (S/CMAQ)	5,100				
County Surface Transportation Program (C/STP)	476				476
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)	6,859	3,768	682		11,309
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	390				390
Total Federal	175,666	157,219	114,157	146,048	587,990
Local	11,629	12,162	9,028	9,949	42,768
State (ODOT)	34,201	18,117	17,277	22,397	91,992
Issue 2	667				667
Ohio Turnpike Commission (OTC)	77,948		51,723		129,671
Total Non-Federal	124,445	30,279	78,028	32,346	265,098
Grand Total	\$300,111	\$187,498	\$192,185	\$178,394	\$858,188

Note: Figures are rounded to the nearest thousand.

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN CUYAHOGA COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)	18,492	15,700	1,852	11,526	47,570
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)	5,956	1,024	1,900	1,480	10,360
Bridge Replacement off the Federal-Aid System (BRO)		1,760			1,760
Bridge Rehabilitation on the Federal-Aid System (BHF)	1,565	16,320	4,712	1,764	24,361
Bridge Rehabilitation off the Federal-Aid System (BHO)				1,360	1,360
Demo Bridge (DE)					
National Highway System (NH)	12,057	13,208	2,340	6,560	34,165
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)	2,714	4,190	7,448	30,429	44,781
Interstate Maintenance (IM, IM-G)	52,148	79,100	25,830	49,001	206,079
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)	8,078	8,312	6,287	6,999	29,676
State Congestion Mitigation Air Quality (S/CMAQ)	5,100				
County Surface Transportation Program (C/STP)	476				476
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)	4,783	3,768			8,551
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	78				
Total Federal	111,447	143,382	50,369	109,119	409,139
Local	9,646	10,682	5,708	8,368	34,404
State (ODOT)	15,440	14,279	6,775	16,054	52,548
Issue 2	667				667
Ohio Turnpike Commission (OTC)	38,001				38,001
Total Non-Federal	63,754	24,961	12,483	24,422	125,620
Grand Total	\$175,201	\$168,343	\$62,852	\$133,541	\$539,937

Note: Figures are rounded to the nearest thousand.

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN GEAUGA COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)			1,152		1,152
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)					
Bridge Replacement off the Federal-Aid System (BRO)	1,340				1,340
Bridge Rehabilitation on the Federal-Aid System (BHF)				304	304
Bridge Rehabilitation off the Federal-Aid System (BHO)					
Demo Bridge (DE)					
National Highway System (NH)					
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)		1,410	400		1,810
Interstate Maintenance (IM, IM-G)					
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)					
State Congestion Mitigation Air Quality (S/CMAQ)					
County Surface Transportation Program (C/STP)					
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)			682		682
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	78				
Total Federal	1,418	1,410	2,234	304	5,288
Local	335		458		793
State (ODOT)	4,173		1,850	136	6,159
Issue 2					
Ohio Turnpike Commission (OTC)					
Total Non-Federal	4,508	0	2,308	136	6,952
Grand Total	\$5,926	\$1,410	\$4,542	\$440	\$12,318

Note: Figures are rounded to the nearest thousand.

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN LAKE COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)		1,808	12,296	4,325	18,429
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)				2,866	2,866
Bridge Replacement off the Federal-Aid System (BRO)					
Bridge Rehabilitation on the Federal-Aid System (BHF)			480		480
Bridge Rehabilitation off the Federal-Aid System (BHO)					
Demo Bridge (DE)					
National Highway System (NH)	1,880	4,000	2,380		8,260
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)	800	1,448	10,439	840	13,527
Interstate Maintenance (IM, IM-G)	315		11,420	10,170	21,905
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)					
State Congestion Mitigation Air Quality (S/CMAQ)					
County Surface Transportation Program (C/STP)					
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)	1,557				1,557
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	78				
Total Federal	4,630	7,256	37,015	18,201	67,024
Local	459	768	2,626	811	4,664
State (ODOT)	3,135	3,292	5,429	2,328	14,184
Issue 2					
Ohio Turnpike Commission (OTC)					
Total Non-Federal	3,594	4,060	8,055	3,139	18,848
Grand Total	\$8,224	\$11,316	\$45,070	\$21,340	85,950

Note: Figures are rounded to the nearest thousand.

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN LORAIN COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)		1,405		2,400	3,805
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)	1,304	2,080	418	14,682	18,484
Bridge Replacement off the Federal-Aid System (BRO)					
Bridge Rehabilitation on the Federal-Aid System (BHF)		1,445	623		2,068
Bridge Rehabilitation off the Federal-Aid System (BHO)					
Demo Bridge (DE)					
National Highway System (NH)	9,238		5,252		14,490
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)	2,644	241			2,885
Interstate Maintenance (IM, IM-G)	11,352		16,399		27,751
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)					
State Congestion Mitigation Air Quality (S/CMAQ)					
County Surface Transportation Program (C/STP)					
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)					
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	78				
Total Federal	24,616	5,171	22,692	17,082	69,483
Local	796	712		600	2,108
State (ODOT)	4,506	546	2,974	3,671	11,697
Issue 2					
Ohio Turnpike Commission (OTC)	39,947		51,723		91,670
Total Non-Federal	45,249	1,258	54,697	4,271	105,475
Grand Total	\$69,865	\$6,429	\$77,389	\$21,353	\$175,036

Note: Figures are rounded to the nearest thousand.

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**NOACA SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY AND BIKEWAY ELEMENT
FEDERAL FUNDS PROGRAMMED IN MEDINA COUNTY AREA**

07/10/96

Fund Source	Amounts in \$1000 by State Fiscal Year				
	1997	1998	1999	2000	Total
Surface Transportation Program (STP)			1,044	569	1,613
ISTEA Demonstration Funds (DPR)					
Minimum Allocation (ADD MA, MPO MA)					
Bikeway on the Rural Secondary System (BWS)					
Bridge Discretionary (BR-DISC)					
Railroad Program (RRP)					
Railroad Safety (RRS)					
Bridge Replacement on the Federal-Aid System (BRF)	192				192
Bridge Replacement off the Federal-Aid System (BRO)					
Bridge Rehabilitation on the Federal-Aid System (BHF)					
Bridge Rehabilitation off the Federal-Aid System (BHO)					
Demo Bridge (DE)					
National Highway System (NH)	11,206				11,206
Interstate Construction (IC)					
State Surface Transportation Program (S/STP, HES, S/STP-G)	1,170		803	773	2,746
Interstate Maintenance (IM, IM-G)	20,390				20,390
Bikeway on the Urban System (BWM)					
Congestion Mitigation Air Quality (CMAQ)					
State Congestion Mitigation Air Quality (S/CMAQ)					
County Surface Transportation Program (C/STP)					
Planning (PL)					
Highway Planning and Research (HPR)					
Enhancement Surface Transportation Program (E/STP)	519				519
Interstate Substitution (IX)					
National Recreational Trails Fund (NRTF)	78				78
Total Federal	33,555	0	1,847	1,342	36,666
Local	393		236	170	799
State (ODOT)	6,947		249	208	7,404
Issue 2					
Ohio Turnpike Commission (OTC)					
Total Non-Federal	7,340	0	485	378	8,203
Grand Total	\$40,895	\$0	\$2,332	\$1,720	\$44,947

Note: Figures are rounded to the nearest thousand.

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**4-YEAR PRIORITY LIST OF
NOACA - ADMINISTERED FUNDED PROJECTS**

SFY 1997 - 2000

Sorted by Year and Type of Fund

07/05/96

SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 4 - YEAR PRIORITY LIST OF
 NOACA - ADMINISTERED FUNDED PROJECTS
 (SFYs 1997 - 2000)
 BY YEAR AND TYPE OF FUND

PROJ-ID	COUNTY & PROJECT NAME	SPONSOR	WORK PHASE	TYPE-OF-WORK	TYPE OF FUND	FEDERAL SHARE	TIP SFY	TOTAL BY TYPE
N/A	CUY GCRTA REPLACEMENT CNG BUSES	GCRTA	C	Purchase 6 CNG	Replacement Buses	CHAQ	\$1,631,000	1997
12839	CUY MAIN ST	Chgn Plla	C	Signal Upgrade		CHAQ	\$450,000	1997
11841	CUY SR003-1.51	N Ryltn	C	Signal Upgrade		CHAQ	\$1,571,047	1997
11842	CUY US006-4.89	Bay Vllg	C	Signal Upgrade		CHAQ	\$903,600	1997
14688	CUY US006-15.55	Cleve	C	Signal	Synchronization	CHAQ	\$2,250,000	1997 **
14939	CUY SR010-06.00	Frww Prk	C	Signal	Synchronization	CHAQ	\$585,000	1997 **
12789	CUY US042-08.33	Parma Ht	C	Signal Upgrade		CHAQ	\$2,093,114	1997
15377	CUY SR043-9.950	Bdfrd Ht	C	Signal	Synchronization	CHAQ	\$225,000	1997 **
N/A	LAK LAKETRAM SR-2 & SR-306 P & R LOT	LKTRN	C	Construct 250 SpacePark & Ride Lot		CHAQ	\$600,000	1997 **

							\$10,308,761	CHAQ SFY 1997
13603	CUY HAKVARD AVE	Cleve	RW	Bridge Rehab &	Reconstruction	STP	\$2,000	1997 **
14917	CUY HURON/PROSPECT RD	Cleve	C	Repair 5 Bridges		STP	\$1,840,000	1997
5314	CUY MILES RD	CUY CO	C	Widen, Reconstruct & Replace Bridge		STP	\$7,727,000	1997
11407	CUY SNOW RD	CUY CO	C	Rehabilitation		STP	\$2,000,000	1997
8800	CUY STOKES BLVD	Cleve	RW	Bridge Replacement		STP	\$5,000	1997 **
14210	CUY VAN AKEN BLVD	Shaker Ht	C	Repair and	Resurfacing	STP	\$1,228,000	1997
13604	CUY W 44TH ST	Cleve	RW	Bridge Rehab &	Reconstruction	STP	\$10,000	1997 **
5375	CUY WARRENSVILLE CENTER RD	CUY CO	C	Reconstruction		STP	\$5,680,000	1997

							\$18,492,000	STP SFY 1997
N/A	CUY GCRTA REPLACEMENT CNG BUSES	GCRTA	C	Purchase 6 CNG	Replacement Buses	CHAQ	\$1,631,000	1998
14818	CUY SR008-04.15	Map Ht	C	Signal	Synchronization	CHAQ	\$1,823,000	1998
14689	CUY SR010-08.96	Cleve	C	Signal	Synchronization	CHAQ	\$2,484,000	1998
14892	CUY US020-00.00	Westlake	C	Traffic Signal	Upgrade	CHAQ	\$2,250,000	1998
14943	CUY US042-0.00	Strngs	C	Traffic Signal	Upgrade	CHAQ	\$1,755,000	1998
N/A	LAK LAKETRAM SR-2 & HEISLEY P & R LOT	LKTRN	RW,C	Construct 400 SpacePark & Ride Lot		CHAQ	\$625,000	1998

							\$10,568,000	CHAQ SFY 1998
7001	CUY DENISON AVE	Cleve	RW	Bridge Rehab &	Reconstruction	STP	\$15,000	1998
15318	CUY E 9TH ST - PHASE II	Cleve	C	Upgrade Pier and	Widen Sidewalk	STP	\$720,000	1998 *
5237	CUY LANDER RD	CUY CO	C	Reconstruction		STP	\$3,760,000	1998
5281	CUY LEE RD (CLEVELAND)	CUY CO	C	Reconstruction		STP	\$3,200,000	1998 *
8418	CUY MADISON AVE	Cleve	RW	Bridge Rehab &	Reconstruction	STP	\$5,000	1998
8536	CUY W 117TH ST	CUY CO	C	Rehabilitation		STP	\$8,000,000	1998 *
13992	LAK US020-14.24	Painvl	C	Signal Upgrade		STP	\$1,520,000	1998
9670	LAK SR086-8.14	Mentor	RW	Widen from	2 to 4 Lanes	STP	\$288,000	1998
14520	LOR BAUGHART RD	Lorain	C	Rehabilitate &	Resurface	STP	\$168,000	1998
10511	LOR LORAIN RD	N Hdgvl	C	Widen &	Rehabilitate Bridge	STP	\$995,000	1998
15222	LOR CR 202 (S BROADWAY)	LOR CO	C	Resurfacing		STP	\$242,000	1998

							\$18,913,000	STP SFY 1998
N/A	CUY GCRTA REPLACEMENT CNG BUSES	GCRTA	C	Purchase 6 CNG	Replacement Buses	CHAQ	\$1,631,000	1999
15381	CUY MEMPHIS AVE	Brklyn	C	Signal	Synchronization	CHAQ	\$527,000	1999
14945	CUY SR008-02.00 VARIOUS	Bdfrd	C	Signal	Synchronization	CHAQ	\$1,350,000	1999
12728	CUY US042-05.46	Midbg Ht	C	Signal Upgrade		CHAQ	\$1,890,000	1999
13223	CUY US422-06.98/SR087-06.01	Shaker Ht	C	Signalization	Improvements	CHAQ	\$2,520,000	1999
N/A	LAK LAKETRAM SR-2 & E.305 P & R Lot	Lktrn	RW,C	Construct 300 SpacePark & Ride Lot		CHAQ	\$1,325,000	1999
N/A	LAK LAKETRAM US-20 & LANE P & R LOT	LKTRN	RW,C	Construct 150 SpacePark & Ride Lot		CHAQ	\$445,000	1999

							\$9,688,000	CHAQ SFY 1999
N/A	CUY CROCKER/STEARNS EXT - WETLANDS	Cuy Co	RW	Construct Wetland	Mitigation Site	STP	\$135,000	1999
15396	CUY LEE RD	Shaker Ht	C	Resurfacing		STP	\$348,000	1999
10901	CUY PLEASANT VALLEY RD	CUY CO	RW	Widen, Rehab, Add	LT Lane & Replace	STP	\$95,000	1999
15634	CUY S WOODLAND RD	Shaker Ht	C	Repair and	Resurfacing	STP	\$464,000	1999
8419	CUY W 65TH ST	Cleve	RW	Bridge Rehab &	Reconstruction	STP	\$5,000	1999
15397	CUY WARRENSVILLE CTR RD	Shaker Ht	C	Resurfacing		STP	\$245,000	1999
11231	CUY US020-6.64	Rocky Rvr	C	Widen to 5 Lanes & Reconstruct		STP	\$560,000	1999
15017	GEA WASHINGTON ST	GEA CO	C	Rehabilitate and	Resurface	STP	\$1,152,000	1999
13919	LAK ERIE RD	Willby	C	Reconstruction		STP	\$1,368,000	1999
6308	LAK PELTON RD	LAK CO	RW	Realign Roadway &	Replace Bridge	STP	\$75,000	1999
7894	LAK STEVENS BLVD	Eastlk	C	Reconstruction		STP	\$3,192,000	1999
5649	LAK VROOMAN RD	LAK CO	RW	Reconstruction & Relocation		STP	\$30,000	1999
15098	LAK US020-05.80	Willby	C	Widen Lanes, Upgrade and Resurface		STP	\$856,000	1999

* PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997
 ** PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997

07/05/96

SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
4 - YEAR PRIORITY LIST OF
NOACA - ADMINISTERED FUNDED PROJECTS
(SFYs 1997 - 2000)
BY YEAR AND TYPE OF FUND

PROJ-ID	COUNTY & PROJECT NAME	SPONSOR	WORK PHASE	TYPE-OF-WORK	TYPE OF FUND	FEDERAL SHARE	TIP SFY	TOTAL BY TYPE
9670	LAK SR084-8.14	Mentor	C	Widen from 2 to 4 Lanes	STP	\$6,700,000	1999	
11103	LAK SR615-04.93	Mentor	RW	Widen to 4 Lanes & Reconstruct Bkwy	STP	\$75,000	1999	
12719	MKD CR097-06.53	Seville	C	Widen Lanes & Rehabilitate	STP	\$1,044,000	1999	
15398	CUY BROOK PARK SIGNALS	Brk Pk	C	Traffic Signal Upgrade	CMAQ	\$1,800,000	2000	\$16,344,000 STP SFY 1999
W/A	CUY GCRTA REPLACEMENT CNG BUSES	GCRTA	C	Purchase CNG Buses	CMAQ	\$1,631,000	2000	
15399	CUY MILES RD/SR043	Warr Hts	C	Signal Synchronixation	CMAQ	\$33,000	2000	
15345	CUY SR003-05.32	Parma	C	Signal Synchronixation	CMAQ	\$2,880,000	2000	
11843	CUY US006-25.01	Eucl	C	Signal Upgrade	CMAQ	\$2,286,000	2000	
9922	CUY BIDDULPE RD	Brklyn	C	Resurfacing & Reconstruction	STP	\$1,280,000	2000	\$8,630,000 CMAQ SFY 2000
W/A	CUY CROCKER/STEARNS EXT - WETLANDS	Cuy Co	C	Construct Wetland Mitigation Site	STP	\$174,000	2000	
5360	CUY W 200TH ST	Eucl	C	Reconstruct & Widen Lanes	STP	\$2,640,000	2000	
15394	CUY KEMPER RD	Shaker Ht	C	Resurfacing	STP	\$112,000	2000	
15395	CUY LARCHMERE BLVD	Shaker Ht	C	Repair and Resurface	STP	\$112,000	2000	
10901	CUY PLEASANT VALLEY RD	CUY CO	C	Widen, Rehab, Add LT Lane & Replace	STP	\$7,208,000	2000	
6308	LAK PELTON RD	LAK CO	C	Realign Roadway & Replace Bridge	STP	\$373,000	2000	
11103	LAK SR615-04.93	Mentor	C	Widen to 4 Lanes & Reconstruct Bkwy	STP	\$3,952,000	2000	
11830	LOR BAINBRIDGE RD	N Rdgvl	C	Reconstruction	STP	\$2,400,000	2000	
8893	MKD DURLING DR	Wadsworth	C	Widen Lanes & Reconstruct	STP	\$569,000	2000	
TOTAL FUNDS						\$111,763,761		\$18,820,000 STP SFY 2000

* PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997
** PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997

HIGHWAY AND BIKEWAY ELEMENT

PROJECT LISTING

(SFY 1997- 2000)

Sorted by County - Route - Section

HOW TO USE THE HIGHWAY AND BIKEWAY TABLES

Highway and bikeway projects are listed in a format required by the Ohio Department of Transportation (ODOT). Chart 1 is a blank TIP project listing. The numbers in parentheses () correspond to the definitions below.

In looking for projects, please note that they are sorted first by County, then by route or street name and, lastly, by route section number (if applicable). (CUY=Cuyahoga County; GEA= Geauga County ; LAK= Lake County; LOR= Lorain County; and MED= Medina County)

PROJECT DESCRIPTION (1) - Includes the county, route (or street name) and route section number (if applicable) of the project, the city (s) in which the project is located and the termini of the projects. Also, a brief description of any unique components of or circumstances about the project (i.e. bridge involvement, ramp construction, etc.)

TYPE OF WORK (2) - Brief description of the type(s) of work involved in the project (Signal Upgrade, Resurfacing, Bridge Repair, etc.).

LENGTH IN MILES (3) -The length of the project (currently expressed in miles).

PROJ-ID (4) - The Project Identification Number which is assigned by the ODOT districts and programmed by the ODOT Central Bureau of Programming and is exclusive to that project.

PHASE OF WORK (5) - One or more (if applicable) of the following three general phases of a project: 1) PE - Preliminary Engineering; 2) RW - Right-of-Way; and 3) C - Construction.

SOURCE OF FUNDS (6) - This column portrays all Federal (e.g. STP, IM, BRF, etc.), State (e.g. ODOT, Issue 2, etc.) and local (communities) funding participants involved in a projects' work phase(s).

ESTIMATED COST (7) - This figure represents an estimated cost for each phase (and its respective participants) of the project (in thousands) and what state fiscal year (SFY) it is expected to occur (1997 - 2000). "Total" refers to the project's cumulative total cost inclusive of all phases in any of the four fiscally constrained years.

NOTE: The Supplemental Highway and Bikeway Element only portrays a project's cumulative total (including all phases) but does not depict a scheduled year in which it is to occur.

AQ STATUS (8) - Represents the project's status regarding its potential to affect the NOACA region's Air Quality standard. It primarily applies to projects which add capacity to existing facilities or involve the construction of new facilities. "Analyzed" refers to the analysis performed to measure the quantitative impacts of the project's construction. "Exempt" refers to projects which do not involve additional capacity.

PROJECT INFORMATION (9) - Includes "supplemental" information about a project (as per sponsor input and/or request) regarding one or more of the following:

- ▶ **PROGRAM AMENDMENT IN SFY ____** - the state fiscal year in which the project was amended to the fiscally constrained or supplemental highway and bikeway element of the TIP. Does not display program amendments prior to SFY 1993.
- ▶ **PROJECT AMENDED IN SFY ____** - the state fiscal year in which the existing project was amended (e.g. change in work scope, increased costs, additional work phase, etc.).
- ▶ **READINESS:** - This refers to status of the project provided by its sponsor and coincides with ODOT's District Project Development Management System (PDMS). Following the term "READINESS:" is the estimated state fiscal year in which the project (or phase thereof) is to sell (or occur). This date more accurately reflects the schedule of the project, but is superseded by the necessity for fiscal constraint of the TIP four year program (see TIP Financial Plan).

- ▶ **PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997** - This project (or project phase) is listed in a State Fiscal Year (SFY) other than SFY 1997 (i.e. July 1, 1996 - June 30, 1997) for fiscal constraint, but an obligation for this project is expected to occur during Federal Fiscal Year (FFY) 1997 (i.e. October 1, 1996 - September 30, 1997). This is permitted by federal regulations. See TIP Obligation Management for State and Federal Fiscal Years 1997 in Appendix C for additional explanation.
- ▶ **PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997** - This project (or project phase) is listed in a State Fiscal Year (SFY) 1997 (i.e. July 1, 1996 - June 30, 1997) for fiscal constraint, but an obligation for this project may not occur during Federal Fiscal Year (FFY) 1997 (i.e. October 1, 1996 - September 30, 1997). See TIP Obligation Management for State and Federal Fiscal Years 1997 in Appendix C for additional explanation.
- ▶ **TRANSPORTATION CONTROL MEASURE (TCM)** - This term (or a variation of the term) applies to projects which have been identified in NOACA's State Implementation Plan (SIP) as a measure to achieve the NOACA region's Ozone Emission Reduction Target.
- ▶ **TCM for RFP (Reasonable Further Progress)** refers to TCMs to be implemented by 1996 and credited toward the 15 percent emission reduction for the November 1993 Reasonable Further Progress SIP. These projects are to be completed by November, 1996.
- ▶ **TCM for AQM (Air Quality Maintenance)** refers to TCMs implemented on a priority basis for the SIP for air quality maintenance purposes. It is not likely that these can be completed by November, 1996 and are, therefore, not included toward the 15 percent emission reduction target.
- ▶ **NON-NOACA CORDON PROJECT**- A project which is located within the boundaries of the NOACA region, but is located outside NOACA's Cordon boundaries.
- ▶ **PARTIAL NOACA CORDON PROJECT** - A project which is only

partially located within the boundaries of the NOACA region and/or Cordon area.

Additional Project Information (primarily furnished by the ODOT Districts) includes:

- ▶ **100% STATE FUNDED (100% STATE FUNDS)** - Funded by completely by ODOT with no Federal Funds involved.
- ▶ **MAINTENANCE PROJECT** - Project sponsored by ODOT and covered under line item.
- ▶ **HIGH EMPHASIS PROGRAM (HEP)** - Governor endorsed, high profile project funded by the State.
- ▶ **ODOT 12 MULTI-LANE PROGRAM** - Included in ODOT's Multi-lane Resurfacing Program.
- ▶ **ODOT 3 A-1994 BRIDGE PROGRAM** - Included in ODOT's Bridge Program.
- ▶ **PROJECT-ID NUMBER SUBJECT TO CHANGE**
- ▶ **PS&E (PS&E DATE)** -Date by which the project's plans, specifications and estimates will receive Federal Highway Administration (FHWA) approval. Generally, eight to ten weeks prior to the project's sale.
- ▶ **SALE (SALE DATE)** - Date by which the project is expected to sell.

CHART 1

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
 HIGHWAY AND BIKEWAY ELEMENT

Sorted by County - Route - Section

DATE: 07/08/96

(1) PROJECT DESCRIPTION	(2) TYPE OF WORK (3) LENGTH IN MILES	(4) PROJ-ID (5) PHASE OF WORK	(6) SOURCE OF FUNDS	(7) ESTIMATED COST (X \$1000)					4-YEAR TOTAL	(8) AQ STATUS	(9) PROJECT INFORMATION
				1997	1998	1999	2000				

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
 HIGHWAY AND BIKEWAY ELEMENT

DATE: 07/03/96

Sorted by County - Route - Section

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)				4 YEAR TOTAL	AQ STATUS	PROJECT INFORMATION
				1997	1998	1999	2000			
CUY ADELBERT RD ----- Adelbert Rd: Cleveland Over N&S, Conrail and GCRTA Between Circle Dr and Murray Hill	Bridge Replacement 0.04 Mile	8799	C BRO Cleve		1760 440			1760 440 ----- 2200	exempt	
CUY BEDFORD ENHANCEMENT PROJECT ----- Bedford Enhancement Project: Bedford Sandstone Arch Bridge for the Hudson and Delaware RRs. near the Intersection of Taylor St and Willis St (Develop Park)	Restore Structure & Develop Mini Park	14545	C E/STP Bedfrd	203 50				203 50 ----- 253	exempt	
CUY BIDDULPH RD ----- Biddulph Rd: Brooklyn Tiedeman Rd to Ridge Rd	Resurfacing & Reconstruction 1.46 Miles	9922	C STP CUY CO Brklyn				1280 160 160	1280 160 160 ----- 1600	exempt	READINESS: C - SFY 1998
CUY BIG CREEK BIKEWAY ENHANCEMENT ----- Big Creek Bikeway Enhancement: Brooklyn, Cleveland Along CSX and N&S RR RW, from Big Creek Reservation, Memphis Picnic Area to Metroparks Zoo	Construct Bikeway 5.00 Miles	14975	C E/STP CMS	2480 620				2480 620 ----- 3100	exempt	
CUY BROOK PARK SIGNALS ----- Brook Park Signals Brookpark Rd, Hummel Rd, Snow Rd, Holland Rd, Sheldon Rd, Eastland R Smith Rd and W 130th St	Traffic Signal Upgrade	15398	C CMAQ Brk Pk				1800 200	1800 200 ----- 2000	exempt	READINESS: C - SFY 1997
CUY CEDAR POINT RD BIKEWAY ----- Cedar Point Rd Connector: N Olmste Brook Park, Cleve Metropark System SR 252 to Ruple Rd	Construct 10' Wide Bikeway 0.83 Mile	5307	C S/STP		630			630 ----- 630	exempt	

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
 HIGHWAY AND BIKEWAY ELEMENT

DATE: 07/03/96

Sorted by County - Route - Section

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)				4 YEAR TOTAL	AQ STATUS	PROJECT INFORMATION	
				1997	1998	1999	2000				
CUY COE LAKE ENHANCEMENT PROJECT ----- Coe Lake Enhancement Project: Berea Over Coe Lake connecting Recreational Areas and Community Service Areas	Construct Walkway	15333	C	E/STP	250				250	exempt	
CUY CROCKER/STEARNS EXT - WETLANDS ----- Crocker/Stearns Extension - Wetlan Mitigation Site: N Olmsted, Westla (Related to PID No. 8517)	Construct Wetland Mitigation Site		RW	STP Cuy Co Westlk N Olms		135 93 46 46			135 93 46 46	exempt	READINESS: RW - SFY 1997 C - SFY 1998
CUY DENISON AVE ----- Denison Ave: Cleveland Over N&W and Conrail	Bridge Rehab & Reconstruction ----- 0.02 Mile	7001	RW	Cleve STP		65 15			65 15	exempt	READINESS RW - SFY 1997 C - SFY 1998
CUY E 9TH ST - PHASE II ----- E 9th St: Cleveland West side of bridge over Conrail and E 9th St Pier Area 0.38 Mi North of Lakeside Ave	Upgrade Pier and Widen Sidewalk ----- 1.05 Miles	15318	C	E/STP Cleve STP		3348 1017 720			3348 1017 720	exempt	READINESS: C - SFY 1997 ----- PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY E 71ST ST ----- E 71st St: Cuyahoga Hts Over Conrail	Bridge Replacement ----- 0.10 Mile	10897	RW	CUY CO BRF	5	640			5 640	exempt	READINESS RW - SFY 1997 C - SFY 1998
			C	CUY CO		160			160		
									805		

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				1997	1998	1999	2000	4 YEAR TOTAL			
CUY E 105TH ST ----- E 105th St: Cleveland Over N&W RR and GCRTA, N of Quebec Ave	Reconstruct and Rehabilitate 1 Bridge 0.17 Mile	15355 15355	RW C	Cleve BHF Cleve				50 1764 441	50 1764 441	exempt	Program Amendment in SFY 1995
CUY E 200TH ST ----- E 200th St: Euclid, Cleveland St. Clair Ave to Lake Shore Blvd	Reconstruct & Widen Lanes 1.50 Miles	5360	C	STP CUY CO Cleve Euclid				2640 330 248 83	2640 330 248 83	exempt	READINESS: C - SFY 1997
CUY EAGLE AVE (PHASE III) ----- Eagle Ave: Cleveland Phase III W. 3rd St Ramp: Eagle Ave to W. 3rd St Eagle Ave Viaduct: Cuyahoga River to Ontario St	Rehabilitate Ramps & Repair Columns on Viaduct	14111	C	BRF Cleve				1280 320	1280 320	exempt	
CUY HARVARD AVE ----- Harvard Ave: Cleveland Over N&W RR	Bridge Rehab & Reconstruction 0.01 Mile	13603 13603	RW C	Cleve STP BHF Cleve	53 2 640 160			53 2 640 160	53 2 640 160	exempt	PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY HARVARD AVE ----- Harvard Ave: Cuyahoga Hts Over the Newburgh and South Shore Railroad	Bridge Replacement 0.10 Mile	9697	C	BRF CUY CO	796 199			796 199	796 199	exempt	
CUY HURON/PROSPECT RD ----- Huron/Prospect Rd: Cleveland Tower City Bridges (W 2nd St, W 3rd St, W 5th St, Prospect Ave, and Huron Rd) between Superior Ave and Ontario St	Repair 5 Bridges	14917	C	STP Cleve	1840 460			1840 460	1840 460	exempt	Program Amendment in SFY 1995

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CUY KEMPER RD ----- Kemper Rd: Shaker Hts Fairhill Rd to Woodland Rd	Resurfacing 0.35 Mile	15394	C	STP Shaker Ht				112 28	112 28 ----- 140	exempt	READINESS: C - SFY 1998
CUY LAKEFRONT BIKEWAY ----- Lakefront/North Coast Harbor Bikeway: Cleveland Ph I - E. 9th to Euclid Beach Park Ph II - Edgewater Park to Washington St Ph III - Washington St to E.9th St	Construct Various Bike Paths & Bkws 16.63 Miles		PE C	ODNR ODNR		380 3700		380 3700 ----- 4080	exempt		
CUY LANDER RD ----- Lander Rd: Orange, Pepper Pike Miles Rd to 900' S of Chagrin Blvd	Reconstruction 2.45 Miles	5237	C	STP CUY CO		3760 940		3760 940 ----- 4700	exempt	READINESS: C - SFY 1997	
CUY LARCHMERE BLVD ----- Larchmere Blvd: Cleveland, Shaker Hts N Moreland Blvd to S Park Blvd	Repair and Resurface 0.52 Mile	15395	C	STP Shaker Ht			112 28	112 28 ----- 140	exempt	READINESS: C - SFY 1998	
CUY LEE RD ----- Lee Rd: Shaker Hts Scottsdale Blvd to Shaker Hts NCL	Resurfacing 1.65 Miles	15396	C	STP Shaker Ht		348 87		348 87 ----- 435	exempt	READINESS: C - SFY 1998	
CUY LEE RD (MAPLE HTS) ----- Lee Rd: Maple Hts Broadway Ave to IR 480	Reconstruction 0.90 Mile	8541	RW	CUY CO Map Ht			3 3	3 3 ----- 6	exempt	READINESS: RW - SFY 1997 C - SFY 1998	

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CUY LEE RD (CLEVELAND) ----- Lee Rd: Cleveland Cleveland SCL to Miles Rd	Reconstruction 1.20 Miles	5281 5281	RW C	CUY CO Cleve STP CUY CO Cleve	30 20 3200 480 320				30 20 3200 480 320 ----- 4050	exempt	READINESS: C - SFY 1997 PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY LTV STEEL BRIDGE ----- LTV Steel: Cleveland Linking 2 Plants of LTV Steel Company at the Head of the Navigation Channel over the Cuyahoga River	Construct a 2 Lane Bridge		C	S/CHAQ LTV	5100 1400				5100 1400 ----- 6500	exempt	Program Amendment in SFY 1996
CUY MADISON AVE ----- Madison Ave: Cleveland Over N&W and GCRTA 0.04 Mi E of W 65th St	Bridge Rehab & Reconstruction 0.05 Mile	8418 8418	RW C	Cleve STP BHP Cleve		55 5 1360 340			55 5 1360 340 ----- 1760	exempt	
CUY MAIN ST ----- Chegria Falls Signals Main St, Franklin St, Washington St, Bell St and Solon Rd (and others)	Signal Upgrade	12639	C	CHAQ Chgn Flis	450 50				450 50 ----- 500	exempt	TCM for RFP
CUY MAINTENANCE YARDS ----- Maintenance Yards: Cuyahoga County ODOT District 12 Maintenance Yards	Debris Removal	16192	C	ODOT	350				350 ----- 350	exempt	ODOT 12 MAINTENANCE PROJECT
CUY MARTIN LUTHER KING BLVD BKWY ----- Rockefeller Park: Cleveland Along Martin Luther King Blvd Wade Oval to E 105th St (Bike Rt) E 105th St to Lakefront (Bike Path)	Construct Alternate Bike Path & Bike Rou 5.50 Miles	11701	C	S/STP Cleve	646 161				646 161 ----- 807	exempt	

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				1997	1998	1999	2000				
CUY MEMPHIS AVE ----- Memphis Ave: Brooklyn	Signal Synchronization	15381	C CMAQ Brklyn			527 59			527 59 ----- 586	exempt	READINESS: C - SFY 1998
CUY MILES RD ----- Miles Rd: Warrensville Hts, Bedford Hts, Orange, Solon Green Rd to 1000' E of Brainard Rd (Including Bridge over Branch of Tinkers Creek)	Widen, Reconstruct & Replace Bridge 2.00 Miles	5314	C STP CUY CO BRF	7727 2000 280				7727 2000 280 ----- 10007	analyzed	READINESS: C - SFY 1997	
CUY MILES RD/SR043 ----- Miles Rd/SR 43: Warrensville Hts North Randall, Bedford Hts. Warnsvl. Hts WCL to Miles Pkwy and N. Randall Dr to Warnsvl. Hts ECL	Signal Synchronization	15399	C CMAQ Warr Hts				33 4	33 4 ----- 37	exempt	Program Amendment in SFY 1994	
CUY OAKWOOD ALL PURPOSE TRAIL ----- Oakwood All Purpose Trail: Oakwood Hawthorne Valley Shopping Center to Cleveland Metroparks along Broadway Ave, Fair Oaks Rd, Forbes Rd and Richmond Rd	Construct Bike & Pedestrian Path		C E/STP Oakwood		420 105			420 105 ----- 525	exempt		
CUY PETTIBONE RD ----- Pettibone Rd: Solon Solon WCL to Solon ECL	Reconstruction & Lane Widening 3.30 Miles.		C Solon				3500	3500 ----- 3500	exempt		
CUY PLEASANT VALLEY RD ----- Pleasant Valley Rd: Parma York Rd to State Rd	Widen, Rehab, Add LT Lane & Replace Bridge 2.25 Miles	10901 10901	RW CUY CO STP STP CUY CO BRF			145 95	7208 1852 200	145 95 7208 1852 200 ----- 9500	analyzed	READINESS: RW - SFY 1997 C - SFY 1998	

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				1997	1998	1999	2000			
CUY QUINCY AVE ----- Quincy Ave: Cleveland Over W&W RR and GCRTA, W of E 105th St	Reconstruct and Rehabilitate 1 Bridge 0.16 Mile	15356 15356	RW C Cleve BRP Cleve	50	1680 420			50 1680 420 ----- 2150	exempt	Program Amendment in SFY 1995
CUY RICHMOND RD ----- Richmond Rd: Oakwood, Glenwillow Over Tinker's Creek	Bridge Replacement 1 Bridge 0.10 Mile	11423 11423	RW C CUY CO BRP CUY CO	5	384 96			5 384 96 ----- 485	exempt	
CUY S WOODLAND RD ----- S Woodland Rd (CR 21): Shaker Hts Van Aken Blvd to Sulgrave Rd	Repair and Resurfacing 4.05 Miles	15634	C STP Shaker Ht			464 116		464 116 ----- 580	exempt	READINESS, C - SFY 1997
CUY SNOW RD ----- Snow Rd: Brook Park 1300' W of Engle Rd to W 130th St	Rehabilitation 2.45 Miles	11407	C STP CUY CO BrkPrk	2000 250 250				2000 250 250 ----- 2500	exempt	
CUY SOLON RD ----- Solon Rd: Bentleyville Over Aurora Branch of Chagrin River	Bridge Replacement 0.03 Mile	5240	C BRP CUY CO	2960 740				2960 740 ----- 3700	exempt	READINESS, RW - SFY 1996 C - SFY 1997
CUY STOKES BLVD ----- Stokes Blvd: Cleveland Over N&S, Conrail and GCRTA Between Baldwin Ave and Cedar Ave	Bridge Replacement 0.04 Mile	8800 8800	RW C Cleve STP BRP Cleve	55 5 1920 480				55 5 1920 480 ----- 2460	exempt	READINESS RW - SFY 1997 C - SFY 1997 PROJECT NOT EXPECTED TO BE OBLIGATED IN SFY 1997

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				1997	1998	1999	2000	4 YEAR TOTAL			
CUY TOWPATH TRAIL ----- Towpath Trail; Cleveland Cuyaboga Hts, Valley View Rockside Rd to W 14th St	Construct Bike & Pedestrian Path 6.50 Miles	15354	C	E/STP CHPD	1850 466				1850 466 ----- 2316	exempt	
CUY VAN AKEN BLVD ----- Van Aken Blvd (CR 418); Shaker Hts S Woodland Rd to Chagrin Blvd	Repair and Resurfacing 2.97 Miles	14210	C	STP Shaker Ht	1228 307				1228 307 ----- 1535	exempt	READINESS: C - SFY 1997
CUY W 44TH ST ----- W 44th St; Cleveland Over Train Avenue and Conrail	Bridge Rehab & Reconstruction 0.10 Mile	13604	RW	Cleve STP	60 10				60 10 ----- 2640 660 ----- 3370	exempt	READINESS: RW - SFY 1997 C - SFY 1998 PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY W 53RD ST ----- W 53rd St; Cleveland Over N&W and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	7003	C	BRO Cleve			1360 340		1360 340 ----- 1700	exempt	
CUY W 65TH ST ----- W 65th St; Cleveland Over N&W RR and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	8419	RW	Cleve SIP			55 5		55 5 ----- 1120 280 ----- 1460	exempt	READINESS RW - SFY 1997 C - SFY 1999
CUY W 117TH ST ----- W 117th St; Cleveland, Lakewood Bellaire Rd to Edgewater Dr	Rehabilitation 1.13 Miles	8536	C	STP CUY CO Cleve Lakwod		8000 1000 500 500			8000 1000 500 500 ----- 10000	exempt	READINESS: C - SFY 1997 PROJECT EXPECTED TO BE OBLIGATED IN FFY 1997

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				1997	1998	1999	2000			
CUY W 140TH ST ----- W 140th St: Cleveland over Conrail and GCRTA	Bridge Rehabilitation 0.16 Mile	10898	C	BHF CUY CO		4800 1200		4800 1200	exempt	
CUY W 150TH ST ----- W 150th St: Cleveland over Conrail, GCRTA and Chatfield Ave	Bridge Rehabilitation 0.14 Mile	10899	C	BHF CUY CO		4000 1000		4000 1000	exempt	
CUY WARRENSVILLE CENTER RD ----- Warrensville Center Rd: North Randall, Warrensville Hts, Highland Hills Warrensville Hts SCL to NCL	Reconstruction 2.20 Miles	5375	C	STP CUY CO ISSUE 2 Hlnd Hill	5680 710 667 43			5680 710 667 43	exempt	
CUY WARRENSVILLE CTR RD ----- Warrensville Ctr Rd (CR 4): Shaker Hts Scottsdale Blvd to Fairmount Blvd	Resurfacing 2.03 Miles	15397	C	STP Shaker Ht		245 61		245 61	exempt	READINESS: C - SFY 1998
CUY YORK RD ----- CUY CO Pre-stressed Box Beam Bridges York Rd: Parma Hts Over Countryman's Creek Boston Rd: N Royalton, Hinckley Twp Over Big Brook Creek Ridgewood Dr: Parma Hts Over Countryman's Creek W 130th St: Middleburg Hts, Parma Over Baldwin Creek Eastland Rd: Middleburg Hts Over Baldwin Creek SPLIT FROM PID NO. 8555	Bridge Repair & Resurfacing 5 Bridges 0.05 Mile	13261	C	C/STP BHF CUY CO MED CO	476 221 147 27			476 221 147 27	exempt	

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CUY SR003-1.51 ----- SR 3 - 1.51: N Royalton North Royalton Signals W 130th St - Boston Rd to Sprague York Rd - Bennett Rd to Sprague Rd SR 3 - Edgerton Rd to Bunker Rd Bennett Rd - Drake, Edgerton, SR 3 SR 94 - Edgerton Rd to Sprague Rd	Signal Upgrade	11841	C	CMAQ N Ryln	1571 175				1571 175 ----- 1746	exempt	TCM FOR RFP
CUY SR003-05.32 ----- Parma Signals State Rd, W 54th St, Ridge Rd, Pearl Rd, Brookpark Rd, Pleasant Valley Rd and Sprague Rd	Signal Synchronization	15345	C	CMAQ Parma			2880 320		2880 320 ----- 3200	exempt	Program Amendment in SFY 1995
CUY US006-1.96 ----- US 006 - 1.96: Bay Village 1.96 MI E of WCL to 1.16 MI W of SR 252	Reconstruct with Minor Widening 0.74 Miles	11360	C	ODOT			2000		2000 ----- 2000	exempt	
CUY US006-2.57 ----- US 6 - 2.57: Bay Village Over Cahoon Creek	Bridge Replacement 0.02 Mile	8743	C	NH ODOT			800 200		800 200 ----- 1000	exempt	
CUY US006-4.89 ----- US 6 - 4.89: Bay Village Bay Village Signals Wolf Rd - Bradley Rd to Clague Rd Clague Rd - Wolf Rd to Lake Rd	Signal Upgrade	11842	C	CMAQ Bay Vllg	904 100				904 100 ----- 1004	exempt	TCM FOR RFP
CUY US006-15.55 ----- Cleveland Signals Cleveland (Downtown) PHASE II Central Business District (CBD)	Signal Synchronization	14688	C	CMAQ Cleve	2250 250				2250 250 ----- 2500	exempt	Program Amendment in SFY 1994 PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997

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				1997	1998	1999	2000	4 YEAR TOTAL			
CUY US006-24.98 ----- US 6/US 20 - 24.98/27.65: Euclid Euclid WCL to Euclid ECL	Repair & Resurface 4.11 Miles	12640	C	NH ODOT				3196 799	3196 799 ----- 3995	exempt	Program Amendment in SFY 1994
CUY US006-25.01 ----- US 6 - 25.01: Euclid Euclid Signals Euclid Ave (US 20) - Upper Valley Dr to IR 90 Ramp E 260th St (SR 175) - Forestview Rd to Brush Rd Lakeshore Blvd (SR 283) - E 189th St to Lloyd Rd	Signal Upgrade	11843	C	CMAQ Euclid				2286 254	2286 254 ----- 2540	exempt	
CUY US006A-4.80 ----- US 6A - 4.80: Cleveland Detroit Rd over N&W RR & GCRTA	Bridge Rehabilitation 0.03 Mile	5705	C	BRF ODOT				1900 475	1900 475 ----- 2375	exempt	
CUY SR008-1.27 ----- SR 8 - 1.27: Walton Hills Over Conrail RR Tracks, S of Forbes Rd	Replace Bridge Superstructure 1 Bridge 0.12 Mile	11527	PE	BHF ODOT	704 176				704 176 ----- 3592 898	exempt	Program Amendment in SFY 1993
CUY SR008-02.00 VARIOUS ----- Bedford Signals Broadway, Northfield Rd, Warrensville Ctr Rd and Rockside Rd	Signal Synchronization	14945	C	CMAQ Bedfrd				1350 150	1350 150 ----- 1500	exempt	READINESS: C - SFY 1998 TCM for AQM
CUY SR008-4.06 ----- SR 8 - 4.06: Bedford, Bedford Hts, Maple Hts Rockside Rd to IR 480N	Widen to Standard Lanes & Reconstruct 1.09 Miles	13418	PE	NH ODOT				440 110 50	440 110 50 ----- 600	exempt	Program Amendment in SFY 1994

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				1997	1998	1999	2000			
CUY SR008-04.15 ----- Maple Hts Signals Broadway, Dunham Rd, Lee Rd, Libby Rd, Northfield Rd, Rockside Rd, Turney Rd and Warrensville Ctr Rd	Signal Synchronization	14818	C	CMAQ Map Rt		1823 203		1823 203 ----- 2026	exempt	READINESS: C - SFY 1997 TCM for AQM
CUY SR010-0.00 ----- SR 10 - 0.00: N Olmsted N Olmsted WCL to N Olmsted ECL	Resurfacing 6.00 Miles	14200	PE	ODOT		424		424 ----- 424	exempt	
CUY SR010-06.00 ----- SR 10 - 6.00 (Lorain Rd): Fairview Park W 229th St to Story Rd	Signal Synchronization	14939	C	CMAQ Frwv Prk	585 65			585 65 ----- 650	exempt	TCM for AQM PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY SR010-8.96 ----- SR 10 - 8.96: Cleveland From the WCL to IR - 90	Resurfacing 4.33 Miles	16203	C	ODOT	1400			1400 ----- 1400	exempt	100% STATE FUNDS
CUY SR010-08.96 ----- Cleveland Signals Lorain Ave, Buckeye Rd and Lee Rd	Signal Synchronization	14689	C	CMAQ Cleve		2484 276		2484 276 ----- 2760	exempt	TCM for AQM READINESS: C - SFY 1997
CUY SR010-16.13 ----- SR 10 - 16.13: Cleveland Hope Memorial Bridge Over Cuyahoga River 0.42 Mi E of US 42	Bridge Rehabilitation 0.62 Mile	6454	C	S/STP ODOT			15360 3840	15360 3840 ----- 19200	exempt	

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				1997	1998	1999	2000			
CUY SR017-7.63 ----- SR 17 - 7.63: Cleveland, Parma Over a stream, 0.05 Mi W of Brooklyn WCL	Bridge Replacement 1 Bridge 0.01 Mile	12829	C	S/STP ODOT			376 94	376 94	exempt	Program Amendment in SPY 1994
CUY SR017-17.52 ----- SR 17 - 17.52:	Resurfacing		C	ODOT		1400		1400	exempt	100% STATE FUNDS
CUY US020-00.00 ----- US 20 - 0.00: Westlake Westlake Signals Detroit Rd, Center Ridge Rd, Bradley Rd, Crocker Rd, Dover Ctr Columbia Rd and Clague Rd	Traffic Signal Upgrade	14892	C	CMAQ Cleva		2250 250		2250 250	exempt	READINESS: C - SPY 1997
CUY US020-6.64 ----- US 20 - 6.64: Rocky River, Fairview Park Spencer Rd to Nagar Rd	Widen to 5 Lanes & Reconstruct 0.63 Mile	11231	C	STP S/STP ODOT		560 472 258		560 472 258	exempt	READINESS: C - SPY 1998
CUY US020-8.99 ----- US 20 - 8.99: Rocky River Wooster Rd: from approximately Scenic Dr to Eastlook Rd	Slope Stabilization 0.06 Mile	15788	C	S/STP ODOT	400 100			400 100	exempt	
CUY US042-0.00 ----- US 42 - 0.00: Strongsville US 42 and SR 82	Traffic Signal Upgrade	14943	C	CMAQ Strngs		1755 195		1755 195	exempt	READINESS: C - SPY 1997

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CUY US042-2.67 ----- US 42 - 2.67: Strongsville SR 82 to Strongsville NCL	Resurfacing 2.79 Miles	9673	C S/STP ODOT				1760 440	1760 440	exempt	
CUY US042-05.46 ----- Middleburg Hts Signals Sheldon Rd - Eastland, Engle & Fry Bagley Rd - Pleasant Ave to W 130th Fowles Rd - Big Crk Pkwy & Pearl Rd Sprague Rd - Pearl Rd, Webster Rd and W 130th St Engle Rd - Englewood Dr Pearl Rd - Luceine Dr to W 130th St Smith Rd - W 130th St, Southland Shpg Ctr N&S drives & Big Crk Pkwy W 130th St-Shawnee Tr to Big Creek Pkwy	Signal Upgrade	12728	C CMAQ Mdbg Rt			1890 210		1890 210	exempt	READINESS; C - SFY 1997 TCM for AQM
CUY US042-08.33 ----- Parma Hts Signals Pearl Rd - W 130th to Lotusdale Stumph Rd - Huffman to Independenc Snow Rd - Kings Hwy to Queens Hwy W 130th St - Big Creek Pwy near Southland Shopping Ctr Big Creek Pwy - Stumph Rd to W 130	Signal Upgrade	12789	C CMAQ Parma Rt	2093 233				2093 233	exempt	TCM for RFP
CUY SR043-9.950 ----- SR 43 - 9.950: Bedford Hts SR 8 to SR 175	Signal Synchronization	15377	C CMAQ Bdfrd Rt	225 25				225 25	exempt	TCM for AQM PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997
CUY IR071-0.00 ----- IR 71 - 0.00: Strongsville, Middleburg Hts MED Co Line to 0.19 Mi N of US 42 Including Bridges over Rocky River and Valley Parkway (Combines PID NOs. 8459 and 5575)	Reconstruct, Add 2 Lanes & Repair 2 Bridges 5.72 Miles	15717	C IM NH ODOT		20555 9248 4453			20555 9248 4453	analyzed	ODOT MAJOR NEW PRIORITY

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				1997	1998	1999	2000				
CUY IR071-0.00 ----- IR 71 - 00.00: Cuyahoga County Various Routes in District 12	Mowing	16191	C ODOT	180					180	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR071-5.72 ----- IR 71 - 5.72: Middleburg Hts, Brook Park 3.19 Miles N of Pearl Rd(US 42) to S of Brookpark Rd (SR 17) Noise Barriers at 4 Locations along IR 71, between US 42 and Sheldon Rd and Over Holland Rd and Sylvia Dr	Repair, Resurface, Noise Walls, Repair 12 Bridges 3.90 Miles	8195	C IM ODOT	17100 1900					17100 1900 ----- 19000	exempt	
CUY IR071 & VARIOUS ----- IR 71 - 06.70: Middleburg Hts At Bagley Rd & IR 71 N Bound Ramp GEA US006-3.03: Chardon Twp (Geauga County) At US 6 and Auburn Rd LAK IR090-0.80: Wickliffa (Lake Co At IR 90 E Bound and SR 84	Relamping	16082	C ODOT	45					45 ----- 45	exempt	100% STATE FUNDS
CUY IR071-9.62 ----- IR 71 - 9.62: Brook Park, Cleveland, Linndale, Brooklyn 0.34 Mi S of SR 17 ac IR 480 to 0.63 Mi S of Ridge Rd	Upgrade & Resurface & Rehabilitate 5 Bridges 5.34 Miles	13002	C IM ODOT		8100 900				8100 900 ----- 9000	exempt	Program Amendment in SFY 1994
CUY IR071-9.94 ----- IR 71 - 9.94: Cuyahoga County Along various interstates routes in District 12	Mowing	16190	C ODOT	65					65 ----- 65	exempt	ODOT 12 MAINTENANCE PROJECT

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				1997	1998	1999	2000			
CUY IR071-9.94 ----- IR 71 - 9.94: Cleveland, Brook Park IR 71 over SR 17 IR 71 - 10.08: Cleveland, Brook Park IR 71 over IR 480 IR 71 - 10.16: Cleveland, Brook Park IR 71 over Conrail/GCRTA	Replace 3 Bridge Decks 0.56 Mile	9174	C IM ODOT	18650 2072				18650 2072 ----- 20722	exempt	
CUY IR071-10.08 ----- IR 71 - 10.08: Cleveland IR 71 Over IR 480	Wearing Surface Patching	16189	C ODOT	300				300 ----- 300	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR071-11.14 ----- IR 71 - 11.14/11.47/11.74/11.88: Cleveland Over Puritas Rd, Conrail RR & GCRT W 154th St and W 150th St	Bridge Deck Replacements 5 Bridges 0.14 Mile	11530	C IM ODOT		5580 620			5580 620 ----- 6200	exempt	Program Amendment in SFY 1993
CUY IR071-14.96 ----- IR 71 - 14.96: Cleveland Cleve/BrkPk Corp Line to IR 90	Repair & Resurfacing 4.16 Miles	9870	C IM ODOT				16650 1850	16650 1850 ----- 18500	exempt	
CUY IR071-16.79 ----- IR 71 - 16.79: Cleveland Fulton Rd Bridge Over IR 71	Bridge Deck Replacement 1 Bridge 0.09 Mile	13562 13562	PE IM ODOT C IM ODOT				405 45 2295 255	405 45 2295 255 ----- 3000	exempt	Program Amendment in SFY 1994
CUY IR071-17.43 ----- IR 71 - 17.43: Cleveland At IR 71 N Bound & W. 25th Overpas SR 2-1.77: Willowick (Lake County) At SR 2 and E. 305th Street	Sign Structure Repair	16186	C ODOT	125				125 ----- 125	exempt	ODOT 12 MAINTENANCE PROJECT

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				1997	1998	1999	2000	4 YEAR TOTAL			
CUY IR077-4.02 ----- IR 77 - 4.02: 1.20 Mi N of SR 82 to 0.12 Mi N of SR 21	Add Lanes and Upgrade	13707	PE	ODOT							ODOT MAJOR NEW PRIORITY (COSTS UNKNOWN)
		13707	KV	ODOT							
CUY IR077-9.09 ----- IR 77 - 9.09: Independence IR 77 over IR 480	Replace 2 Bridge Decks 2 Bridges 0.12 Mile	10465	C	IM ODOT			5445 605	5445 605	exempt		
CUY IR077/IR 480 - 9.50/18.42 ----- IR 77/IR 480 - 09.50/18.42: Independence IR 77 - 0.41 Mi N of IR 480 to 2.34 Mi N of IR 480 IR 480 - 0.54 Mi E of IR 77	Paint 4 Bridges 1.00 Mile	14741	C	ODOT	320			320	exempt	ODOT 12 MAINTENANCE PROJECT	
CUY IR077-12.68 ----- IR 77 - 12.68: Cleveland Fleet Ave to N&W RR (east side) IR 77 - 12.68: Cleveland N&W RR to Pershing Ave (east side) IR 77 - 12.68: Fleet Ave to Chard Ave (west side) IR 480 - 20.75: Garfield Hts Hy Ct to Silver Rd (north side) IR 480 - 20.75: Garfield Hts SR 17 to Silver Rd (south side) IR 480 - 21.68: Maple Hts Greenhurst to Lee Rd (south side)	Construct Noise Barriers - PHASE 3 2.36 Miles	11105	C	NH ODOT	2583 287			2583 287	exempt		
CUY IR077-14.35 ----- IR 77 - 14.35: Cleveland IR 77 over IR 490	Replace and Widen Bridge Deck 1 Bridge 0.48 Mile	13567	PE	IM NH	666 74			666 74	exempt	Program Amendment in SFY 1994	
		13567	C	IM NH ODOT			3186 2124 590	3186 2124 590			
								6640			

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				1997	1998	1999	2000				
CUY IR077-14.57 ----- IR 77 - 14.57: Cleveland IR 77 Bridge over Kingsbury Run, GCRTA, N&W RR and Conrail	Replacement & Rehabilitation of 1 Bridge 0.39 Mile	14949	PE IM ODOT	666 74 36 4					666 74 36 4 34290 3810 ----- 38880	exempt	Program Amendment in SFY 1995
CUY/SUM IR080-161.5 ----- IR 80 - 161.5: Strongsville, N Royalton, Broadview Hts, Brecksville and Richfield IR 71 & US 42 (Exit 10) to SR 21 (Exit 11)	Add One Lane in Each Direction 11.7 Miles		C OTC	38001					38001 ----- 38001	analyzed	
CUY SR82-13.76 ----- SR 82 - 13.76:	Scour and Repair	14542	C ODOT	150					150 ----- 150	exempt	100% STATE FUNDS
CUY SR087-4.24 ----- SR 87 - 4.24: Cleveland Over GCRTA Located at Woodhill and Shaker, 1.85 Mi E of US 422	Bridge Replacement 0.01 Mile	10787	C S/STP ODOT			1000 250			1000 250 ----- 1250	exempt	Project Amended in SFY 1993
CUY SR087-6.01 ----- SR 87 - 6.01: Shaker Hts, Beachwood Shaker Hts WCL to SR 175	Repair & Resurface 4.60 Miles	13523	C S/STP ODOT	1188 297					1188 297 ----- 1485	exempt	Program Amendment in SFY 1994
CUY IR090-0.00 ----- IR 90 - 00.00:	Raised Pavement Markings	16185	C ODOT	100					100 ----- 100	exempt	ODOT 12 MAINTENANCE PROJECT

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				1997	1998	1999	2000			
CUY IR090-0.95 ----- IR 90 - 0.95: Westlake Crocker Rd over IR 90	Replace Bridge Deck 1 Bridge 0.01 Mile	10466	C	IM ODOT				1805 180 ----- 1985	exempt	
CUY IR090-2.01 ----- IR 90 - 2.01: Westlake Cahoon Rd over IR 90	Asphalt Overlays	16188	C	ODOT	300			300 ----- 300	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR090-4.58 ----- IR 90-4.58: Westlake, Rocky River Clague Rd to Wooster Rd	Paint 9 Bridges 1.00 Mile	11736 11736	PE C	ODOT IM ODOT		10	1656 184 ----- 1850	10 1656 184 ----- 1850	exempt	
CUY IR090-7.58 ----- IR 90 - 7.58:	Slope Repair	15854	C	ODOT	400			400 ----- 400	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR090-9.74 ----- IR 90 - 9.74: Cleveland W 159th St to 0.94 Mi W of US 42	Resurfacing/Bridge Repair/Replacement 4.98 Miles	5754	C	IM ODOT		11700 1300		11700 1300 ----- 13000	exempt	
CUY IR090-15.24 (PH II) ----- IR 90 - 15.24: Cleveland IR 90 Innerbelt Central Viaduct Bridge (West End) 0.57 Mi E of IR 71	Repair Foundation & Superstructure 1 Bridge 0.01 Mile	12374	C	IM ODOT	7020 780			7020 780 ----- 7800	exempt	Program Amendment in SFY 1994

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				1997	1998	1999	2000			
CUY IR090-15.99 ----- IR 90 - 15.99: Cleveland Over Cuyahoga River and Conrail RR	Bridge Repair and Partial Deck Replacem't	5584	C IM ODOT	8010 890				8010 890 ----- 8900	exempt	
CUY IR090-16.71 ----- IR 90 - 16.71: Cleveland E. 22nd St Ramps to S. Marginal Rd	Innerbelt Pavement Repair 2.318 Kms	16193	C ODOT	500				500 ----- 500	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR090-20.00 ----- IR 90 - 20.00:	Fast Dry Pavement Marking	16181	C ODOT	115				115 ----- 115	exempt	100% STATE FUNDS
CUY IR090-24.13 ----- IR 90 - 24.13: Cleveland, Euclid	Wearing Surface Injection 6 Bridges 8.144 Kms	15835	C ODOT	500				500 ----- 500	exempt	ODOT 12 MAINTENANCE PROJECT
CUY SR091-3.43 ----- SR 91 - 3.43: Solon 0.4 Km N. of US 422 to Solon NCL	Resurfacing 2.946 Kms	16204	C ODOT	200				200 ----- 200	exempt	100% STATE FUNDS
CUY SR176-9.31 ----- SR 176 - 9.31: Parma Over West Creek 0.57 Mi S of SR 17	Replace 1 Bridge Deck 0.03 Mile	10788	C S/STP ODOT				896 118	896 118 ----- 1014	exempt	
CUY SR237-8.24 ----- SR 237 - 8.24: Cleveland Brookpark Rd to Puritas Ave	Resurfacing 1.14 Miles		PE C ODOT S/STP ODOT		137		1096 274	137 1096 274 ----- 1507	exempt	

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				1997	1998	1999	2000			
CUY SR237-9.38 ----- SR 237 - 9.38: Cleveland, Lakewood Puritas Ave to Hilliard Blvd	Repair & Resurfacing 2.97 Miles	9862 9862	PE C	ODOT S/STP ODOT	450		5600 1400	450 5600 1400 ----- 7450	exempt	
CUY SR252-5.92 ----- SR 252 - 05.92:	Guardrail Upgrade	15722	C	ODOT	100			100 ----- 100	exempt	ODOT 12 MAINTENANCE PROJECT
CUY IR271-1.46 ----- IR 271 - 1.46: Oakwood Village SR 14 (Broadway Ave) over IR 271	Replace Bridge Deck 1 Bridge 0.01 Mile	13187	C	IN ODOT			2070 230	2070 230 ----- 2300	exempt	Program Amendment in SFY 1994
CUY IR271-2.32 ----- IR 271 - 2.32 L&R: Bedford, Bedford Hts	Widen/Rehabilitate 4 Bridge Decks 0.20 Mile	10467	C	IN ODOT			10890 1210	10890 1210 ----- 12100	exempt	
CUY IR271-4.43 ----- IR 271 - 4.43(L&R): Bedford Hts Over SR-43 IR 271 - 4.74(L&R): Bedford Hts Over Conrail IR 271 - 5.19(L&R): Bedford Hts Over Miles Rd	Replace 6 Bridge Decks 0.26 Mile	12340	C	IN ODOT		4725 525		4725 525 ----- 5250	exempt	Program Amendment in SFY 1993
CUY IR271-5.26 ----- IR 271 - 5.26: Warrensville Hts Construct Mainline Northbound Entrance to the Dual-Dual Lanes) IR 480M - 1.29: Warrensville Hts Construct Lanes D-W and W-D (Excludes Bridges) Widen and Relocate Lanes N-W & N-N within IR 271/480 N Interchange (SECTION 9A)	Construct Dual-Dual Lanes, Widen & Relocate 2.21 Miles	11039	C	NH ODOT	9400 2350			9400 2350 ----- 11750	analyzed	ODOT MAJOR NEW PRIORITY

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				1997	1998	1999	2000	4 YEAR TOTAL			
CUY IR271-6.10 ----- IR 271 - 6.10: Warrensville Hts Emery Rd over IR 271	Replace Bridge Deck	5600	C	IM ODOT				2187 243	2187 243	exempt	
CUY IR271-8.13 ----- IR 271 - 8.13: Beachwood Chagrin Blvd Bridge Over IR 271	Replace Bridge Deck 1 Bridge 0.11 Mile	11529	C	IM ODOT				1962 218	1962 218	exempt	Program Amendment in SFY 1993
CUY IR271-09.16/LAK IR271-00.66 ----- IR 271 - 9.16/0.66: Beachwood, Lyndhurst, Mayfield Hts, Mayfield and Willoughby (Lake County) 14 locations along various section of IR 271 from SR 87 to Wilson Mills Rd in Cuyahoga County and between White Rd and US 6 in Lake County	Construct Noise Barriers 5.72 Miles	12408 12408	RW C	ODOT NE ODOT		30 3960 440		30 3960 440	30 3960 440	exempt	
CUY IR271-9.72 ----- IR 271 - 9.72: Beachwood Fairmount over IR 271(2) IR 271 - 10.86: Lyndhurst Cedar over IR 271 IR 271 - 15.43: Highland Hts Highland over IR 271	Replace Bridge Decks 4 Bridges 0.34 Mile	9176	C	IM ODOT				5580 620	5580 620	exempt	
CUY IR271-12.74 ----- IR 271 - 12.74(L&R): Mayfield Hts Over Marsol Rd IR 271 - 13.15(L&R): Mayfield Hts Over US 322 (Mayfield Rd)	Replace 4 Bridge Decks 0.14 Mile	12342	C	IM ODOT				2430 270	2430 270	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000				
CUY IR480-6.60 ----- IR 480 - 6.60: Cleveland, Brooklyn, Brooklyn Hts, Independence	Landscaping Erosion Control 11.82 Miles	9736	C	S/STP ODOT				2376 264	2376 264	exempt	
CUY IR480-10.38 ----- IR 480 - 10.38: Cleveland, Brooklyn 0.16 Mi W of W 130th St to Idlewood Dr	Upgrade & Resurface 2.34 Miles	13000	C	IM ODOT		5850 650		5850 650	6500	exempt	Program Amendment in SFY 1994
CUY IR480-11.71 ----- IR 480-11.71: Brooklyn 0.09 Mi East of Tiedeman Rd, along Big Creek	Stabilize & Repair Upper Slope 1.00 Miles	9648	C	ODOT	290				290	exempt	100% STATE FUNDS
CUY IR480-15.72 ----- IR 480 - 15.72: Cleveland, Maple Hts, Garfield Hts 2.15 Mi W of IR 77 to 0.87 Mi E of SR 14	Paint 7 Bridges 1.00 Mile	13906	C	IM ODOT			1170 130	1170 130	1300	exempt	
CUY IR480/IR480N-23.44/00.54 ----- IR 480/IR 480N - 23.44/0.54: Warrensville Hts 4 locations along IR 480 from Camden Rd to Warrensville Ctr Rd and IR 480N from Miles Rd to IR 27	Construct Noise Barriers 1.12 Miles	12409 12409	RW C	ODOT NH ODOT		10 2340 260		10 2340 260	2610	exempt	
CUY IR480-25.77 ----- IR 480 - 25.77, 25.85, 29.89: Bedford Hts, Oakwood IR 480 over Rockside Rd and IR 271	Widen/Rehabilitate Bridge Decks 2 Bridges 0.26 Mile	10468	C	IM ODOT			5400 600	5400 600	6000	exempt	

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				1997	1998	1999	2000			
CUY IR490-1.10 ----- IR 490 - 01.10:	Bridge Deck Sealing	16195	C ODOT	500				500	exempt	ODOT 12 MAINTENANCE PROJECT
ERI US006-25.12 ----- US 6 - 25.12: Vermilion Twp 0.28 Mi E Poorman Rd	Replace 1 Bridge 0.14 Mile	12041	C BRP ODOT	104 26				104 26 ----- 130	exempt	
ERI/LOR IR080-118.6 ----- IR 80 - 118.6: Milan Twp, Berlin Twp, Berlin Hts, Florence T Henrietta Twp and Brownhelm Twp US 250 (Exit 7) to Baumhart Rd (Exit 7A)	Add One Lane in Each Direction 17.5 Miles		C OTC	39947				39947 ----- 39947	analyzed	PARTIAL NOACA CORDON PROJECT
GEA GEAUGA COUNTY BIKEWAY ----- Geauga County Bikeway: Chardon Within abandoned RW of B&O RR B&O RR from Park Ave to Reeves Rd (Chardon to Parkman Twp)	Construct 10' Wide Bikeway 18.80 Miles	5231	C S/STP		1410			1410 ----- 1410	exempt	
GEA GEAUGA COUNTY METROPARK ENHANC ----- Geauga County Metropark Enhancem Concord Twp Linking Reeves Rd to Chardon Porti of Bikeway (PID NO 5231) with Lake Metroparks Bikeway at the Lake/Geauga County Line	Construction of a Bicycle Facility	15353	C E/STP GCMPPD			682 170		682 170 ----- 852	exempt	
GEA GEAUGA METROPARKS ----- Metroparks (Eldon Russell Park Rd): Troy Twp	Resurfacing	16085	C ODOT	50				50 ----- 50	exempt	100% STATE FUNDS

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				1997	1998	1999	2000			
GEA NELSON RD ----- Nelson Rd (CR 2): Parkman Twp Over the Grand River, 1500' S of SR 88 Intersection	Replace 1 Bridge 0.05 Mile	13804	C BRO GEA CO	1040 260				1040 260 ----- 1300	exempt	Program Amendment in SFY 1994
GEA PUNDERSON ----- Funderson State Park: Newbury Twp Headlands State Park: Mentor (Lake County) and Various Park Roads	Resurface Park Roads 4.638 Kms	15458	C ODOT	433				433 ----- 433	exempt	100% STATE FUNDS
GEA TAYLOR MAY ROAD ----- Taylor May Rd: Auburn Twp Over Bridge Creek 100' E of Taylor May Rd/Thorpe Rd Intersection	Bridge Replacement 0.07 Mile	15466	C BRO GEA CO	300 75				300 75 ----- 375	exempt	Program Amendment in SFY 1996
GEA WASHINGTON ST ----- Washington St: S Russell, Rainbridge Twp Cuyahoga/Geauga County line to SR 306	Rehabilitate and Resurface 2.28 Miles	15017	C STP GEA CO			1152 288		1152 288 ----- 1440	exempt	READINESS: C - SFY 1998
GEA SR044-0.00 ----- SR 44 - 00.00:	New Signals	16187	C ODOT	125				125 ----- 125	exempt	ODOT 12 MAINTENANCE PROJECT
GEA SR044-8.93 ----- SR 44 - 8.93:	Resurfacing		C ODOT			850		850 ----- 850	exempt	100% STATE FUNDS

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				1997	1998	1999	2000	4 YEAR TOTAL			
GEA SR044-13.13 ----- SR 44 - 13.13: Munson Twp over a stream, 0.02 Mi S of US 322	Bridge Replacement 1 Bridge 0.01 Mile	12830	C	S/STP ODOT			400 100		400 100 ----- 500	exempt	Program Amendment in SFY 1994
GEA SR087-6.90 ----- SR 087 - 6.90: Newbury Twp. 4.17 Mi E of SR 306	Two Lane Resurfacing 0.82	8605	C	ODOT	270				270 ----- 270	exempt	100% STATE FUNDS
GEA SR087-16.00 ----- SR 87 - 16.00: Middlefield, Middlefield Twp. On Kinsman Rd From the Middlefield WCL to the Geauga County Line	Resurfacing 7.599 Kms	16205	C	ODOT	600				600 ----- 600	exempt	100% STATE FUNDS
GEA SR166-0.00 ----- SR 166 - 0.00:	Resurfacing		C	ODOT			450		450 ----- 450	exempt	100% STATE FUNDS
GEA SR166-4.09 ----- SR 166 - 4.09: Thompson Twp. Rock Creek Rd: From SR-86 to the Geauga County Line	Resurfacing 7.567 Kms	16206	C	ODOT	500				500 ----- 500	exempt	100% STATE FUNDS
GEA SR168-7.39 ----- SR 168/SR 700/US 422-7.39/ 2.71/12.46: Burton Twp, Burton, Troy SR 168 - SR 700 to SR 87 SR 700 - US 422 to SR 168 US 422 - Bridge W of SR 700 Over Cuyahoga River	Resurface and Repair 1 Bridge 09.808 Km	11700 11700	FE C	ODOT ODOT	20 625				20 625 ----- 645	exempt	100% STATE FUNDS

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				1997	1998	1999	2000					
GEA SR306-03.46 ----- SR 306-3.46: Bainbridge Twp.	Replace 1 Bridge	14965	C	ODOT	600					600	exempt	100% STATE FUNDS
										600		
GEA SR306-9.84 ----- SR 306 - 9.84: Russell Twp Over Chagrin River, 1.88 Mi N of SR 87	Replace Bridge Deck 1 Bridge 0.15 Mile	13189 13189	PE C	ODOT BHF ODOT				60 304 76		60 304 76	exempt	Program Amendment in SFY 1994
										440		
GEA US322-10.40 ----- US 322 - 10.40:	Resurfacing		C	ODOT			450			450	exempt	100% STATE FUNDS
										450		
GEA US322-14.47 ----- US 322 - 14.47:	Resurfacing	14410	C	ODOT	700					700	exempt	100% STATE FUNDS
										700		
GEA US422-14.75 ----- US 422 - 14.75: Parkman Twp., Troy 1.71 Mi E of SR-700 to SR-88	Catch Basin Repair 2.46 Miles	16194	C	ODOT	250					250	exempt	ODOT 12 MAINTENANCE PROJECT
										250		
LAK ERIE RD ----- Erie Rd: Willoughby Willoughby WCL to Conrail RR	Reconstruction 0.90 Mile	13919 13919	RW C	Willby STP Willby	40		1368 342			40 1368 342	exempt	READINESS: RW - SFY 1997 C - SFY 1998
										1750		
LAK LAKE METROPARKS ENHANCEMENT PR ----- Lake MetroParks Enhancement Projec Lake County Along IR 90 between SR 44 and E Lake County Line (near Grand River)	Purchase Right-of-Way	15100	RW	E/STP LCMP	1460 365					1460 365	exempt	
										1825		

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				1997	1998	1999	2000			
LAK PELTON RD ----- Pelton Rd: Willoughby Over Chagrin River 0.04 Miles West of Lost Nation Rd	Realign Roadway & Replace Bridge 0.21 Mile	6308 6308	RW C LAK CO STP BRP LAK CO STP			125 75	2866 811 373	125 75 2866 811 373 ----- 4250	exempt	READINESS: RW - SFY 1997 C - SFY 1998
LAK STEVENS BLVD ----- Stevens Blvd: Eastlake Lakeshore Blvd to Eastlake ECL	Reconstruction 1.52 Miles	7894	C STP LAK CO Eastlk			3192 426 372		3192 426 372 ----- 3990	exempt	READINESS: C - SFY 1997
LAK VROOMAN RD ----- Vrooman Rd: Leroy Twp, Perry Twp IR 90 to SR 84 Includes Bridge over Grand River (AS is an Archeological Study)	Reconstruction & Relocation 1.48 Miles	5669	RW LAK CO STP			80 30		80 30 ----- 110	exempt	READINESS: RW - SFY 1997 AS & C - SFY 1998
LAK SR002-0.55 ----- SR 2 - 0.55: Wickliffe, Willowick and Mentor 0.92 Mi W of SR-44 2.66 Mi W. of SR-91 to Mentor	Paint 16 Bridges 1.00 Mile	14743	C ODOT	1660				1660 ----- 1660	exempt	100% STATE FUNDS
LAK SR002-7.60 ----- SR 2 - 7.60 L&R: Mentor Over Newell Creek, 0.66 Mi E of SR 306 (Design/Build Contract)	Rehabilitate Bridges 2 Bridges 0.01 Mile	13191 13191	PE C ODOT NH ODOT	220 1880 470				220 1880 470 ----- 2570	exempt	Program Amendment in SFY 1994
LAK US 020-0.241 ----- US 20 - 0.241: Wickliffe Euclid Ave Streetscape Enhancement Sun AVE to Lloyd Rd	Streetscape Enhancement 0.71 Mile	15338	C E/STP Wk1f	97 24				97 24 ----- 121	exempt	

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				1997	1998	1999	2000				
LAK US020-0.00 ----- US 20 - 0.00:	Resurfacing		C ODOT			250			250	exempt	100% STATE FUNDS
LAK US020-05.80 ----- Mentor Ave: Willoughby Chagrin River to Willoughby ECL	Widen Lanes, Upgrade and Resurface 0.85 Mile	15098 15098	RW C Willby STP Willby	30		856 214			30 856 214 ----- 1100	exempt	READINESS: RW - SFY 1997 C - SFY 1998
LAK US020-14.24 ----- Painesville Signals Downtown Painesville: Mentor Ave, Jackson St, Richmond St, Liberty St, Erie St, St Clair St, State St, Walnut St	Signal Upgrade	13992	C STP Painvl		1520 380				1520 380 ----- 1900	exempt	READINESS: C - SFY 1997
LAK SR044-0.00 ----- SR 44 - 0.00: Concord Twp Lake/Geauga County Line to 0.29 Mi N of SR 84 (Includes Bridge Deck Replacements Over Kellogg Creek)	Repair, Resurface & Replace Decks of 2 Bridges 4.14 Miles	9866	C NH ODOT		4000 1000				4000 1000 ----- 5000	exempt	
LAK SR084-5.04 ----- SR 84 - 5.04: Willoughby Shankland to SR 174 (River St)	Slope Stabilization System	12176	C S/STP ODOT	800 200					800 200 ----- 1000	exempt	Program Amendment in SFY 1993
LAK SR084-8.14 ----- SR 84 - 8.14: Mentor SR 306 to Garfield Rd	Widen from 2 to 4 Lanes 1.56 Miles	9670 9670	RW C Mentor STP STP ODOT		388 288	6700 1675			388 288 6700 1675 ----- 9051	analyzed	READINESS: RW - SFY 1997 C - SFY 1998

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				1997	1998	1999	2000			
LAK SR086 - 1.32 ----- SR 86 - 1.32:	Resurfacing		C ODOT		400			400	exempt	100% STATE FUNDS
LAK SR086-01.95 ----- SR 86 - 1.95: Painesville Twp Over Kellogg Creek 0.46 Mi SE of Painesville ECL	PE Alternative Study 0.46 Mile	12832	PE S/STP ODOT				240 60	240 60 ----- 300	exempt	Program Amendment in SFY 1994
LAK SR086-8.25 ----- SR 86 - 8.25: Leroy Twp 1.95 Mi W of Geauga/Lake Co Line, Over MacMullen Creek	Bridge Replacement 1 Bridge	12037	C S/STP ODOT				600 150	600 150 ----- 750	exempt	Program Amendment in SFY 1993
LAK IR090-6.71 ----- IR 90 - 6.71: Willoughby, Mentor, Kirtland Hills 1.20 Mi W of SR 306 to Morley Rd (Add a lane in each direction from SR 306 to SR 615)	Add Lanes, Rcnstrct & Repair Bridge 6.53 Miles	5774	C IM NH ODOT			9800 2380 1400		9800 2380 1400 ----- 13580	analyzed	ODOT MAJOR NEW PRIORITY
LAK IR090-14.67 ----- IR 90 - 14.67/14.69: Concord Twp SR 44 over IR 90	Replace Bridge Decks 1 0.12 Mile	12341 12341	PE IM ODOT C IM ODOT	315 35		1620 180		315 35 1620 180 ----- 2150	exempt	Program Amendment in SFY 1993
LAK IR090-14.87 ----- IR 90 - 14.87/16.41: Concord Twp IR 90 EB and WB Bridges over Auburn Rd and Big Creek	Replace Decks (Widen Shoulders) 2 Twin BR 0.10 Mile	13569 13569	PE IM ODOT C IM ODOT				1170 130 6570 730	1170 130 6570 730 ----- 8600	exempt	Program Amendment in SFY 1994

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				1997	1998	1999	2000	4 YEAR TOTAL			
LAK IR090-17.42 ----- IR 90 - 25.15/17.42/27.76; Madison River Rd over IR 90 (25.15) SR 86 over IR 90 (17.42) Bates Rd over IR 90 (27.76)	Replace 3 Bridge Decks 0.08 Mile	9177	C	IM ODOT				2430 270	2430 270	exempt	
LAK SR091-0.00 ----- SR 91 - 0.00; Willoughby, Willoughby Hills 0.01 Mi S of Cuyahoga/Lake County Line to US 20 (includes intersection work at White Rd and SR 91)	Widen Lanes, Repair & Resurface 3.82 Miles	9864	C	S/STP ODOT				2456 614	2456 614	exempt	
LAK SR174-4.39 ----- SR 174 - 4.39; Willoughby Ridge Rd (SR 84) to South St	Slope Stabilization System	12177	C	S/STP ODOT		848 212		848 212	1060	exempt	Program Amendment in SFY 1993
LAK SR283-0.00 ----- SR 283 - 0.00; Willowick Willowick WCL to Willowick ECL	Resurfacing 2.25 Miles	14101	C	ODOT		1200		1200	1200	exempt	100% STATE FUNDS
LAK SR283-2.25 ----- SR 283 - 2.25; Eastlake WCL to SR 91	Resurfacing 1.56 Miles		C	ODOT		300		300	300	exempt	100% STATE FUNDS
LAK SR283-6.79 ----- SR 283 - 6.79; Willoughby Willoughby WCL to Willoughby ECL (Includes Lane Widening to Add Bike Lanes)	Resurface & Widen (to Add Bike Lanes) 1.18 Miles	11966	C	S/STP ODOT		600 150		600 150	750	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000			
LAK SR283-7.97 ----- SR 283 - 7.97: Mentor Mentor WCL to Munson Rd (SR 615) (Includes Lane Widening to Add Bike Lanes)	Resurface & Widen (to Add Bike Lanes) 1.46 Miles	11967	C	S/STP ODOT			750 180	750 180 ----- 930	exempt	Program Amendment in SFY 1993
LAK SR283-14.47 ----- SR 283 - 14.47: Painesville, Grand River 0.209 Km E of SR 44 to SR 535	Resurfacing 2.995 Km	16207	C	ODOT	300			300 ----- 300	exempt	100% STATE FUNDS
LAK SR528-5.03 ----- SR 528 - 5.03: Madison Village 0.17 Mi N of SR 84	Bridge Rehabilitation 1 Bridge 0.01 Mile	12833 12833	RW C	ODOT BHF ODOT		5	480 120	5 480 120 ----- 605	exempt	Program Amendment in SFY 1994
LAK SR528-6.85 ----- SR 528 - 6.85: Madison Twp 0.15 Mi S of US 20	Bridge Replacement 1 Bridge 0.01 Mile	12834 12834	RW C	ODOT S/STP ODOT		5	440 110	5 440 110 ----- 555	exempt	Program Amendment in SFY 1994
LAK SR615-4.64 ----- Mentor Bikeway (Phase III): Mentor Hopkins Rd - US 20 to Munson Rd Munson Rd - Tyler Blvd to Market S Munson Rd - SR 283 to SR 615 Hendricks Rd - Hopkins to Norwood	Construct Bike Lane 3.90 Miles	11418	C	S/STP Mentor			668 167	668 167 ----- 835	exempt	
LAK SR615-04.93 ----- SR 615 - 4.93: Mentor SR 2 to Munson Rd (Includes Bikeway along SR 615 from SR 2 to Fairfax Dr)	Widen to 4 Lanes & Reconstruct Bkwy 0.74 Mile	11103 11103	RW C	Mentor STP STP ODOT			125 75 3952 988	125 75 3952 988 ----- 5140	analyzed	READINESS: RW - SFY 1997 C - SFY 1998

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				1997	1998	1999	2000				
LAK SR615-4.93 ----- SR 615 - 4.93:	Resurfacing	16208	C ODOT	250					250	exempt	100% STATE FUNDS
LAK SR640-1.74 ----- Vine St: Eastlake SR 91 to E 364th St	Widen Lanes, Upgrade & Reconstruct 0.40 Mile	14199 14199	RW Eastlk S/STP C S/STP Eastlk			175 125 2400 600			175 125 2400 600 ----- 3300	exempt	READINESS: RW - SFY 1997 C - SFY 1998
LAK SR640-2.14 ----- SR 640 - 2.14: Eastlake, Willoughby E 364th St to E 367th St (0.19 Mi) E 367th St to US 20 (1.02 Mi)	Repair & Resurface 1.21 Miles	13722 13722	RW ODOT C S/STP ODOT		20	3600 900			20 3600 900 ----- 4520	exempt	ODOT 12 1995 Multi-Lane Program
LOR BAINBRIDGE RD ----- Bainbridge Rd: North Ridgeville SR 83 to Chestnut Ridge Rd	Reconstruction 1.64 Miles	11830	C STP N Rdgvl				2400 600		2400 600 ----- 3000	exempt	READINESS: C - SFY 1997
LOR BAUMHART RD ----- Baumhart Rd: Lorain Lorain SCL to Terminal Dr	Rehabilitate & Resurface 0.63 Mile	14520	C STP Lorain		168 42				168 42 ----- 210	exempt	READINESS: C - SFY 1997
LOR E 4TH ST ----- E 4th St: Elyria Over East Branch of Black River	Bridge Replacement 0.03 Mile	13440	C BRP Elyria	1200 300					1200 300 ----- 1500	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000				
LOR ELYRIA INDUSTRIAL PKWY (PH II) ----- Elyria Industrial Parkway; Elyria Extend Pkwy W to Murray Ridge Rd (Phase II)	Construction of 4 Lane Facility 0.90 Mile	3938	PE Elyria	188					188 ----- 188	analyzed	Project Amended in SFY 1993
LOR LORAIN COUNTY METROPARKS BKWY ----- Lorain County Metropark District: Canden Twp, Kipton Twp, Russia Twp Corlisle Twp, Elyria Along abandoned RW of Penn-Central RR Baird Rd to 0.75 Mi N of Elyria SCL Connecting with the Oberlin Bikewa (PID NO. 3930)	Construct 10' Wide Bikeway 10.0 Miles	13841	C S/STP LCMPD	1232 308				1232 308 ----- 1540	exempt	Program Amendment in SFY 1994	
LOR LORAIN RD ----- Lorain Rd: North Ridgville over Conrail	Widen & Rehabilitate Bridge 0.95 Mile	10511	C BHF STP N Rdgvl		1445 995 610			1445 995 610 ----- 3050	exempt	READINESS: C - SFY 1997	
LOR 003SP-0.96 ----- 003SP - 00.96: Wellington Located in Findley State Park on a Park Rd over Wellington Creek	Replace a Deficient Bridge 0.05 Mile	13358	C ODOT			294		294 ----- 294	exempt	ODOT 3 1994-A BRIDGE PROGRAM	
LOR US006-18.47 ----- US 6 - 18.47: Avon Lake 0.10 Mi W of SR 83 to 0.03 Mi E of SR 83	Replace 1 Bridge 0.13 Mile	10238	C ODOT	211				211 ----- 211	exempt	100% STATE FUNDED	
LOR US020/SR010-3.20/0.35 ----- US 20/SR 10 - 3.20/0.35: N Ridgville US 20 - SR 83 to Lear Nagle Rd SR 10 - at IR 480 & Lear Nagle Rd	Signal Coordination & Safety Upgrade 1.99 Miles	12757	C S/STP ODOT	867 217				867 217 ----- 1084	exempt	Program Amendment in SFY 1994	

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				1997	1998	1999	2000			
LOR US020-12.62	Resurfacing	4009	C NH ODOT	6020 1505				6020 1505	exempt	
US 20 - 12.62: Carlisle Twp 0.42 Miles W of SR 301 to 0.10 Miles E of SR 57	3.33 Miles							7525		
LOR US020-16.76	Bridge Replacement	6009	C BRP ODOT		1400 350			1400 350	exempt	
US 20 - 16.76: Elyria East Bridge St over East Branch of Black River	0.04 Mile							1750		
LOR SR057-8.11	Bridge Replacement	13021	PE ODOT	75				75	exempt	Program Amendment in SFY 1994
SR 57 - 8.11: Grafton 0.25 Mi N of Crook St	1 Bridge 0.04 Mile	13021 13021	RW C NH ODOT			3 74 19		3 74 19		
								171		
LOR SR057-39.268	Resurfacing	15975	C ODOT	120				120	exempt	100% STATE FUNDS
SR 57 - 39.268:								120		
LOR SR58-25.138	Resurfacing	15997	C ODOT	100				100	exempt	100% STATE FUNDS
SR 58/SR 511 - 25.138/31.881:								100		
LOR IR080-136.1	Add One Lane in Each Direction		C OTC			25222		25222	analyzed	
IR 80 - 136.1: Brownhelm Twp, Amherst Twp, Amherst, Elyria Twp and Elyria Baumbart Rd (Exit 7A) to SR 57 (Exit 8)	9.4 Miles							25222		

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				1997	1998	1999	2000			
LOR/CUY IR080-151.4 ----- IR 80 - 151.4; N Ridgeville, Olmsted Twp, Olmsted Falls, Berea and Strongsville IR 480 (Exit 9A) to IR 71 & US 42 (Exit 10)	Add One Lane in Each Direction 10.1 Miles	C	OTC			26501		26501 26501	analyzed	
LOR SR082-7.86 ----- SR 82 - 7.86; Columbia Twp 0.20 Mi W of SR 252	Bridge Rehabilitation 1 Bridge 0.07 Mile	13359 13359 13359	PE RW C	ODOT ODOT BHF ODOT	85 3			85 3 623 155 ----- 866	exempt	Program Amendment in SFY 1994
LOR SR083-13.59 ----- SR 83 - 13.59; N Ridgeville 0.40 Mi N of US 20	Bridge Replacement 1 Bridge 0.02 Mile	12042	C	S/STP ODOT	192 48			192 48 ----- 240	exempt	Program Amendment in SFY 1993
LOR IR090-13.01 ----- IR 90 - 13.01/17.20; Elyria, Elyria Twp, Sheffield, Avon Add 1 lane in each direction 0.19 Mi W of SR 57 to 0.59 Mi W of SR 83 (Signs & Lighting at Interchanges)	Rehabilitate and Add Lanes 6.94 Miles	11385 11385	PE C	IM NH ODOT IM NH ODOT	851 269 124		16399 5178 2398	851 269 124 16399 5178 2398 ----- 25219	analyzed	ODOT MAJOR NEW PRIORITY
LOR IR090-19.95 ----- IR 90 - 19.95; Avon Add 1 lane in each direction from 0.59 Mi W of SR 83 to Cuyahoga County Line	Rehabilitate and Add Lanes 3.38 Miles	5984	C	IM NH ODOT	10501 2949 1904			10501 2949 1904 ----- 15354	analyzed	ODOT MAJOR NEW PRIORITY
LOR SR113-3.08 ----- SR 113 - 3.08; Henrietta Twp 0.10 Mi E of Gifford Rd	Bridge Replacement 1 Bridge 0.02 Mile	12012	C	S/STP ODOT	353 88			353 88 ----- 441	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000				
LOR SR113-6.64 ----- SR 113 - 6.64: Amherst Twp West of SR 58	Widen Lanes & Add Turn Lane 0.63 Mile	7461	C	S/STP ODOT		241 26			241 26	exempt	
LOR CR 202 (S BROADWAY) ----- CR 202(S Broadway Rd):Sheffield Tw Cooper Foster Pk Rd to W 39th St	Resurfacing 1.09 Miles	15222	C	STP LOR CO		242 60			242 60	exempt	READINESS: C - SFY 1997
LOR SR252-5.43 ----- SR 252 - 5.43: Columbia Twp and Olmsted Falls Sprague Rd over West Branch of Rocky River	Bridge Rehabilitation 0.06 Mile	4028	C	BRF ODOT		680 170			680 170	exempt	
LOR SR254-0.87 ----- SR 254 - 0.87: Sheffield Village, Sheffield Twp Garfield Bridge Over the Black River, 0.87 Mi E of SR 57	Bridge Replacement 1 Bridge 0.65 Mile	13969	RW	BRF ODOT		418 105			418 105	exempt	
MED DURLING DR ----- Durling Dr: Wadsworth Broad St to 700' South of Ardale Ave	Widen Lanes & Reconstruct 0.79 Mile	8893 8893	RW C	Wadswth STP Wadswth			28 569 142		28 569 142	exempt	READINESS: RW - SFY 1997 C - SFY 1998
MED STREETSCAPE ENHANCEMENT PROJEC ----- Streetscape Enhancement Project: Medina Medina Public Square Liberty St, Washington St and Court St	Replace Curbs and Sidewalks	14726	C	E/STP Medina	519 345				519 345	exempt	
									864		

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				1997	1998	1999	2000			
MED SR003-18.282 ----- SR 3 - 18.282:	Resurfacing	15951	C ODOT	500				500	exempt	100% STATE FUNDS
MED US042-11.79 ----- US 42 - 11.79: Lafayette Twp 0.25 Mi S of SR 162	Bridge Replacement 1 Bridge 0.02 Mile	11465	C S/STP ODOT	173 43				173 43 ----- 216	exempt	Program Amendment in SFY 1993
MED US042-25.87 ----- US 42 - 25.87: Brunswick, Brunswick Hills Intersection of US 42 and Grafton Rd	Signalization Upgrade 0.25 Mile	8487	C S/STP ODOT	196 49				196 49 ----- 245	exempt	
MED SR057-9.95 ----- SR 57 - 9.95: Medina 0.07 Mi N of Lafayette Rd	Bridge Replacement 1 Bridge 0.04 Mile	13022 13022 13022	PE ODOT RW ODOT C S/STP ODOT	85		12 155 39		85 12 155 39 ----- 291	exempt	Program Amendment in SFY 1994
MED IR071-15.94 ----- IR 71 - 15.94: Montville Twp, Medina Twp, Brunswick Hills Twp, Brunswick Add 1 lane in each direction 0.91 Mi S of SR 18 to Cuyahoga County Line (Partial NOACA Cordon Project)	Rehabilitate and Add Lanes 10.74 Miles	7885	C IM NH ODOT	20390 11206 5058				20390 11206 5058 ----- 36654	analyzed	ODOT MAJOR NEW PRIORITY
MED IR071-20.90 ----- IR 71 - 20.90: Medina Twp IR 71 and SR 3 Interchange (SW Quadrant)	Acquire RW for Park-n-Ride Lot	14444	RW ODOT	120				120 ----- 120	exempt	

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				1997	1998	1999	2000					
MED IR071-41.279 ----- IR 71 - 41.279:	Bridge Repair	16104	C	ODOT	48					48	exempt	100% STATE FUNDS
MED SR083-1.71 ----- SR 83 - 1.71/2.64: Harrisville Twp, Lodi 1.81 Mi N of IR 71 and 0.86 Mi S of SR 421	Replace 2 Bridges 2 Bridges 0.04 Mile	11466	C	S/STP ODOT	236 59					236 59 ----- 295	exempt	Program Amendment in SFY 1993
MED SR094-12.52 ----- SR 94 - 12.52: Granger Twp 1.35 Mi N of SR 18	Bridge Replacement 1 Bridge 0.05 Mile	13360 13360 13360	PE RW C	ODOT ODOT S/STP ODOT	85			3 155 39		85 3 155 39 ----- 282	exempt	Program Amendment in SFY 1994
MED CR097-06.53 ----- CR 97 (Greenwich Rd) - 6.53: Sevil from 300' E of Chippewa Ditch to Seville ECL (at SR 3)	Widen Lanes & Rehabilitate 1.53 Miles	12719	C	STP Seville ODOT			1044 236 25			1044 236 25 ----- 1305	exempt	READINESS: C - SFY 1997
MED CR097-8.08 ----- CR 97 (Greenwich Rd) - 8.80: Guilford Twp Over Hubbard Creek	Replace 1 Bridge 0.06 Mile	10760	C	BRF MED CO	192 48					192 48 ----- 240	exempt	
MED SR162-8.50 ----- SR 162 - 8.50: Chatham Twp 0.79 Mi E of SR 83	Bridge Replacement 1 Bridge 0.02 Mile	11467	C	S/STP ODOT	96 24					96 24 ----- 120	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000				
MED SR162-21.95 ----- SR 162 - 21.95/21.99: Sharon Twp 0.30 & 0.34 Mi E of Bear Swamp Rd	Replace 2 Bridges 2 Bridges	11468	C	S/STP ODOT	126 31				126 31 ----- 157	exempt	Program Amendment in SFY 1993
MED SR162-26.58 ----- SR 162 - 26.58: Sharon Twp 0.35 Mi W of Medina/Summit Co Line	Bridge Replacement 1 Bridge 0.05 Mile	13361 13361 13361	PE RW C	ODOT ODOT S/STP ODOT	85		3 146 37		85 3 146 37 ----- 271	exempt	Program Amendment in SFY 1994
MED SR252-2.15 ----- SR 252 - 2.15/2.70: Liverpool Twp, York Twp 1.22 & 1.77 Mi N of SR 57	Replace 2 Bridges 2 Bridges 0.07 Mile	11469	C	S/STP ODOT	199 50				199 50 ----- 249	exempt	Program Amendment in SFY 1993
MED SR252-3.23 ----- SR 252 - 3.23: Liverpool Twp 1.67 Mile S of SR 303	Bridge Replacement 1 Bridge 0.05 Mile	13362 13362 13362	PE RW C	ODOT ODOT S/STP ODOT	85		5 222 55		85 5 222 55 ----- 367	exempt	Program Amendment in SFY 1994
MED SR252-5.97/7.22/7.62/7.67 ----- SR 252 - 5.97/7.22/7.62/7.67: Liverpool Twp 1.07 Mi N of SR 303 and 0.56, 0.16 and 0.11 Mi S of Medina/Lorain Co Line	4 Bridge Replacements 4 Bridges 0.20 Mile	13363 13363 13363	PE RW C	ODOT ODOT S/STP ODOT	216		12 618 154		216 12 618 154 ----- 1000	exempt	Program Amendment in SFY 1994
MED SR303-14.22 ----- SR 303 - 14.22: Hinckley Twp Intersection of SR 303 & CR 44	Remove a Knoll for Sight Distance 0.09 Mile	10338	C	S/STP ODOT	144 16				144 16 ----- 160	exempt	Program Amendment in SFY 1993

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				1997	1998	1999	2000			
MND SR421-1.91 ----- SR 421 - 1.91: Lodi 0.25 Mi W of SR 83	Bridge Replacement 1 Bridge 0.05 Mile	13364 13364 13364	PE RW C	ODOT ODOT S/STP ODOT	98		3 280 70	98 3 280 70 ----- 451	exempt	Program Amendment in SFY 1994
STT BRIDGE INSPECTION ----- Bridge Inspection	Bridge Inspection		PE	BRF	*				exempt	
STT ENVIRONMENTAL ASSESSMENTS ----- Environmental Assessments	Environmental Assessments		PE	S/STP	*				exempt	
STT HIGHWAY PLANNING & RESEARCH ----- Highway Planning & Research	Highway Planning & Research		PE	STP HPR PL S/STP CMAQ	*				exempt	
STT NATIONAL RECREATIONAL TRAILS ----- National Recreational Trails Funds Program	Implement NRTF Program		PL	NRTF	390			390 ----- 390	exempt	
STT OTHER BASIC MAINTENANCE PROJEC ----- Other Basic Maintenance Projects	Operations All Systems		C	IN NH S/STP	*				exempt	

* Specific projects within MPO not yet known. See statewide line item entries in State Transportation Improvement Program (STIP) for projected funding data.

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PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)					4 YEAR TOTAL	AQ STATUS	PROJECT INFORMATION
				1997	1998	1999	2000				
STT PROGRAM DOCUMENTS & GUIDANCE Preparation of Program Documents and Provide Guidance to LPAs	Preparation of Program Documents	PE	S/STP	*						exempt	
STT RAIL HIGHWAY CROSSING SAFETY Rail Highway Crossing Safety	RR Crossing Safety Except Interstate	PE	S/STP	*						exempt	
STT RIDESHARE PROGRAM Rideshare Program	Match and Promote Carpool and Vanpool	PE	STP CHAQ S/STP	*						exempt	
STT ROW, HARDSHIP & PROTECT BUYING Right-of-Way, Hardship and Protective Buying	Right-of-Way All System	RW	NH S/STP	*						exempt	
STT TRAFFIC MANAGEMENT PROGRAM Traffic Management Program: Cuyahoga, Geauga, Lake, Lorain and Medina Counties	Implement TMP Program	C	S/STP ODOT	*						exempt	
STT TRANSPORTATION ENHANCEMENT ACTIVITIES Transportation Enhancement Activities	Transportation Enhancement	C	S/STP	*						exempt	
STT UNDIVIDED HIGHWAY RESURFACING Undivided Highway Resurfacing	Resurfacing All Systems	C	IM NH S/STP	*						exempt	

* Specific projects within MPO not yet known. See statewide line item entries in State Transportation Improvement Program (STIP) for projected funding data.

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
 HIGHWAY AND BIKEWAY ELEMENT

Sorted by County - Route - Section

DATE: 07/03/96

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)					4 YEAR TOTAL	AQ STATUS	PROJECT INFORMATION
				1997	1998	1999	2000				
WAY/MED US42-0.612/0.000	Resurfacing	15973 C	ODOT	295					295	exempt	100% STATE FUNDS
US 42 - 0.612/0.000:									295		

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**SUPPLEMENTAL LIST OF
NOACA - ADMINISTERED FUNDED PROJECTS**

BEYOND SFY 2000

FOR INFORMATION ONLY

Sorted by Type of Fund

SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 SUPPLEMENTAL LIST OF
 NOACA - ADMINISTERED FUNDED PROJECTS
 BEYOND SFY 2000 (FOR INFORMATION ONLY)
 BY TYPE OF FUND

PROJ-ID	COUNTY & PROJECT NAME	SPONSOR	WORK PHASE	TYPE-OF-WORK	TYPE OF FUND	FEDERAL SHARE	TOTAL BY TYPE
N/A	CUY BEREA SIGNALS	Berea	C	Traffic Signal Upgrade	CMAQ	\$1,580,000	
N/A	CUY CLEVELAND (GROUP IIB) SIGNALS	Cleve	C	Traffic Signal Upgrade	CMAQ	\$2,327,000	
N/A	CUY CLEVELAND (GROUP IIA) SIGNALS	Cleve	C	Traffic Signal Upgrade	CMAQ	\$3,924,000	
N/A	CUY COVENTRY RD	Cleve Hts	C	Traffic Signal Upgrade	CMAQ	\$320,000	
N/A	CUY GARFIELD HTS SIGNALS	Gar Hts	C	Traffic Signal Upgrade	CMAQ	\$855,000	
5248	CUY SNOW/ROCKSIDE RD	CUY CO	C	Widen, Add LT Ln, Sgnls, Modify Itchg	CMAQ	\$900,000	
N/A	CUY SR021-0.00	Brksvl	C	Traffic Signal Upgrade	CMAQ	\$967,500	
N/A	CUY SR175-07.38	Lynd	C	Traffic Signal Upgrade	CMAQ	\$644,000	
N/A	CUY US422-9.96	Schwod	C	Signal Upgrade (IVHS Technology)	CMAQ	\$745,792	
N/A	GRA CHARDON VILLAGE SIGNALS	Chardon	C	Traffic Signal Upgrade	CMAQ	\$540,000	
16353	LAK SR283-0.043	Willwk	C	Signal Upgrade	CMAQ	\$355,000	
N/A	CUY GCRTA REPLACEMENT CNG BUSES *	GCRTA	C	Purchase 185 CNG Replacement Buses	FTA	\$46,256,000	\$13,158,292 CMAQ BEYOND SFY 2000
N/A	CUY BAGLEY RD	CUY CO	C	Rehabilitation	STP	\$2,400,000	\$46,256,000 FTA BEYOND SFY 2000
10900	CUY BAGLEY RD/PLEASANT VALLEY RD	CUY CO	RM,C	Widen, Rehab, Add LT Lane & Replace	STP	\$7,930,000	
N/A	CUY BAINBRIDGE RD	Solon	C	Reconstruction	STP	\$2,880,000	
9699	CUY BASSETT/CROCKER RD	CUY CO	C	Resurfacing & Bridge Replacement	STP	\$2,788,000	
8554	CUY CEDAR RD	CUY CO	C	Resurfacing & Rehabilitation	STP	\$1,680,000	
8538	CUY CEDAR RD	CUY CO	C	Resurfacing & Rehabilitation	STP	\$1,920,000	
11433	CUY CEDAR RD	CUY CO	C	Widen Lanes, Rehab & Slide Repair	STP	\$1,208,000	
N/A	CUY CLAGUE RD	CUY CO	RM,C	Reconstruct & Widen to 4 Lanes	STP	\$2,475,000	
5357	CUY COCHRAN RD (RELOCATION)	CUY CO	C	Relocation on a New Alignment	STP	\$3,200,000	
15391	CUY COVENTRY RD	Shaker Hts	C	Repair and Resurfacing	STP	\$334,000	
8517	CUY CROCKER/STEARNS EXTENSION	CUY CO	RM,C	New Constr & Bkwy Widen/Reconstruct	STP	\$8,750,000	
5302	CUY DUNHAM RD	CUY CO	C	Reconstruction & Bridge Replacement	STP	\$1,560,000	
N/A	CUY E 9TH ST	Cleve	C	Reconstruction	STP	\$2,320,000	
N/A	CUY E 9TH ST - PHASE II (PART B)	Cleve	C	Widen Bridges	STP	\$994,000	
N/A	CUY E 79TH ST	Cleve	C	Rehabilitation	STP	\$1,014,000	
N/A	CUY E 98TH ST - EXTENSION	Gar Hts	C	New Location	STP	\$2,000,000	
11410	CUY E 222ND ST	CUY CO	C	Repair & Resurface	STP	\$1,800,000	
5410	CUY EASTLAND RD	CUY CO	RM,C	Realign Intra-section & Reconstruct RR	STP	\$4,722,000	
5404	CUY EMERY RD	Orng Vil	RM,C	Reconstruction	STP	\$3,465,000	
14000	CUY EMERY RD	CUY CO	RM,C	Reconstruct & Widen Lanes	STP	\$729,000	
15917	CUY EUCLID HTS BLVD	Cleve Hts	C	Rehabilitation	STP	\$906,000	
15392	CUY FAIRHILL RD	Shaker Hts	C	Repair and Resurface	STP	\$93,000	
15393	CUY FAIRMOUNT BLVD	Shaker Hts	C	Repair and Resurface	STP	\$448,000	
N/A	CUY FAIRMOUNT BLVD	Pppr Pk	C	Rehabilitation	STP	\$652,800	
5394	CUY FULTON RD	CUY CO	RM	Bridge Replacement	STP	\$5,000	
N/A	CUY GATES MILLS BLVD	Pppr Pk	C	Rehabilitation	STP	\$1,009,600	
15330	CUY GRANT AVE	CUY CO	C	Rehabilitation	STP	\$640,000	
11412	CUY GREEN RD	CUY CO	C	Rehabilitation	STP	\$760,000	
11413	CUY GREEN RD (S EUCLID)	CUY CO	C	Rehabilitation	STP	\$640,000	
9698	CUY GREEN RD (WARRENSVILLE HTS)	CUY CO	RM,C	Widen to 4 Lanes & Resurfacing	STP	\$2,505,000	
11405	CUY HILLIARD BLVD	CUY CO	C	Rehabilitation	STP	\$2,400,000	
8534	CUY HILLIARD BLVD	CUY CO	C	Reconstruct & Widen to 4 Lanes	STP	\$2,640,000	
9700	CUY HILLSIDE RD	CUY CO	C	Bridge Replacement	STP	\$560,000	
12500	CUY HILLSIDE RD	Indpnc	RM,C	Reconstruct and Widen Lanes	STP	\$2,345,000	
13991	CUY HILLSIDE RD	Svn Hills	C	Widen Lanes & Reconstruct	STP	\$4,432,000	
N/A	CUY HOWE RD (PHASE II)	Strngs	C	Reconstruction	STP	\$782,000	
N/A	CUY HOWE RD (PHASE I)	Strngs	C	Reconstruction	STP	\$301,000	
N/A	CUY JACKSON RD/WILSON MILLS RD	CUY CO	C	Slide Repair	STP	\$560,000	
11422	CUY LAKEWOOD HTS BLVD	CUY CO	C	Rehabilitation & Bridge Repair	STP	\$1,148,000	
8541	CUY LEE RD (MAPLE HTS)	CUY CO	C	Reconstruction	STP	\$2,400,000	
N/A	CUY LIBERTY RD	Solon	C	Lane Widening & Reconstruction	STP	\$1,280,000	
N/A	CUY MASTICK RD	CUY CO	C	Rehabilitation & Slide Repair	STP	\$4,000,000	
5272	CUY MEMPHIS AVR	CUY CO	RM,C	Lane Widening and Reconstruction	STP	\$4,505,000	
11411	CUY MILES RD	CUY CO	C	Rehabilitation	STP	\$480,000	
11434	CUY MILES RD	CUY CO	C	Slide Repair	STP	\$800,000	
N/A	CUY MONTICELLO BLVD	CUY CO	C	Replace Drainage System and Patch'g	STP	\$400,000	
N/A	CUY RIDGE RD	CUY CO	C	Rehabilitation	STP	\$400,000	

* Unmet capital need, as defined by GCRTA; Federal funds will be pursued. Funding source contingent on NOACA Board approval.

07/05/96

SPY 1997 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 SUPPLEMENTAL LIST OF
 NOACA - ADMINISTERED FUNDED PROJECTS
 BEYOND SPY 2000 (FOR INFORMATION ONLY)
 BY TYPE OF FUND

PROJ-ID	COUNTY & PROJECT NAME	SPONSOR	WORK PHASE	TYPE-OF-WORK	TYPE OF FUND	FEDERAL SHARE	TOTAL BY TYPE
N/A	CUY S WOODLAND RD	Pppr Pk	C	Rehabilitation	STP	\$816,800	
N/A	CUY SHAKER BLVD	Pppr Pk	C	Rehabilitation	STP	\$666,000	
15331	CUY SMITH RD	CUY CO	C	Rehabilitation	STP	\$960,000	
5251	CUY SNOW RD	Brk Pk	C	Railroad	STP	\$2,848,000	
5248	CUY SNOW/ROCKSIDE RD	CUY CO	C	Widen, Add LT Ln, Sgnls, Modify Itchg	STP	\$9,200,000	
5243	CUY SPRAGUE RD	CUY CO	RW, C	Widen to 4 Lanes & Reconstruct	STP	\$7,468,000	
11409	CUY TURNER RD	CUY CO	C	Reconstruction	STP	\$3,680,000	
N/A	CUY VAN EPPS RD	Brkln Hts	C	Reconstruction	STP	\$1,200,000	
11937	CUY W 140TH ST	CUY CO	C	Repair & Resurface	STP	\$1,600,000	
11406	CUY W 150TH ST	CUY CO	C	Rehabilitation	STP	\$1,360,000	
13366	CUY W 150TH ST	CUY CO	C	Widen Lanes & Rehabilitate	STP	\$4,000,000	
10896	CUY W 220TH ST	CUY CO	C	Reconstruction	STP	\$2,240,000	
9672	CUY WAGAR RD	CUY CO	C	Reconstruction	STP	\$2,396,000	
N/A	CUY WALLINGS RD	Bdvw Hts	C	Add Turning Lane & Reconstruct	STP	\$4,800,000	
11408	CUY WARNER RD	CUY CO	C	Widen Lanes & Rehabilitate	STP	\$600,000	
9694	CUY WARRENSVILLE CENTER RD	CUY CO	C	Reconstruction	STP	\$1,200,000	
N/A	CUY WARRENSVILLE CTR RD/NOBLE RD	Cuy Co	C	Rehabilitation	STP	\$2,376,000	
N/A	CUY WESTWAY DR	CUY CO	C	Rehabilitation	STP	\$280,000	
N/A	CUY YORK RD	CUY CO	RW, C	Widen to 4 Lanes & Rehabilitate	STP	\$3,475,000	
13602	CUY SR008-0.00	Wltn Hlls	C	Widen Lanes & Reconstruct	STP	\$1,800,000	
N/A	CUY SR043-00.00	Solon	C	Resurfacing & Reconstruction	STP	\$2,800,000	
N/A	CUY SR043-03.08	Solon	C	Resurfacing & Reconstruction	STP	\$1,920,000	
7900	CUY SR091-0.00	Solon	RW, C	Widen to 4 Lanes & Reconstruct	STP	\$6,205,000	
16204	CUY SR091-3.40	Solon	C	Resurfacing	STP	\$304,000	
11041	CUY SR175-3.66	ODOT 12	C	Reconstruct & Widento 4 and 5 Lanes	STP	\$1,400,000	
N/A	CUY SR252-9.13	Bay Vllg	C	Rehabilitation and Culvert Replacement	STP	\$1,232,000	
N/A	GEA CHERRY AVE	Chardon	C	Widen Lanes & Resurface	STP	\$306,000	
N/A	GEA WILSON MILLS RD	Chardon	RW, C	Reconstruction	STP	\$3,190,000	
15275	LAK E 288TH ST	Willwk	C	Upgrade and Reconstruct	STP	\$816,000	
7895	LAK ERIE RD	Eastlk	RW, C	Widen Lanes & Reconstruct	STP	\$2,910,500	
N/A	LAK HEISLEY RD	Mentor	C	RR Grade Separation	STP	\$8,000,000	
14110	LAK JACKSON ST	Painvl	C	Repair and Resurface	STP	\$1,194,000	
15400	LAK N MARGINAL RD	Willwk	C	Intersection Upgrade	STP	\$56,000	
5669	LAK VROOMAN RD	LAK CO	AS, C	Reconstruction & Relocation	STP	\$6,504,000	
14940	LAK SR283-09.43	M-o-t-L	C	Widen Lanes & Resurface	STP	\$2,200,000	
16009	LAK SR615-0.00	Kirtld	C	Realign Roadways, Relocate 1 Bridge	STP	\$3,363,000	
N/A	LOR FERNDALE AVE	Shefld Lk	C	Resurfacing	STP	\$5,250,960	
8844	LOR COLORADO AVE (PHASE I)	Lorain	C	Widen and Reconstruct	STP	\$1,752,000	
7466	LOR COOPER FOSTER PARK RD (PT I)	Lorain	RW, C	Widen to 4 Lanes & Resurface	STP	\$1,901,500	
7467	LOR COOPER FOSTER PARK RD (PT II)	Lorain	RW, C	Widen to 4 Lanes & Resurface	STP	\$2,164,000	
6170	LOR E BROAD ST	Elyria	RW, C	Wdn to 4 Lns w/ TrnLane at Key Intract	STP	\$3,594,500	
3938	LOR ELYRIA INDUSTRIAL PKWY (PH II)	Elyria	C	Construction of 4 Lane Facility	STP	\$1,944,000	
N/A	LOR ELYRIA INDUSTRIAL PKWY (PH III)	Elyria	PE, C	New Construction	STP	\$1,590,000	
12840	LOR FRENCH CREEK RD	Sheffield	C	Widen Lanes, Rehab & Resurface	STP	\$380,000	
N/A	LOR HARRIS RD	Shefld Lk	C	Resurfacing	STP	\$60,000	
16320	LOR ISLAND RD	LOR CO	C	Widen Lanes and Rehabilitate	STP	\$532,000	
16319	LOR LEAR HAGLE RD	N Rdgvl	C	Widen Lanes & Rehabilitate	STP	\$1,125,000	
12838	LOR PARK ST/GRAFTON RD	Oberln	C	Reconstruction	STP	\$1,292,000	
16332	LOR RUSSIA RD	LOR CO	C	Widen Lanes & Rehabilitate	STP	\$478,000	
15559	LOR SPRAGUE RD	LOR CO	C	Widen Lanes & Resurface	STP	\$734,000	
7311	LOR TOWER BLVD (PHASE I)	Lorain	C	Extension on New Alignment	STP	\$1,296,000	
N/A	LOR TOWER BLVD (PHASE II)	Lorain	RW, C	Widen to 4 Lanes & New Construction	STP	\$2,147,000	
N/A	LOR WALKER RD	Avn Lk	C	Resurfacing	STP	\$288,000	
N/A	LOR SR611-5.66	Sheffield	RW, C	Reconstruction	STP	\$2,671,000	
4067	MED BOSTON RD	Brunsw	RW, C	Reconstruct & Widen Lanes	STP	\$8,598,000	
N/A	MED MARKS RD	MED CO	C	Reconstruction	STP	\$1,184,000	
14821	MED N CARPENTER RD	Brunsw	RW, C	Reconstruction	STP	\$3,610,000	
						-----	\$229,220,660 STP BEYOND SPY 2000
TOTAL FUNDS						\$288,634,952	

**SUPPLEMENTAL HIGHWAY AND BIKEWAY ELEMENT
PROJECT LISTING
BEYOND SFY 2000
FOR INFORMATION ONLY**

Sorted by County - Route - Section

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

DATE: 07/03/96

Sorted by County - Route - Section

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)						AQ STATUS	PROJECT INFORMATION
									TOTAL		
CUY AEROSPACE PARKWAY ----- Aerospace Parkway: Brook Park S end of Aerospace Parkway to IX Center Dr	Construction of New Connector Roadway 1.53 Miles		RW ISTEADEN Brk Pk C ISTEADEN Brk Pk						1200 300 10060 3390 ----- 14950		Program Amendment in SFY 1996
CUY BAGLEY RD ----- Bagley Rd: Berea, Middleburg Hts Eastland Rd to Pearl Rd	Rehabilitation 2.10 Miles		RW CUY CO Berea Mbrg Hts C STP CUY CO Mbrg Hts Berea						1833 1833 1 2400 300 279 21 ----- 6667	exempt	
CUY BAGLEY RD/PLEASANT VALLEY RD ----- Bagley Rd/Pleasant Valley Rd: Middleburg Hts, Parma Pearl Rd to York Rd	Widen, Rehab, Add LT Lane & Replace 2 Bridges 2.40 Miles	10900 10900	RW CUY CO STP C CUY CO BRP						100 50 7880 2170 800 ----- 11000	analyzed	READINESS: RW - SFY 1998 C - SFY 2000
CUY BAINBRIDGE RD ----- Bainbridge Rd: Solon SOM Center Rd to Solon ECL	Reconstruction 2.35 Miles		C STP Solon CUY CO						2880 360 360 ----- 3600	exempt	
CUY BASSETT/CROCKER RD ----- Bassett/Crocker Rd: Bay Village, Westlake 0.10 Mile South of Bay Village Corporation Line to Lake Rd Including Bridge over Porter Creek in Bay Village	Resurfacing & Bridge Replacement 1.20 Miles	9699 9699	RW CUY CO STP C CUY CO Bay Vl BRP Wstlk						5 2788 412 320 252 28 ----- 3805	exempt	READINESS: RW - SFY 1999 C - SFY 2000

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

DATE: 07/03/96

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PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)						AQ STATUS	PROJECT INFORMATION
								TOTAL			
CUY BEREA SIGNALS ----- Berea Signals: Berea Bagley Rd, Prospect St, Riverside W Rocky River Dr, Eastland Rd and W Bridge St	Traffic Signal Upgrade		C CMAQ Berea					1580 176	1580 176	exempt	
CUY CEDAR RD ----- Cedar Rd: Cleveland Hts Cleve Hts WCL to Cleve Hts ECL	Resurfacing & Rehabilitation 2.10 Miles	8538 8538	RW C CUY CO Cleve Hts STP CUY CO Cleve Hts					25 25 1920 240 240	25 25 1920 240 240	exempt	READINESS: RW - SFY 1997 C - SFY 1998
CUY CEDAR RD ----- Cedar Rd (Slide Area): Hunting Valley 1600' W of Chagrin River	Widen Lanes, Rehab & Slide Repair 0.23 Mile	11433 11433	RW C CUY CO STP CUY CO Hntg Vly					5 1208 151 151	5 1208 151 151	exempt	READINESS: RW - SFY 1997 C - SFY 1998
CUY CEDAR RD ----- Cedar Rd: South Euclid, University Hts Taylor Rd to Green Rd	Resurfacing & Rehabilitation 2.00 Miles	8554	C STP CUY CO Univ Ht S Eucl					1680 210 126 84	1680 210 126 84	exempt	
CUY CLAGUE RD ----- Clague Rd: N Olmsted Mastick Rd to SR-17 SR-17 to Lorain Rd	Reconstruct & Widen to 4 Lanes 1.20 Miles		RW C STP CUY CO N Olms					75 63 63 2400 300 300	75 63 63 2400 300 300	analyzed	
CUY CLEVELAND (GROUP IIB) SIGNALS ----- Cleveland (Group IIB) Signals: Cleveland Detroit Ave and Superior Ave (Originally included under one Cleveland Group II project but split from Cleveland Group IIA	Traffic Signal Upgrade		C CMAQ Cleva					2327 259	2327 259	exempt	Program Amendment in SFY 1996

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

DATE: 07/03/96

Sorted by County - Route - Section

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)					AQ STATUS	PROJECT INFORMATION	
								TOTAL			
CUY CLEVELAND (GROUP IIA) SIGNALS Cleveland (Group IIA) Signals: Cleveland Broadway, Broadview Rd, E 105th St Kinsman Rd	Traffic Signal Upgrade		C CMAQ Cleve					3924 436	3924 436	exempt	READINESS: C - SFY 2000
CUY COCHRAN RD (RELOCATION) Cochran Rd (Relocation): Glenwillo Solon Pattibone Rd to Beaver Meadow Pkwy	Relocation on a New Alignment 0.82 Miles	5357	C STP CUY CO					3200 800	3200 800	analyzed	READINESS: C - SFY 1998
CUY COLUMBUS RD Columbus Rd: Cleveland Lift Bridge over Cuyahoga River	Bridge Rehab & Reconstruction 0.04 Mile	5383 5383	RW C Cleve BRF Cleve					20 16000 4000	20 16000 4000	exempt	
CUY COVENTRY RD Coventry Rd: Cleveland Hts N Park Blvd to Mayfield Rd	Traffic Signal Upgrade		C CMAQ Cleve Hts					320 36	320 36	exempt	Program Amendment in SFY 1995
CUY COVENTRY RD Coventry Rd (CR 330): Shaker Hts Fairhill Rd to Huntington Rd	Repair and Resurfacing 0.62 Mile	15391	C STP Shaker Ht					334 83	334 83	exempt	READINESS: C - SFY 1998
CUY CROCKER/STEARNS EXTENSION Crocker/Stearns Extension & Bikewa North Olmsted, Westlake Lorain Rd to Center Ridge Rd Stearns Rd: North Olmsted IR 480 to Lorain Rd Bikeway - Lorain Rd to Center Ridge Rd	New Constr & Bkwy Widen/Reconstruct 2.30 Miles	8517 8517	RW C STP CUY CO N Olms Watlk STP CUY CO N Olms Watlk					350 240 104 56 8400 1260 546 294	350 240 104 56 8400 1260 546 294	analyzed	READINESS: RW - SFY 1997 C - SFY 1999
									11250		

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

DATE: 07/03/96

Sorted by County - Route - Section

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)						AQ STATUS	PROJECT INFORMATION
								TOTAL			
CUY EASTLAND RD ----- Eastland Rd: Berea, Middleburg Hts Brook Park Bagley Rd to SR-237 (Including intersection of Eastland Rd and Sheldon Rd, Bridge over Abrams Ditch and the Conrail RR Bridge)	Realign Intrsection & Reconstruct RR Overpass 2.60 Miles	5410	RW	CUY CO				35	35	exempt	
				Berea				31	31		
				STP				26	26		
				Midbg Ht				7	7		
				Brk Pk				3	3		
		5410	C	STP				4696	4696		
				Berea				1388	1388		
				CUY CO				600	600		
				Midbg Ht				258	258		
				Brk Pk				204	204		
				BRF				104	104		
									7352		
CUY EMERY RD ----- Emery Rd: Warrensville Hts, North Randall Miles Rd to Warrensville Ctr Rd	Reconstruct & Widen Lanes 0.40 Mile	14000	RW	CUY CO				75	75	exempt	
				STP				25	25		
		14000	C	STP				704	704		
				CUY CO				176	176		
									980		
CUY EMERY RD ----- Emery Rd: Warrensville Hts, Orange, Moreland Hills Richmond Rd to Jackson Rd	Reconstruction 2.09 Miles	5404	RW	CUY CO				75	75	exempt	
				STP				25	25		
		5404	C	STP				3440	3440		
				CUY CO				860	860		
									4400		
CUY EUCLID HTS BLVD ----- Euclid Hts Blvd: Cleveland Hts Cedar Rd to S Taylor Rd	Rehabilitation 2.50 Miles	15917	C	STP				906	906	exempt	Program Amendment in SFY 1995
				Cleve Hts				226	226		
									1132		
CUY FAIRHILL RD ----- Fairhill Rd: Shaker Hts E 127th St to Coventry Rd	Repair and Resurface 0.52 Mile	15392	C	STP				93	93	exempt	READINESS: C - SFY 1999
				Shaker Ht				23	23		
									116		

NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

Sorted by County - Route - Section

DATE: 07/03/96

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)						AQ STATUS	PROJECT INFORMATION
									TOTAL		
CUY FAIRMOUNT BLVD ----- Fairmount Blvd: Shaker Hts, Beachwood Shaker Hts WCL to Sulgrave Rd	Repair and Resurface 2.03 Miles	15393	C	STP Shaker Ht				448 112	448 112	exempt	READINESS C - SFY 1999
CUY FAIRMOUNT BLVD ----- Fairmount Blvd: Pepper Pike Brainard Rd to SOM Center Rd	Rehabilitation 1.97 Miles		C	STP Pppr Pk				653 163	653 163	exempt	Program Amendment in SFY 1994
CUY FULTON RD ----- Fulton Rd: Cleveland over Big Creek Fulton Parkway to Denison	Bridge Replacement 0.50 Mile	5394	RW	Cleve STP				. 55 5	55 5	exempt	
		5394	C	BR-DISC CUY CO Cleve				15000 1875 1875	15000 1875 1875		
									18810		
CUY GARFIELD HTS SIGNALS ----- Garfield Hts Signals: Garfield Hts Along Turney Rd, Garfield Blvd, Granger Rd, Rockside Rd, Broadway and E 131st St	Traffic Signal Upgrade		C	CMAQ Gar Ht				855 95	855 95	exempt	Program Amendment in SFY 1996
									950		
CUY GATES MILLS BLVD ----- Gates Mills Blvd: Pepper Pike Brainard Rd to Cedar Rd	Rehabilitation 2.23 Miles		C	STP Pppr Pk				1010 252	1010 252	exempt	Program Amendment in SFY 1994
									1262		
CUY GRANT AVE ----- Grant Ave: Cuyahoga Hts, Cleveland E 49th St to E 71st St	Rehabilitation 0.90 Mile	15330	C	STP CUY CO Cuy Hts Cleve				640 80 69 11	640 80 69 11	exempt	READINESS C - SFY 1998
									800		

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									TOTAL		
CUY GREEN RD (S EUCLID) ----- Green Rd: South Euclid Monticello Blvd to S Euclid NCL	Rehabilitation 0.70 Mile	11413	RW CUY CO S Eucl					3 3 640 80 80	3 3 640 80 80	exempt	
CUY GREEN RD ----- Green Rd: Beachwood, Shaker Hts Chagrin Blvd to Fairmount Blvd	Rehabilitation 1.60 Miles	11412	C STP CUY CO Shaker Ht Bchwod					760 95 66 29	760 95 66 29	exempt	READINESS C - SFY 1999
CUY GREEN RD (WARRENSVILLE HTS) ----- Green Rd: Warrensville Hts Miles Rd to Emery Rd	Widen to 4 Lanes & Resurfacing 0.75 Mile	9698	RW CUY CO					75 25 2480 620	75 25 2480 620	analyzed	
CUY HARVARD RD ----- Harvard Rd: Beachwood, Orange 0.27 Mi E of IR 271/Harvard Interchange to 0.15 Mi E of Brainard Rd (includes widening of the intersections) SECTION 8	Reconstruct & Widen to 4 and 5 Lanes 0.47 Mile	11038	C S/STP CUY CO					2080 520	2080 520	analyzed	Program Amendment in SFY 1993
CUY HILLIARD BLVD ----- Hilliard Blvd: Rocky River Rocky River WCL to Rocky River ECL	Rehabilitation 2.80 Miles	11405	C STP CUY CO Rocky Rvr					2400 300 300	2400 300 300	exempt	READINESS C - SFY 1998
CUY HILLIARD BLVD ----- Hilliard Blvd: Westlake Dover Center Rd to Crocker Rd	Reconstruct & Widen to 4 Lanes 1.80 Miles	8534	RW CUY CO Wstlk					3 3 2640 330 330	3 3 2640 330 330	analyzed	

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CUY HILLSIDE RD ----- Hillside Rd: Seven Hills, Independence Broadview Rd to Brecksville Rd	Widen Lanes & Reconstruct 2.40 Miles	13991	C	STP CUY CO Svn Hlls Indpnc				4432 554 277 277	4432 554 277 277	exempt	
								5540			
CUY HILLSIDE RD ----- Hillside Rd: Valley View Over the Ohio Canal	Bridge Replacement 0.10 Mile	9700	C	BRF STP CUY CO				1040 560 400	1040 560 400	exempt	READINESS: C - SFY 2000
								2000			
CUY HILLSIDE RD ----- Hillside Rd: Independence Brecksville Rd to B&O RR	Reconstruct and Widen Lanes 1.30 Miles	12500 12500	RW C	Indpnc STP STP Indpnc				275 225 2120 530	275 225 2120 530	exempt	
								3150			
CUY HOWE RD (PHASE I) ----- Howe Rd: Strongsville Pomeroy Blvd to 200' South of Shurmer Rd (Phase I)	Reconstruction 0.28 Mile		RW C	Strngs STP Strngs				8 301 75	8 301 75	exempt	
								384			
CUY HOWE RD (PHASE II) ----- Howe Rd: Strongsville 200' S of Shurmer Rd to 200' S of Drake Rd (Phase II)	Reconstruction 0.77 Mile		RW C	Strngs STP Strngs				20 783 196	20 783 196	exempt	
								999			
CUY JACKSON RD/WILSON MILLS RD ----- Jackson Rd: Moreland Hills E of SOM Center Rd; and Wilson Mills Rd: Gates Mills W of Chagrin River	Slide Repair 0.20 Mile		RW C	CUY CO Mrlnd Hll Gates Mil STP CUY CO Mrlnd Hll Gates Mil				6 3 3 560 70 40 40	6 3 3 560 70 40 40	exempt	
								722			

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								TOTAL			
CUY LAKEWOOD HTS BLVD ----- Lakewood Hts Blvd: Lakewood, Cleveland Including 2 Bridges Over Conrail and Berea Rd	Rehabilitation & Bridge Repair 2 Bridges 1.50 Miles	11422	C	BRF STP CUY CO Lakewood Cleve				2608 1148 560 190 190	2608 1148 560 190 190	exempt	READINESS: C - SFY 1999
CUY LEE RD (MAPLE HTS) ----- Lee Rd: Maple Hts Broadway Ave to IR 480	Reconstruction 0.90 Mile	8541	C	STP CUY CO Map Ht				2400 300 300	2400 300 300	exempt	READINESS: RW - SFY 1997 C - SFY 1998
CUY LIBERTY RD ----- Liberty Rd: Solon Bainbridge Rd to Pettibone Rd	Lane Widening & Reconstruction 1.65 Miles		C	STP Solon				1280 320	1280 320	exempt	
CUY MASTICK RD ----- Mastick Rd: Fairview Park Brookpark Rd to Valley Pkwy	Rehabilitation & Slide Repair 1.80 Miles		C	STP CUY CO Frvw Prk				4000 600 400	4000 600 400	exempt	Program Amendment in SFY 1995
CUY MEMPHIS AVE ----- Memphis Ave: Cleveland, Brooklyn Ridge Rd to Pearl Rd	Lane Widening and Reconstruction 1.52 Miles	5272	RW	CUY CO Cleve STP Brooklyn				38 34 25 4	38 34 25 4	exempt	READINESS: RW - SFY 1997 C - SFY 1999
		5272	C	STP CUY CO Cleve Brooklyn				4480 560 448 112	4480 560 448 112		
									5701		
CUY MILES RD ----- Miles Rd: Bedford Hts, Warrensville Hts, N Randall Northfield Rd to Green Rd	Rehabilitation 0.50 Mile	11411	C	STP CUY CO N Rndll Bdfrd Hts Warr Hts				480 60 36 12 12	480 60 36 12 12	exempt	READINESS: C - SFY 1999
									600		

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							TOTAL			
CUY MILES RD ----- Miles Rd: Bentleyville, Moreland Hills Bentleyville Rd to N Fork Rd	Slide Repair	11434	C	STP CUY CO Bntlyvile			800 100 50 ----- 950	800 100 50 ----- 950	exempt	READINESS: C - SFY 1999
CUY MONTICELLO BLVD ----- Monticello Blvd: S Euclid Bridge Over Euclid Creek	Replace Drainage System and Patch'g 0.26		C	STP Cuy Co			400 100 ----- 500	400 100 ----- 500	exempt	
CUY RIDGE RD ----- Ridge Rd: Parma Pearl Rd to Brookpark Rd	Rehabilitation 0.40 Mile		RW C	CUY CO Parma STP CUY CO Parma			3 1 400 50 50 ----- 504	3 1 400 50 50 ----- 504	exempt	
CUY ROCKCLIFF LANE BIKEWAY ----- Rockcliffe Lane Connector: Cleveland Metropark System Along Rockcliff Lane from Rockcliff Rd to Valley Parkway in the Metropark	Construct Bikeway 0.45 Mile	5293	C	S/STP			600 ----- 600	600 ----- 600	exempt	
CUY S WOODLAND RD ----- S Woodland Rd: Pepper Pike Pepper Pike WCL to Pinetree Rd	Rehabilitation 2.52 Miles		C	STP Pppr Pk			817 204 ----- 1021	817 204 ----- 1021	exempt	Program Amendment in SFY 1994
CUY SHAKER BLVD ----- Shaker Blvd: Pepper Pike Pepper Pike WCL to Pepper Pike ECL	Rehabilitation 2.49 Miles		C	STP Pppr Pk			666 167 ----- 833	666 167 ----- 833	exempt	

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									TOTAL			
CUY SMITH RD ----- Smith Rd (CR 64): Brook Park Snow Rd to Brookpark Rd	Rehabilitation 1.10 Miles	15331	C	STP CUY CO Brk Pk					960 120 120	960 120 120	exempt	Program Amendment in SFY 1994
CUY SNOW RD ----- Snow Rd: Brook Park At B&O RR W of W 130th St	Railroad Grade Separation 0.42 Mile	5251 5251	RW C	Brk Pk STP Brk Pk					40 2848 712	40 2848 712	exempt	
CUY SNOW/ROCKSIDE RD ----- Snow/Rockside Rd: Parma Seven Hills, Independence Broadview Rd to Brecksville Rd IN CONJUNCTION WITH IR 77 - 8.37: (ODOT 12) Independence IR 77 & Rockside Rd Interchange	Widen, Add LT Ln, Sgnls, Modify Itchg Ramps 3.20 Miles 0.01 Mile	5248	C	STP CUY CO NH CMAQ ODOT					9200 2400 1350 900 150	9200 2400 1350 900 150	analyzed	READINESS: C - SFY 1999
CUY SPRAGUE RD ----- Sprague Rd: Parma, N Royalton, Strongsville, Middleburg Hts Pearl Rd to York Rd	Widen to 4 Lanes & Reconstruct 3.00 Miles	5243 5243	RW C	STP CUY CO Midbg Ht Strngs Parma N Roy STP CUY CO Midbg Ht Strngs Parma N Roy					200 86 49 49 34 34 7268 428 248 248 179 179	200 86 49 49 34 34 7268 428 248 248 179 179	analyzed	
CUY TURNEY RD ----- Turney Rd: Bedford, Maple Hts Maple Hts WCL to W Grace St	Reconstruction 2.00 Miles	11409	C	STP CUY CO Bedfrd Maple Hts					3680 460 254 206	3680 460 254 206	exempt	READINESS: C - SFY 2000

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CUY VAN EPPS RD ----- Van Epps Rd: Brooklyn Hts Brooklyn Hts WCL to NCL	Reconstruction 0.80 Mile		C STP Brklin Hts						1200 300 ----- 1500	1200 300 ----- 1500	exempt	
CUY W 3RD ST ----- W 3rd St: Cleveland Lift Bridge over Cuyahoga River S of Eagle Ave Viaduct	Bridge Rehab & Reconstruction 0.04 Mile	5511	C BRF Cleve						6400 1600 ----- 8000	6400 1600 ----- 8000	exempt	
CUY W 44TH ST ----- W 44th St: Cleveland Over N&W and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	10134 10134	RW C Cleve BHF Cleve						40 1200 300 ----- 1540	40 1200 300 ----- 1540	exempt	READINESS: RW - SFY 2001 C - SFY 2001
CUY W 53RD ST ----- W 53rd St: Cleveland Over N&W and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	7003	RW Cleve						50 ----- 50	50 ----- 50	exempt	
CUY W 74TH ST ----- W 74th St: Cleveland Over N&W RR and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	10135 10135	RW C Cleve BHO Cleve						20 800 200 ----- 1020	20 800 200 ----- 1020	exempt	
CUY W 77TH ST ----- W 77th St: Cleveland Over N&W RR and GCRTA	Bridge Rehab & Reconstruction 0.03 Mile	7004 7004	RW C Cleve BRO BHO Cleve						20 1040 260 ----- 1320	20 1040 260 ----- 1320	exempt	
CUY W 140TH ST ----- W 140th St: Cleveland Puritas Ave to Lakewood Hts Blvd	Repair & Resurface 2.60 Miles	11937	C STP CUY CO Cleve						1600 200 200 ----- 2000	1600 200 200 ----- 2000	exempt	

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								TOTAL				
CUY WARRENSVILLE CENTER RD ----- Warrensville Center Rd: Cleveland Hts, South Euclid Cedar Rd to Mayfield Rd	Reconstruction 1.35 Miles	9694 9694	RW C	CUY CO S Eucl Cleve Hts STP CUY CO S Eucl Cleve Hts					3 2 1 1200 150 108 42	3 2 1 1200 150 108 42	exempt	
									1506			
CUY WARRENSVILLE CTR RD/NOBLE RD ----- Warrensville Ctr Rd/Noble Rd: Cleveland Hts, East Cleveland S Euclid Mayfield Rd to Euclid Ave	Rehabilitation 2.60 Miles		C	STP Cuy Co Cleve Hts E Cleve S Eucl					2376 297 198 89 10	2376 297 198 89 10	exempt	Program Amendment in SFY 1996
									2970			
CUY WESTWAY DR ----- Westway Dr: Rocky River Wagar Rd to Hilliard Blvd	Rehabilitation 0.60 Mile		C	STP CUY CO Rocky Rvr					280 35 35	280 35 35	exempt	Program Amendment in SFY 1994
									350			
CUY YORK RD ----- York Rd: North Royalton, Parma Sprague Rd to Pleasant Valley Rd	Widen to 4 Lanes & Rehabilitate 0.90 Mile		RW C	STP CUY CO Parma N Ryln STP CUY CO Parma N Ryln					75 63 53 9 3400 425 361 64	75 63 53 9 3400 425 361 64	analyzed	
									4450			
CUY US006-17.69 ----- US 6 - 17.69: Cleveland Conrail RR Bridge over US 6, 0.52 Mi E of IR 90	Bridge Replacement 1 Bridge 0.38 Mile	13181 13181	PE C	NH ODOT NH ODOT					480 120 3112 778	480 120 3112 778	exempt	Program Amendment in SFY 1994
									4490			

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									TOTAL			
CUY US006-28.16/LAK US006- 00.00 ----- US 6 - 28.16/00.00: Richmond Hts, Willoughby Hills US 6 - SR 175 (Richmond Rd) to Richmond Hts ECL US 6 - Willoughby Hills WCL to SR 84 (Bishop Rd)	Add Lanes & Reconstruct 1.08 Miles	9246 9246	RN C	ODOT ODOT					215 4700	215 4700	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY US006A-0.26 ----- US 6A - 0.26: Rocky River Railroad Bridge over US 6A	Replace 1 Bridge 0.25 Mile	11229 11229	PE C	ODOT S/STP ODOT					215 920 230	215 920 230	exempt	Program Amendment in SFY 1993
CUY SR008-0.00 ----- SR 8 - 0.00: Walton Hills Sagamore Rd to Forbes Rd	Widen Lanes & Reconstruct 1.42 Miles	13602	C	STP ODOT					1800 450	1800 450	exempt	
CUY SR008-4.06 ----- SR 8 - 4.06: Bedford, Bedford Hts, Maple Hts Rockside Rd to IR 480N	Widen to Standard Lanes & Reconstruct 1.09 Miles	13418	C	NH ODOT					3280 820	3280 820	exempt	Program Amendment in SFY 1994
CUY SR010-0.00 ----- SR 10 - 0.00: N Olmsted N Olmsted WCL to N Olmsted ECL	Resurfacing 6.00 Miles	14200	C	S/STP ODOT					3394 848	3394 848	exempt	
CUY SR010-15.91 ----- SR 10 - 15.91: Cleveland Over GCRTA Tracks, located between W 25th St and Columbus Rd	Bridge Replacement 1 Bridge 0.03 Mile	11528	C	BRF ODOT					936 234	936 234	exempt	Program Amendment in SFY 1993

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								TOTAL			
CUY SR014-5.21 ----- SR 14 - 05.21: Cleveland Conrail RR Bridge over SR 14 SE of Harvard Rd intersection	Bridge Replacement 1 Bridge 0.03 Mile	12828 12828 12828	PE RW C	ODOT ODOT NH ODOT				450 20 2104 526	450 20 2104 526	exempt	Program Amendment in SFY 1994
CUY SR014-6.28 ----- SR 14 - 6.28: Garfield Hts Over Mill Creek, 2.64 Mi W of SR 17	Bridge Replacement 1 Bridge 0.13 Mile	13182 13182	PE C	ODOT NH ODOT				80 1080 270	80 1080 270	exempt	Program Amendment in SFY 1994
CUY SR014-6.76 ----- SR 14 - 6.76: Garfield Heights Over Mill Creek (adjacent to Garfield Park), 2.16 Mi W of SR 17	Bridge Replacement 1 Bridge 0.13 Mile	13183 13183	PE C	ODOT NH ODOT				200 840 210	200 840 210	exempt	Program Amendment in SFY 1994
CUY SR014E-0.08 ----- SR 14E - 0.08: Bedford Union St over Tinker's Creek (adjacent to Bedford Reservation), 0.08 Mi S of SR 14	Bridge Deck Replacement 1 Bridge 0.13 Mile	13184 13184	PE C	ODOT S/STP ODOT				80 392 98	80 392 98	exempt	Program Amendment in SFY 1994
CUY SR017-13.50 ----- SR 17 - 13.50: Brooklyn Hts Schaaf Rd Bridge over SR 17	Replace Bridge Deck 1 Bridge 0.06 Mile	12033 12033	PE C	ODOT S/STP ODOT				140 680 170	140 680 170	exempt	Program Amendment in SFY 1993
CUY SR021-0.00 ----- SR 21 - 0.00: Brecksville SR 21 (Brecksville Rd) and SR 82 (Royalton Rd)	Traffic Signal Upgrade		C	CMAQ Brksvl				968 108	968 108	exempt	
									1076		

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CUY SR043-00.00 ----- Aurora Rd: Solon SR 91 to Solon ECL	Resurfacing & Reconstruction 3.10 Miles		C STP Solon					2800 700	2800 700	exempt	
CUY SR043-03.08 ----- Aurora Rd: Solon Cochran Rd to SR 91	Resurfacing & Reconstruction 1.85 Miles		C STP Solon					1920 480	1920 480	exempt	
CUY IR077-11.11 ----- IR 77 - 11.11: Cuyahoga Hts Conrail RR Bridge, Over IR 77, 0.32 Mi S of Grant Ave	Bridge Replacement 1 Bridge 0.02 Mile	13564 13564 13564	PE IM ODOT RW ODOT C IM ODOT					828 92 30 4770 530	828 92 30 4770 530	exempt	Program Amendment in SFY 1994
CUY IR077-11.69/11.71 ----- IR 77 - 11.69/11.71: Cuyahoga Hts Newburgh & South Shore RR Bridges, Over IR 77, 0.26 and 0.28 Mi N of Grant Ave	Replace 2 Bridges 0.02 Mile	13565 13565 13565	PE IM ODOT RW ODOT C IM ODOT					450 50 50 2610 290	450 50 50 2610 290	exempt	Program Amendment in SFY 1994
CUY IR077-11.78/11.82 ----- IR 77 - 11.78/11.82: Cuyahoga Hts Newburgh & South Shore RR Bridges, over IR 77, 0.35 and 0.39 Mi N of Grant Ave	2 Bridge Replacements 2 Bridges 0.04 Mile	13566 13566 13566	PE IM ODOT RW ODOT C IM ODOT					810 90 50 4770 530	810 90 50 4770 530	exempt	Program Amendment in SFY 1994
CUY IR077/US 422-15.18/00.84WS ----- IR 77/US 422 - 15.18/00.84: Cleveland IR 77 - EB US 422 to E 9th St (including IR 77 over US 422 EB & E 22nd St, E 14th St, E 9th St:E-1 and IR 90 WB ramp bridge to IR 77 SB)	Add Aux. SB Lane & Replace Dcks of 6 B 6 Bridges 0.75 Mile	13568 13568 13568	PE IM ODOT NH RW ODOT C IM NH ODOT					284 35 32 50 9518 1285 1200	284 35 32 50 9518 1285 1200	exempt	Program Amendment in SFY 1994
									12404		

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CUY SR082-0.00 ----- SR 82 - 00.00: Strongsville Lorain/Cuyahoga County Line to US 42 (Pearl Rd)	Add Lanes & Reconstruct 2.24 Miles	7848 7848	RW C	ODOT ODOT		2400 7900	2400 7900 ----- 10300	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY SR082-3.66 ----- SR 82 - 3.66: Strongsville 0.12 Mi E of IR 71 to Strongsville ECL	Add Lanes & Reconstruct 1.21 Miles	9222 9222	RW C	ODOT ODOT		650 4750	650 4750 ----- 5400	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY SR082-4.23 ----- SR 82 - 4.23: Strongsville Royalton Rd over Rocky River East Bridge	Widen Bridge to 4 Lanes 0.02 Mile	5557 5557	RW C	ODOT ODOT		20 700	20 700 ----- 720	analyzed	Project Amended in SFY 1993
CUY SR082-4.87 ----- SR 82 - 4.87: N Royalton N Royalton WCL to State Rd	Add Lanes & Reconstruct 3.29 Miles	9005 9005	RW C	ODOT ODOT		1750 12550	1750 12550 ----- 14300	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY SR082-08.16 ----- SR 82 - 8.16: N Royalton, Broadview Hts, Bracksville SR 94 to 0.38 Mi of IR 77	Add Lanes & Reconstruct 3.57 Miles	9223 9223	RW C	ODOT ODOT		1900 13450	1900 13450 ----- 15350	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY SR087-11.88/US422-11.22 ----- SR 87/US 422 - 11.88/11.22: Beachw Orange, Woodmere, Pepper Pike IR 271 to Lander Rd (Lander Circle	Add Lanes & Reconstruct 1.51 Miles	9445 9445	RW C	ODOT ODOT		800 8000	800 8000 ----- 8800	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY IR090-0.00 ----- IR 90 - 0.00: Westlake Add 1 lane in each direction Lorain/Cuyahoga County Line to 0.26 Mi E of SR 252 (Includes Bridge Widening: IR 90 - 0.45 (L & R) Over Bradley Rd and IR 90 - 2.49 (L & R) Over Dover Center Rd)	Add Lanes & Widen 4 Bridges 3.82 Miles	11738 11738	PE C	NH ODOT NH ODOT		720 180 4000 1000	720 180 4000 1000 ----- 5900	analyzed	Program Amendment in SFY 1993

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CUY IR090-2.01 IR 90 - 2.01/3.03/6.21/6.48/8.49; Rocky River and Cleveland Replace 5 Bridge Decks over Interstate Cahoon, Canterbury, Wager, Northview and W 159th	Replace 5 Bridge Decks 5 0.21 Mile	12339	C	IM ODOT					2745 305	2745 305	exempt	Program Amendment in SFY 1993	
CUY IR090-15.24 IR 90 - 15.24; Cleveland Innerbelt Bridge Westbound	Widening & Misc Improvements 0.96 Mile	9178 9178	PE C	ODOT IM ODOT					150 6525 725	150 6525 725	exempt		
CUY SR091-0.00 SR 91 - 0.00: Solon SOM Center Rd Solon SCL to Baldwin Rd	Widen to 4 Lanes & Reconstruct 2.42 Miles	7900 7900	RW C	Solon STP STP ODOT					175 125 6080 1520	175 125 6080 1520	analyzed	READINESS: RW - SFY 1997 C - SFY 1999	
CUY SR091-3.40 SR 91 - 3.40: Solon SOM Center Rd Maple Dr to Solon NCL	Resurfacing 1.89 Miles	16204	C	STP Solon					304 76	304 76	exempt		
CUY SR174-2.37 SR 174 - 2.37; Gates Mills Over Chagrin River, 1.46 Mi N of US 322	Bridge Replacement 1 Bridge 0.15 Mile	13185 13185	PE C	ODOT S/SFP ODOT					290 1360 340	290 1360 340	exempt	Program Amendment in SFY 1994	
CUY SR175-0.32 SR 175 - 0.32/0.56; Solon Under Conrail between Solon WCL and Brainard Rd	Construct Grade Separation on New Alignment 0.46 Mile	11230 11230	RW C	S/STP ODOT S/STP ODOT					40 10 3120 780	40 10 3120 780	exempt		
										3950			

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								TOTAL			
CUY SR175-2.01 ----- SR 175 - 2.01: Warrensville Hts, Milas Rd to Emery Rd (SECTION 11)	Reconstruct & Widen to 4 and 5 Lanes 0.63 Mile	11042 11042	RW C	ODOT S/STP ODOT				200 2480 620	200 2480 620	analyzed	
CUY SR175-3.15 ----- SR 175 - 3.15: Warrensville Hts, Highland Hills 0.25 Mi N of IR 271 to Harvard Rd (SECTION 5A)	Reconstruct & Widen to 4 and 5 Lanes 0.52 Mile	11035 11035	RW C	ODOT S/STP ODOT				100 2160 540	100 2160 540	analyzed	
CUY SR175-3.66 ----- SR 175 - 3.66: Beachwood, Warrensville Hts, Highland Hills (Harvard Rd from 0.4 Mi W of SR 175 to SR 175 and SR 175 from 0.1 Mi S of Harvard Rd to Chagrin Blvd) SECTION 10	Reconstruct & Widen to 4 and 5 Lanes 2.17 Miles	11041 11041	RW C	ODOT S/STP STP ODOT CUY CO Bchwod Hglid Hlls				150 2840 1400 710 175 100 75	150 2840 1400 710 175 100 75	analyzed	
CUY SR175-07.38 ----- SR 175 - 7.38: Lyndhurst SR 175 and Brainard Rd	Traffic Signal Upgrade		C	CMAQ Lyndhurst				644 72	644 72	exempt	
CUY SR175-10.98 ----- SR 175 - 10.98: Richmond Heights Highland Rd to Horizon Dr	Add Lanes & Reconstruct 1.23 Miles	6504 6504	RW C	ODOT ODOT				650 7000	650 7000	analyzed	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
CUY SR175-12.21 ----- SR 175 - 12.21: Richmond Hts, Euclid Horizon Dr to Euclid Ave	Add Lanes & Reconstruct 1.32 Miles	14171 14171	RW C	ODOT ODOT				700 7500	700 7500	analyzed	

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CUY SR176F-12.61 ----- SR 176F - 12.61: Cleveland Denison over Jannings Freeway	Bridge Deck Replacement 1 0.02 Mile	12075 12075	PE C	ODOT NH ODOT	100 480 120	100 480 120	700	exempt	Program Amendment in SFY 1993
CUY SR252-8.04 ----- SR 252 - 8.04: Westlake Hilliard Blvd to Westlake NCL	Widen to 4 Lanes & Reconstruct 0.99 Mile	9628 9628	RW C	ODOT NH ODOT	370 3840 960	370 3840 960	5170	analyzed	
CUY SR252-9.13 ----- SR 252 - 9.13: Bay Village Columbia Rd N & W RR to US 6 (Lake Rd)	Rehabilitation and Culvert Replacement 0.60 Mile		C	STP ODOT	1232 308	1232 308	1540	exempt	Program Amendment in SFY 1995
CUY IR271-0.54 ----- IR 271 - 0.54: Oakwood Village Alexander Rd, over IR 271, 0.52 Mi N of IR 480	Replace Bridge Deck 1 Bridge 0.01 Mile	13186 13186	PE C	ODOT IM ODOT	360 1881 209	360 1881 209	2450	exempt	Program Amendment in SFY 1994
CUY IR271/IR480-3.57/25.10 ----- IR 271/IR 480 - 3.57/25.10: Bedford Hts, Warrensville Hts IR 271: 0.10 Mi S of Columbus Rd to 0.06 Mi S of Emery Rd IR 480: 0.07 Mi E of SR 17 to IR 271	Upgrade & Resurface 3.76 Miles	12995	C	IM ODOT	2925 325	2925 325	3250	exempt	Program Amendment in SFY 1994
CUY IR271-6.04 ----- IR 271 - 6.04: Warrensville Hts, Beachwood, Pepper Pike, Orange 0.06 Mi S of Emery Rd to 0.19 Mi N of Fairmount Blvd	Upgrade & Resurface 3.88 Miles	12996	C	IM ODOT	3015 335	3015 335	3350	exempt	Program Amendment in SFY 1994

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CUY IR271-6.53 ----- IR 271 - 6.53: Beachwood, Warrensville Hts, Orange New Interchange at Harvard Rd (including widening of Harvard Rd from SR 175 to IR 271) (SECTION 7)	Construct New Interchange 1.33 Miles 0.57 Mile	9300	C	NH ODOT					8370 930	8370 930	analyzed	READINESS: C - SFY 1999
CUY IR271-9.92 ----- IR 271 - 9.92: Beachwood, Pepper Pike, Lyndhurst, Mayfield H Mayfield, Highland Hts 0.19 Mi N of Fairmount Blvd to the Cuyahoga County Line	Upgrade & Resurface 6.73 Miles	12997	C	IM ODOT					5148 572	5148 572	exempt	Program Amendment in SFY 1994
CUY IR271-13.15 ----- CUY US322-12.50 IR 271/US 322 - 13.15/12.50: Mayfield Heights Repair and Resurface US 322 from Lander Rd to IR 271 Widen and Reconstruct from IR 271 to Mayfield Hts ECL (includes widening SR 91 Intersect and modifying interchange)	Widen, Reconstruct Modify Interchange 1.89 Miles	12472 12472	RW C	ODOT NH ODOT					100 8080 2020	100 8080 2020	analyzed	
CUY IR271-14.49 ----- IR 271 - 14.49(L&R): Mayfield Village and Highland Hts Over Wilson Mills Rd	Replace Bridge Deck 0.49 Mile	12343	C	IM ODOT					3690 410	3690 410	exempt	Program Amendment in SFY 1993
CUY US422-0.78WS ----- US 422 - 0.78 WS: Cleveland Ramp (bridge) connecting Eastbound US 422 to Southbound IR 77, over US 422 (WB)	Replace Bridge Superstructure 1 Bridge 0.01 Mile	13188	C	IM ODOT					675 75	675 75	exempt	Program Amendment in SFY 1994

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CUY US422-9.96 ----- US 422 - 9.96: Beachwood, Highland Hills, Orange, Woodmere Belvior Rd to Orange Pl	Signal Upgrade (IVHS Technology) 2.27 Miles		C CMAQ Schwod					746 186 ----- 932	exempt	Program Amendment in SFY 1995
CUY IR480-6.78 ----- IR 480 - 6.78: Cleveland Rocky River Valley to 0.16 Mi W of W 130th St (includes repairs to 14 bridges)	Upgrade, Resurface & Bridge Repairs 14 Bridges 3.60 Miles	12999	C IN ODOT					5580 620 ----- 6200	exempt	Program Amendment in SFY 1994
GEA CHARDON VILLAGE SIGNALS ----- Chardon Village Signals: Chardon Village US 6 (Water St/Hambden St) and SR 44 (Center St/Main St)	Traffic Signal Upgrade		C CMAQ Chardon V					540 60 ----- 600	exempt	Program Amendment in SFY 1996
GEA CHERRY AVE ----- Cherry Ave: Chardon SR 44 to US 6	Widen Lanes & Resurface 0.17 Mile		C STP Chardon					306 77 ----- 383	exempt	
GEA WILSON MILLS RD ----- Wilson Mills Rd: Chardon Chardon SCL to US 6	Reconstruction 0.85 Mile		RW Chardon STP C STP Chardon					160 110 3080 770 ----- 4120	exempt	
GEA SR168-7.58 ----- SR 168 - 7.58: Burton Twp Over the Cuyahoga River, S of Burton SCL	Replace Bridge 1 Bridge 0.02 Mile	13483 13483 13483	PE ODOT RW C S/STP ODOT					70 10 320 80 ----- 480	exempt	Program Amendment in SFY 1994

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GEA US322-00.59/SR306-11.89	Widen to 4 Lanes & Reconstruct	6485	RW	ODOT			100	100	analyzed	
US 322/SR 306 - 00.59/11.89		6485	C	NH			7400	7400		
Chester Twp 2.16 MI W of SR 306 to 0.30 MI E of SR 306	0.52 Mile			ODOT			2220	2220		
0.18 MI S of 322 to 0.34 MI N of US 322	2.46 Miles			S/STP			1480	1480		
								11200		
LAK E 288TH ST	Upgrade and Reconstruct	15275	C	STP			816	816	exempt	
E 288th St: Willowick Worden Rd to SR 283	0.52 Mile			Willwk			204	204		
								1020		
LAK ERIE RD	Widen Lanes & Reconstruct	7895	RW	Eastlk			141	141	exempt	READINESS: RW - SFY 1998 C - SFY 1998
Erie Rd: Eastlake Lakeshore Blvd to Eastlake ECL	1.05 Miles	7895	C	STP			91	91		
				STP			2820	2820		
				Eastlk			704	704		
								3756		
LAK HEISLEY RD	RR Grade Separation		PE	Mentor			730	730	exempt	
Heisley Rd: Mentor Jackson St to Hendricks Rd (Proposed Grade Separations with the CR & NS RRs and adding lanes to the approaches) (PRELIMINARY ALTERNATIVES STUDY IS ACTIVE)	2.71 Miles		C	STP			8000	8000		
				Mentor			2000	2000		
								10730		
LAK JACKSON ST	Repair and Resurface	14110	C	STP			1194	1194	exempt	READINESS: C - SFY 1998
Jackson St: Painesville Painesville WCL to State St	2.22 Miles			Painvl			299	299		
								1493		
LAK METROPARKS GREENWAY BIKETRAIL	Construct Bike Path	10085	C	S/STP			2400	2400	exempt	
Lake Metroparks Greenway Biketrail Concord Twp, Painesville Along abandoned RW of B&O RR Colburn Rd to Jackson St	5.90 Miles			LMS			600	600		
								3000		

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LAK N MARGINAL RD ----- N Marginal Rd; Willowick Intersection of N Marginal Rd and Bayridge Blvd and Marginal Rd from E 305th St to Bayridge Blvd	Intersection Upgrade 0.27 Mile	15400	C	STP Willwk				56 18	56 18	exempt	Program Amendment in SFY 1995
LAK VROOMAN RD ----- Vrooman Rd; Leroy Twp, Perry Twp IR 90 to SR 84 Includes Bridge over Grand River (AS is an Archeological Study)	Reconstruction & Relocation 1.48 Miles	5669 5669	C AS	STP LAK CO STP LAK CO				6384 1596 120 30	6384 1596 120 30	exempt	READINESS: RW - SFY 1997 AS & C - SFY 1998
LAK SR002-3.63/3.99/4.86/5.30 ----- SR 2 - 3.63/3.99/4.86/5.30: Eastlake, Willoughby Over Beidler Rd, SR 640, Erie Rd and the Chagrin River	Replace Bridge Deck on 4 Twin Structures 8 Bridges 0.15 Mile	12831 12831 12831	PE RW C	NH BHP ODOT ODOT NH BHP ODOT				440 440 220 10 2516 2516 1258	440 440 220 10 2516 2516 1258	exempt	Program Amendment in SFY 1994
LAK SR002-0.31 ----- SR 2 - 0.31/0.55/1.05 L&R: Wickliffe Over Lloyd Rd, the Lloyd Rd connector Ramps (to SR 2) and and Worden Rd	Replace 3 Twin Bridge Decks 3 Bridges 0.09 Mile	13484 13484 13484	PE RW C	NH ODOT ODOT NH ODOT				752 188 10 4520 1130	752 188 10 4520 1130	exempt	Program Amendment in SFY 1994
LAK SR002-1.80 ----- SR 2 - 1.80/2.55 L&R: Willowick, Eastlake Over E 305th St and E 337th St	Replace 2 Twin Bridge Decks 2 Bridges 0.75 Mile	13485 13485 13485	PE RW C	ODOT ODOT NH ODOT				400 10 1952 488	400 10 1952 488	exempt	Program Amendment in SFY 1994
LAK SR002-3.03 ----- SR 2 - 3.03 L&R: Eastlake Over a stream, 0.19 Mi W of SR 91	Rehabilitate Bridges 2 Bridges 0.01 Mile	13190 13190 13190	PE RW C	ODOT ODOT BHP ODOT				100 10 472 118	100 10 472 118	exempt	Program Amendment in SFY 1994
									700		

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LAK SR002-4.51 ----- SR 2 - 4.51: Willoughby Stevens Blvd over SR 2	Replace Bridge Deck 1 Bridge 0.05 Mile	10414	C	BRF ODOT					560 140	560 140	exempt	
										700		
LAK SR002-11.69 ----- SR 2 - 11.69 L&R: Mentor Over Heisley Creek	Rehabilitate Twin Bridge 1 Bridge 0.02 Mile	13486 13486 13486	PE RW C	ODOT ODOT NH ODOT					220 10 1016 254	220 10 1016 254	exempt	Program Amendment in SFY 1994
										1500		
LAK US020-12.21 ----- US 20 - 12.21: Painesville Twp Mentor ECL to Fern Ave	Add LT Lane, Widen & Reconstruct 2.18 Miles	8411 8411	RW C	ODOT ODOT					50 5000	50 5000	exempt	HIGH EMPHASIS PROGRAM (HEP) 100% STATE
										5050		
LAK US020-17.40 ----- US 20 - 17.40: Painesville Twp Conrail RR Bridge Over US 20 1.0 Mi W of SR 535 (Nursery Rd)	Bridge Replacement 1 Bridge	12051 12051	PE C	ODOT S/STP ODOT					100 544 136	100 544 136	exempt	Program Amendment in SFY 1993
										780		
LAK US020 - 18.40 ----- US 20 - 18.40: Painesville, Perry Twps SR 535 to Townline Rd	Widen Lanes & Reconstruct 6.58 Miles	6065 6065	RW C	ODOT NH ODOT S/STP					80 3600 1000 400	80 3600 1000 400	exempt	NON-NOACA CORDON PROJECT
										5080		
LAK US020-24.98 ----- US 20 - 24.98/27.71: Madison Twp Townline Rd to Ashtabula County Line (includes Bridge Replacement over Arcola Creek)	Widen Lns, Rcnstrct and and Replace 1 Bridge 5.43 Miles	5135 5135	RW C	ODOT NH ODOT					100 10800 2700	100 10800 2700	exempt	NON-NOACA CORDON PROJECT
										13600		

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LAK IR090-0.54 ----- IR 90 - 0.54: Willoughby Hills at SR 84 Interchange SR 84 - 0.43: Willoughby Hills, Wickliffe US 6 to 0.25 Miles N of IR 90	Modify Interchange & Midan Bridge 1.13 Miles	9247 9247	RW C	ODOT S/STP NH ODOT			350 1900 1900 1900 950	350 1900 1900 1900 950	analyzed	
LAK IR090-9.26 ----- IR 90 - 9.26: Mentor(Interchange) at SR 615 (0.38 Mile) SR 615 - 1.83: Mentor(Widening) IR 90 to SR 84 (0.99 Mile)	New Interchange & Widen to 4 Lanes 0.38 Mile 0.99 Mile	9331 9331	RW C	NH S/STP ODOT DPR NH ODOT			540 240 120 4700 2900 1500	540 240 120 4700 2900 1500	analyzed	Project Amended in SFY 1993
LAK IR090-26.87 ----- IR 90 - 26.87: Madison SR 528 Over IR 90	Replace Bridge Deck 1 Bridge 0.06 Mile	12035 12035	PE C	ODOT IM ODOT			100 639 71	100 639 71	exempt	Program Amendment in SFY 1993
LAK SR283-0.043 ----- SR 283 - 0.043: Willowick Along Lakeshore Blvd, Vine St and E 305th St	Signal Upgrade	16353	C	CMAQ Willowick			355 39	355 39	exempt	Program Amendment in SFY 1996
LAK SR283-09.43 ----- Andrews Rd: Mentor-on-the-Lake SR 615 to Mentor ECL	Widen Lanes & Resurface 1.65 Miles	14940	C	STP M-o-t-L			2240 550	2200 550	exempt	Program Amendment in SFY 1995
LAK SR615-0.00 ----- SR 615 - 0.00: Kirtland SR 615 - From Garfield Rd intersection to the SR 306 & Eisenhower Rd intersection Kirtland-Chardon Rd - S of SR 615 (northward) to intersection of SR 615 and Garfield Rd	Realign Roadways, Relocate 1 Bridge 0.33 Miles	16009	C	STP Kirtld			3363 841	3363 841	exempt	Program Amendment in SFY 1996

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LAK SR615-01.18 ----- SR 615 - 1.18: Kirtland Hills Chillicothe Rd to Kirtland Hills C	Upgrade, Rcnstrct & Modify Intersection 0.95 Mile	12790 12790 12790	PE RW C	ODOT ODOT S/STP ODOT				230 40 1464 366	230 40 1464 366	exempt	Program Amendment in SFY 1994
LAK SR615-2.82 ----- SR 615 - 2.82: Mentor SR 84 to US 20	Widen to 4 Lanes & Reconstruct 0.50 Mile	9332 9332	RW C	ODOT S/STP ODOT				200 1440 360	200 1440 360	analyzed	
LOR FERNDALE AVE ----- Ferndale Ave: Sheffield Lake Harris Rd to Warwick Dr Warwick Dr: Sheffield Lake Ferndale Ave to Lake Rd	Resurfacing 1.51 Miles		C	STP Shefld Lk				5251 1313	5251 1313	exempt	
LOR CENTRAL LORAIN CORRIDOR ----- Central Lorain Corridor (Preliminary Development Study under PID NO. 7567)	New Construction		C	NH ODOT				45000 15000	45000 15000		
LOR COLORADO AVE (PHASE I) ----- Colorado Ave: Lorain East Erie Ave to Henderson Dr (Phase I)	Widen and Reconstruct 0.85 Mile	8844 8844	RW C	Lorain STP Lorain				30 1752 438	30 1752 438	analyzed	
LOR COOPER FOSTER PARK RD (PT I) ----- Cooper Foster Park Rd: Lorain, Amherst, Amherst Twp SR 58 to Oberlin Ave	Widen to 4 Lanes & Resurface 1.26 Miles	7466 7466	RW C	Lorain STP STP Lorain				120 70 1832 458	120 70 1832 458	analyzed	

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LOR COOPER FOSTER PARK RD (PT II) ----- Cooper Foster Park Rd Oberlin Ave to South Broadway	Widen to 4 Lanes & Resurface 1.72 Miles	7467 7467	RW C	Lorain STP STP Lorain					135 85 2079 519	135 85 2079 519	analyzed	
										2818		
LOR E BRIDGE ST ----- E Bridge St: Elyria Conrail RR Bridge over E Bridge St	Replace RR Bridge 0.15 Mile		C	BRF Elyria					1800 450	1800 450	exempt	Program Amendment in SFY 1995
										2250		
LOR E BROAD ST ----- E Broad St: Elyria E River St to 432' E of SR 57	Wdn to 4 Lns w/ Trn Lane at Key Intractn 1.15 Miles	6170 6170	RW C	Elyria STP STP Elyria					363 313 3282 821	363 313 3282 821	analyzed	
										4779		
LOR ELYRIA INDUSTRIAL PKWY (PH II) ----- Elyria Industrial Parkway: Elyria Extend Pkwy W to Murray Ridge Rd (Phase II)	Construction of 4 Lane Facility 0.90 Mile	3938	C	STP Elyria					1944 486	1944 486	analyzed	Project Amended in SFY 1993
										2430		
LOR ELYRIA INDUSTRIAL PKWY(PH III) ----- Elyria Industrial Parkway: Elyria Murray Ridge To West Ridge Rd (Phase III)	New Construction 0.72 Mile		PE C	STP Elyria STP Elyria					150 38 1440 360	150 38 1440 360	analyzed	Project Amended in SFY 1993
										1988		
LOR FRENCH CREEK RD ----- French Creek Rd: Sheffield Village East River Rd to Sheffield ECL	Widen Lanes, Rehab & Resurface 1.99 Miles	12840	C	STP Sheffield					380 95	380 95	exempt	
										475		

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LOR HARRIS RD ----- Harris Rd: Sheffield Lake Lake Rd to Oster Rd	Resurfacing 0.80 Mile		C STP Shefld Lk					60 15	60 15	exempt	
									75		
LOR ISLAND RD ----- Island Rd (CR 58): Eaton Twp SR 82 to N Ridgeville SCL	Widen Lanes and Rehabilitate 2.63 Miles	16320	C STP LOR CO					532 133	532 133	exempt	Program Amendment in SFY 1995
									665		
LOR LEAR NAGLE RD ----- Lear Nagle Rd: North Ridgeville Lorain Rd to Center Ridge Rd	Widen Lanes & Rehabilitate 1.25 Miles	16319	C STP N Rdgvl BRF					1125 300 75	1125 300 75	exempt	
									1500		
LOR PARK ST/GRAFTON RD ----- Grafton St: Oberlin Park St to Oberlin ECL ECL W to Park St Park St: Oberlin Grafton St to Lorain St	Reconstruction 0.95 Mile	12838	C STP Oberlin					1292 323	1292 323	exempt	READINESS: C - SFY 1998
									1615		
LOR RUSSIA RD ----- Russia Rd (CR 57): Henrietta Twp, S Amherst and Russia Twp Baumhart Rd to SR 58	Widen Lanes & Rehabilitate 3.10 Miles	16332	C STP LOR CO					478 119	478 119	exempt	Program Amendment in SFY 1995
									597		
LOR SPRAGUE RD ----- Sprague Rd (CR 10): Columbia Twp, Eaton Twp, N Ridgeville Olmsted Twp and Olmsted Falls Root Rd to Columbia W River Rd	Widen Lanes & Resurface 3.82 Miles	15559	C STP LOR CO					734 183	734 183	exempt	Program Amendment in SFY 1995
									917		

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LOR TOWER BLVD (PHASE I) ----- Tower Blvd: Lorain Falco Ave to Elyria Ave (Phase I)	Extension on New Alignment 0.71 Mile	7311	C	STP Lorain			1296 324	1296 324	analyzed	
LOR TOWER BLVD (PHASE II) ----- Tower Blvd: Lorain Elyria Ave East to SR 57 (Phase II)	Widen to 4 Lanes & New Construction 2.09 Miles			RW Lorain C STP Lorain			345 295 1852 463	345 295 1852 463		
LOR WALKER RD ----- Walker Rd: Avon Lake Avon Lake WCL to Jaycox Rd	Resurfacing 4.00 Miles			C STP Avn Lk			288 72	288 72	exempt	
LOR SR002-7.97 ----- SR 2 - 7.97/IR 90 - 10.64: Brownhelm Twp, Amherst, Amherst Twp and Elyria 0.44 Mi E of SR 58 to IR 90 SR 2 to Elyria Corp Limit	Preliminary Engineering Study 9.05 Miles	7129		PE NH ODOT			2172 543	2172 543	exempt	PROJ-ID Number Subject to Change
LOR SR058-24.31 ----- SR 58 - 24.31 Intersection of SR 58 & Kresge Dr (along SR 58)	Install Traff Sigl & Improve Access 0.386 Km			C S/STP ODOT			169 42	169 42	exempt	
LOR SR083-10.28 ----- SR 83 - 10.28: N Ridgeville, Avon, Avon Lake SR 83 Corridor Study 0.50 Mi S of SR 10 to US 6	PE Study ONLY 11.54 Miles	12378		PE NH ODOT			3969 993	3969 993	exempt	

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LOR SR611-04.38	Widening and Reconstruction 1.25 Miles	4062	RW	NH				105	105	analyzed	
Colorado Ave: Lorain Henderson Dr to Lorain ECL (Phase II)		4062	C	ODOT NH ODOT				26 1120 280	26 1120 280		
									1531		
LOP SR611-5.66	Reconstruction 2.80 Miles		RW	Sheffield				175	175	analyzed	
SF 611 - 5.66: Sheffield Sheffield WCL to Abbe Rd (Phase III)			C	STP STP Sheffield				125 2546 637	125 2546 637		
									3483		
MED BOSTON RD	Reconstruct & Widen Lanes 2.67 Miles	4067	RW	STP				400	400	exempt	READINESS: RW - SFY 2000
Boston Rd: Brunswick, Strongsville Brunswick Hills Twp Pearl Rd to W 130th St		4067	C	Brunsw Strngs STP Strngs Brunsw Med Co				225 225 8198 7025 820 205	225 225 8198 7025 820 205		
									17098		
MED MARKS RD	Reconstruction 0.98 Mile		RW	MED CO				20	20	exempt	
Marks Rd (CR 22): Liverpool Twp, Brunswick Hills Twp SR 303 to Wegman Rd			C	STP MED CO				1184 296	1184 296		
									1500		
MED N CARPENTER RD	Reconstruction 2.12 Miles	14821	RW	Brunsw				220	220	exempt	
N Carpenter Rd: Brunswick 0.06 Mi N of Center Rd to Boston Rd		14821	C	STP STP Brunsw				170 3440 860	170 3440 860		
									4690		
MED SR003	Construct Bike Path, Route, Lanes 4.65 Miles		PE	Seville				51	51	exempt	
Seville Bikeway: Seville Various bikeway types along variou streets and off-street locations			C	Seville				515	515		
									566		

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
 SUPPLEMENTAL TRANSPORTATION IMPROVEMENT PROGRAM BEYOND SFY 2000
 HIGHWAY AND BIKEWAY ELEMENT ...FOR INFORMATION ONLY

Sorted by County - Route - Section

DATE: 07/03/96

PROJECT DESCRIPTION	TYPE OF WORK LENGTH IN MILES	PROJ-ID PHASE OF WORK	SOURCE OF FUNDS	ESTIMATED COST (X \$1000)						AQ STATUS	PROJECT INFORMATION
									TOTAL		
MED SR018-16.08	Reconstruct & Add Turn Lane 5.05 Miles	4082	RW	S/STP					1336	1336	exempt
SR 18 - 16.08: Granger Twp, Sharon Twp		4082	C	ODOT					334	334	
0.09 Mi E of Windfall Rd to Medina Co Line				S/STP					7270	7270	
				ODOT					1817	1817	
									10757		
WAY/MED SR083-23.84	Realign Curve, Replace Bridge 1.07 Mile	7463	RW	S/STP					97	97	exempt
SR 83 - 23.48/0.00: Burbank, Harrisville Twp				IM					29	29	
0.07 Mi S of Wayne/Medina Co Line to 1.00 Mi N of Wayne/Medina Co Li		7463	C	ODOT					13	13	
				BRF					5	5	
				S/STP					404	404	
				IM					234	234	
			ODOT					153	153		
			BRF					102	102		
									1037		

II. TRANSIT ELEMENT (by Operator)

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT ELEMENT (By Operator)
SFYs 1997–2000
Total Costs Programmed in Five County Area

07/09/96

Operator	Federal, State and Local Dollars by State Fiscal Year				
	1997	1998	1999	2000	4 Year Total
GCRTA	\$217,979	\$221,382	\$226,135	\$233,144	\$898,640
Geauga County Transit	522	633	606	622	2,383
LAKETRAN	8,532	7,684	10,419	7,919	34,554
Lorain County Transit	2,407	2,146	2,614	2,795	9,962
LCT/SBS Transit Inc.	94	134	94	96	418
Medina County Transit	586	518	564	571	2,239
Brunswick Transit Alternative	593	233	634	234	1,694
Specialized Transportation Program	200	200	200	200	800
Grand Total	\$230,913	\$232,930	\$241,266	\$245,581	\$950,690

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
(GCRTA)**

SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	31,502	186,477	0	25,201	2,576	0
1998	29,783	191,599	0	23,825	986	0
1999	29,691	196,444	0	23,751	0	0
2000	30,807	202,337	0	24,645	0	0
TOTAL	121,783	776,857	0	97,422	3,562	0

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	186,477	45,357	141,120	132,909	5,635	2,576
1998	191,599	45,905	145,694	139,073	5,635	986
1999	196,444	46,458	149,986	144,351	5,635	0
2000	202,337	47,387	154,950	149,315	5,635	0
TOTAL	776,857	185,107	591,750	565,648	22,540	3,562

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Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Qty.		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement				5307 ¹	5309 ²								
1)	Bus/Rail Spare Parts				186	X			148	19		19	1996	Spare Parts Support Program	
2)	Replacement Fixed Route Buses	27	X	X	8,250	X			6,600	825		825	1996	Bus Improvement Program	
3)	Passenger Shelters	150	X		800	X			640	80		80	1990	Bus Passenger Shelter Program Policy	
4)	Purchase Computer Hardware/Software				500	X			400	50		50	1996	Computer Upgrade	
5)	Transit Center (Construction—Westgate)				1,000	X			800	100		100	1993	Transit 2010	
6)	Communications Upgrade (Radio System)				1,250	X			1,000	125		125	1996	Eq. Replacement/Radio Upgrade	
													1996	Needs Assessment	
7)	Rail Station Rehabilitation (Construction—Brookpark)				8,652		X		6,922	865		865	1977	Capital Needs I Toguchi Ovington Report	
8)	Bridge Rehabilitation (Construction—Grand Avenue)				1,958		X		1,566	196		196	1977	Capital Needs I CUT Right-of-Way and Bridge	
9)	Track Rehabilitation				1,368		X		1,094	137		137	1977	Capital Needs I CUT Right-of-Way and Bridge Study	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
DISCRETIONARY, FLEXIBLE, STATE AND LOCAL FUNDING PROGRAMS
CAPITAL IMPROVEMENTS

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement			5307 ¹	5309 ²								
1)	Replacement Fixed Route Buses	6	X	X	2,039	X		CMAQ ⁵	1,631	204		204	1996	Bus Improvement Program	
2)	CNG Fueling Facility (Brooklyn) ⁴				2,500	X		CMAQ ⁵	2,000	250		250	1997	Facility Modifications for Clean Air Req.	
3)	Bus Garage Rehabilitation (Partial - Funding for Construction - Triskett) ³				3,000		X		2,400	300		300	1979	Capital Needs II	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - Additional federal funds will be pursued to support GCRTA's bus garage rehabilitation program.

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Qty.		Federal Funding		Amount of State Funding		Amount of Local Funding	Located in:				
		Replacement				FTA	FHWA				Year	Document Title			
					5307 ¹	5309 ²		ODOT	Other	Tax	Other	Year	Document Title		
1)	Bus/Rail Spare Parts				300	X		240	30		30		1996	Spare Parts Support Program	
2)	Replacement Fixed Route Buses	36	X	X	11,436	X		9,148	1,144		1,144		1996	Bus Improvement Program	
3)	Fare Collection Equipment				200	X		160	20		20		1996	Fare Collection Eq. Upgrade Program	
4)	Computer Hardware/Software				500	X		400	50		50		1996	Computer Equipment Upgrade	
5)	Rail Station Rehabilitation (partial funding: Construction – Puritas)				3,771		X	3,017	377		377		1977	Capital Needs I Touguchi – Ovington Report	
6)	Track Rehabilitation				3,100		X	2,480	310		310		1977	Capital Needs I CUT Right-of-Way and Bridge	
7)	Signal System (Construction – W. Park to Airport)				5,437		X	4,349	544		544		1977	Capital Needs I CUT Right-of-Way and Bridge	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ – Formerly FTA Section 9 Formula Grant Program Funds

² – Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
DISCRETIONARY, FLEXIBLE, STATE AND LOCAL FUNDING PROGRAMS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Replacement		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Qty.				5307 ¹	5309 ²								
1)	Replacement Fixed Route Buses ⁴	6	X	X	2,039	X		CMAQ ⁵	1,631	204		204		1996	Bus Improvement Program
2)	Bus Garage Rehabilitation (partial Funding for Construction - Triskett) ³				3,000		X		2,400	300		300		1979	Capital Needs II

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - Additional federal funds will be pursued to support GCRTA's bus garage rehabilitation program.

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement			5307 ¹	5309 ²								
		Qty.												
1)	Replacement Fixed Route Buses	28	X	X	9,190	X			7,352	919		919	1996	Bus Improvement Program
2)	Fare Collection Equipment				400	X			320	40		40	1996	Fare Collection Equipment Upgrade
3)	Passenger Shelters	150	X		850	X			680	85		85	1990	Bus Passenger Shelter Program Policy
4)	Computer Hardware/Software				700	X			560	70		70	1996	Computer Upgrade
5)	Transit Center (Design and Construction - Parma)				1,350	X			1,080	135		135	1993	Transit 2010
6)	Bridge Rehabilitation (Constr. - Holton, Euclid, McCurdy)				8,176		X		6,540	818		818	1977	Capital Needs I CUT Right-of-Way and Bridge Study
7)	Track Rehabilitation				3,986		X		3,188	399		399	1977	Capital Needs I CUT Right-of-Way and Bridge Study

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
DISCRETIONARY, FLEXIBLE, STATE AND LOCAL FUNDING PROGRAMS
CAPITAL IMPROVEMENTS

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Replacement		Expansion		FTA 5307 ¹	FHWA	FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Qty.													
1)	Replacement Fixed Route Buses ⁴	6	X	X	2,039	X		CMAQ ⁵	1,631	204		204		1996	Bus Improvement Program
2)	Bus Garage Rehabilitation (Partial funding for Construction - Woodhill) ³				3,000		X		2,400	300		300		1979	Capital Needs II

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - Additional federal funds will be pursued to support GCRTA's bus garage rehabilitation program.

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion Replacement				FTA 5307 ¹	5309 ²	FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Qty.													
1)	Bus/Rail Spare Parts (Including replacing car wash at Central Rail)				2,500	X			2,000	250		250	1996	Spare Parts Support Program	
2)	Replacement Fixed Route Buses	26	X	X	9,000	X			7,200	900		900	1998	Bus Improvement Program	
3)	Purchase Computer Hardware/Software				700	X			560	70		70	1996	Computer Upgrade	
4)	Fare Collection Equipment				400	X			320	40		40	1996	Fare Collection Eq. Upgrade	
5)	Transit Center (Design - Randall)				350	X			280	35		35	1993	Transit 2010	
6)	Rail Station Rehabilitation (Construction - University Circle, E. 55th St. & E. 105th St. - Partial Funding)				9,082		X		7,266	908		908	1977	Capital Needs I Toguchi Ovington Report	
7)	Bridge Rehabilitation (Construction - Ambler, Mayfield)				2,136		X		1,708	214		214	1977	Capital Needs I CUT Right-of-Way and Bridge Study	
8)	Track Rehabilitation				900		X		720	90		90	1977	Capital Needs I CUT Right-of-Way and Bridge Study	
9)	Green Road Modifications for ADA				700		X		560	70		70	1995	ADA Key Station Plan Update	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
 DISCRETIONARY, FLEXIBLE, STATE AND LOCAL FUNDING PROGRAMS
 CAPITAL IMPROVEMENTS

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:		
		Qty.	Expansion	Replacement		FTA		FHWA	Amount of Federal Funding	ODOT	Other	Tax	Other	Year	Document Title
						5307 ¹	5309 ²								
1)	Bus Garage Rehabilitation (partial funding for Construction - Woodhill) ³				3,000		X		2,400	300		300		1979 Capital Needs II	
2)	Replacement Fixed Route Buses ⁴	6	X	X	2,039			CMAQ ⁵	1,631	204		204		1996 Bus Improvement Program	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - Additional federal funds will be pursued to support GCRTA's bus garage rehabilitation program.

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
 UNMET CAPITAL NEEDS
 STATE FUNDS WILL BE PURSUED

FOR INFORMATION ONLY

Item No.	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:		
	Description of Improvement	Expansion			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title	
		Replacement			5307 ¹	5309 ²								Year	Document Title
		Qty.													
1)	Akron Commuter Rail			30,000								1993	Transit 2010		
2)	I-271/I-480 Park-n-Ride Lot			3,495								1990	Park-n-Ride Development Plan		
3)	I-77 Park-n-Ride Lot			3,000								1990	Park-n-Ride Development Plan		
4)	Viaduct Bridge			22,000								1977	Capital Needs I CUT Right-of-Way and Bridge Study		
5)	Martin Luther King Jr. (MLK) Street Bridge			1,520								1996	Bridge Replacement Program		
6)	E. 103rd Street Bridge			1,350								1996	Bridge Replacement Program		
7)	E. 121st Street Bridge			1,417								1996	Bridge Replacement Program		
8)	Abby Street Bridge			1,437								1996	Bridge Replacement Program		
9)	Broadway Street Bridge			2,265								1996	Bridge Replacement Program		

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
 UNMET CAPITAL NEEDS
 FEDERAL FUNDS WILL BE PURSUED

FOR INFORMATION ONLY

Item No.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Qty.		FTA	FHWA		ODOT	Other	Tax	Other	Year	Document Title
1)	Fixed Route Bus Replacements ¹	185	57,820	46,256					11,564		1996	Bus Improvement Program
2)	Bus Garage Rehabilitation (Triskett, N. Olmsted, Woodhill)		20,900								1979	Capital Needs II
3)	Rail Station Rehabilitation (W. 117th, Puritas -- Partial, W. 65th and E. 105th -- Partial)		10,677								1977	Capital Needs I Toguchi Ovington Report
4)	Euclid Corridor Improvement Project		210,000								1995	Transitional Analysis
5)	Berea Rail Extension		85,000								1974	Ten Year Development Program

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Unmet capital need, as defined by GCRTA; Federal funds will be pursued. Funding source contingent on NOACA Board approval.

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1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

MARCH 1996



The Greater Cleveland
Regional Transit Authority

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EXECUTIVE SUMMARY

BACKGROUND

The Transportation Improvement Program (TIP) is a four-year planning document required of Metropolitan Planning Organizations (MPO) by the Intermodal Surface Transportation Efficiency Act (ISTEA). The TIP contains a priority listing of projects for which Federal funding will be requested.

GCRTA submits projects for the TIP to the region's MPO, the Northeast Ohio Areawide Coordinating Agency (NOACA). Upon approval, NOACA then adds them to the region's TIP, a priority listing that includes other transit, highway, bridge, harbor, airport and bikeway projects.

For Authority purposes, the transit element of the TIP is a four-year inventory of future capital and operating projects that the Authority wishes to undertake with Federal and State funds. Thus, the TIP is the source document for all future GCRTA grant applications, and a transportation project must be included in the TIP before it can become eligible for Federal or State funding consideration. In GCRTA's case, grant applications are sent directly to the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT).

It should be noted that GCRTA's 1997-2000 TIP does not include all the Authority's needs. Federal requirements will only allow projects for which Federal funding is expected through authorization (formula Section 5307 and 5309 Rail or Bus Discretionary funds) or through the (predetermined) use of flexible funds made available by transfer from the Federal Highway Administration.

Hence, GCRTA's bus-related rehabilitation projects suffer. The FTA Section 5309 Discretionary Bus Modernization program has proven to be an unreliable funding source that can not be used for immediate critical needs. In FFY 1996 the DOT Appropriations Act earmarked all of the fiscal year 1996 Bus funds to specified states and localities for bus and bus-related projects. No funds remain available for discretionary allocation by the Federal Transit Administrator.

GCRTA's 1997-2000 TIP also includes an "Unmet Capital Needs" section. This section of the TIP identifies major capital project needs beyond that listed in the TIP tables. Once funds have been identified, unmet capital needs can be moved to the fiscally-constrained TIP document.

CAPITAL PROGRAM

GCRTA Capital Improvements Plan (CIP) provides for the maintenance and improvement of the Authority's capital assets. This plan is composed of both anticipated grant-funded projects (TIP) as well as locally funded projects. Capital assets are properties such as buses, rail cars, facilities, and equipment, including the life of which extends over a period of years. Capital improvement planning facilitates the process of maintaining these assets. It provides a framework for scheduling improvements based on the availability of resources, the condition of assets and the priorities between projects. With the continuation of Transit 2010 projects, including the completion of the Waterfront Line and the beginning of the Euclid Corridor Project, the need for increased debt financing is reflected in GCRTA's Capital Budget.

SECTION 1

EXECUTIVE SUMMARY

GCRTA's capital program priorities can be summarized as follows:

1. Rehabilitation
 - a. bus replacements
 - b. Viaduct and other GCRTA bridges
 - c. stations
 - d. garages
2. Suburban Passenger Facilities
 - a. transit centers
 - b. park-n-ride lots
3. Euclid Corridor Improvement Project
4. Berea Extension
5. Canton-Akron-Cleveland Commuter Rail

The grant funding programs referenced in the TIP for capital and operating needs are as follows:

Section 5307 Formula (FTA 9)

These formula funds, used for planning, capital and operating purposes, are allocated to urbanized areas on the basis of population, population density, fixed guideway route miles, vehicle revenue miles passenger miles, and efficiency (measured by the ratio of passenger miles to operating expenses). Operating funds made available under this program are expected to be eliminated, most likely by 1999.

Section 5309 Rail Modernization Formula (FTA 3)

These formula funds are restricted to fixed guideway modernization projects. The funds are used to rehabilitate existing transit facilities and other capital improvements in rail and fixed guideways.

Section 5309 Discretionary Bus Modernization (FTA 3)

These funds can be granted for any capital project involving bus-related improvements. Communication with members of Congress and FTA is important. Historically, this has proven an unreliable funding source. Congress has earmarked most or all of the appropriated funds to specific projects, leaving few or no dollars to FTA's discretion. However, with the support of our Congressional delegation, GCRTA has received earmarked Federal funds for several years under this program.

Section 5309 New Starts (FTA 3)

These discretionary funds can be granted for new rail transit or busway segments. In recent years, only the projects earmarked by Congress (including Dual Hub) have been funded under this program.

Section 5307 funds made available by transfer (ISTEA Flexible Funds)

When NOACA decides to use flexible funds (Surface Transportation Program or Congestion Mitigation/Air Quality Improvement Program funds) for a GCRTA project, NOACA asks ODOT to ask the Federal Highway Administration to transfer the funds to the FTA Section 9 Program. FTA can then award a grant to GCRTA. GCRTA has a seat on the NOACA Governing Board and has been successful in seeking flexible funds for transit projects.

ODOT Operating Assistance

The annual formula allocation GCRTA receives from ODOT is used to match FTA Section 9 operating assistance. The amount of funds received under this program is based on Federal funding source, size of system, population and annual vehicle-miles of service.

ODOT Public Transportation Grant Program

This program can be used to pay up to half the non-Federal share of FTA capital grants.

Local Capital Funds: Board Policy dictates that at least 10% of annual sales tax proceeds be dedicated to capital improvements, primarily to use as the local match on federally-funded projects. Any funds in excess of those needed for matching requirements are used to support RTA Capital Fund Projects:

Routine Capital Projects - includes the purchase of vehicles, equipment, and other items where the unit cost exceeds \$1,000 and the useful life exceeds one year.

Asset Maintenance Projects - includes expenditures which maintain, repair, rehabilitate, replace, or construct a capital asset. Normally, asset maintenance projects are smaller in scope than grant-funded projects.

Bond Issues: Occasionally, bonds are issued to support the capital program. This is done when sales tax proceeds are insufficient to meet the 10% Board Policy or when the magnitude and life expectancy of capital improvements warrant bond financing.

TRANSIT DEVELOPMENT

In an effort to redesign its services to better meet the changing travel needs in Cuyahoga County, GCRTA is conducting a system-wide Comprehensive Operational Analysis (COA). The COA, to be completed in the spring of 1996, will be the basis for a significant reallocation of operating resources to improve customer service opportunities within fiscal constraints. Customers will also see improvements in service from full compliance with the Americans Disabilities Act (ADA) criteria for complementary paratransit, the introduction of community circulators and restoral of service over the rehabilitated Veterans Memorial Bridge.

The Americans with Disabilities Act (ADA) mandates that GCRTA provide complementary paratransit service to those persons whose travel needs cannot be met by the regular fixed-route bus and rail system. Through the phased implementation of Saturday, evening and late night services, GCRTA should reach full compliance with ADA service criteria by December 31, 1996.

While most service development projects are now deferred as part of the COA project, the following new services will begin in 1996:

- o Lee-Harvard Community Circulator
- o St. Clair-Superior Community Circulator
- o Westlake Park-N-Ride service
- o Waterfront Line

In the late 1970's, GCRTA embarked upon an ongoing major capital investment program to upgrade the entire transit system. This effort has included the purchase of new transit buses, reconstruction of the Green and Blue rail lines and stations, rehabilitation of the Red line and stations, construction of new rail and bus maintenance facilities, rehabilitation of bus garages, and installation of new passenger shelters.

GCRTA is continuing its program of passenger-related capital improvements. The rehabilitation of existing bus garages, bus loops, and rail facilities is ongoing. The formal Park-N-Ride lot program continues with permanent Euclid facility to be completed early 1997. The CSU Transit Center, originally scheduled for construction in 1996, has been postponed. With the approval of a Locally Preferred Alternative, Euclid Corridor Improvement Project, (ECIP) GCRTA must re-evaluate the location of this transit center. This will be addressed in an early phase of the ECIP's preliminary engineering effort. The next transit center, to be developed in the City of Westlake, is scheduled for construction in 1997.

SYSTEM EXPANSION

During development of its long-range plan, Transit 2010, GCRTA identified trends in local demographics and the Greater Cleveland economy, which strongly indicated a need for system expansion. Other public and private organizations in Greater Cleveland have concerns about sprawl and the urban environment. Strategic alliances are being formed to support efforts to change development patterns, and focusing growth, in a way that relates efficiently to transit. The trend of population loss is no longer limited to a movement of people from the City of Cleveland to the suburbs. Analyses of local travel patterns and trip purposes show that markets exist for new bus service linking outlying suburban communities and counties with activity centers, municipalities and neighborhoods throughout Cuyahoga County.

To support system expansion, construction of the modern, efficient Harvard Bus Garage was completed in 1995. This facility is strategically located near I-77 on Harvard Avenue in Newburgh Heights and houses the largest natural gas fueling station in North America.

Construction of GCRTA's Waterfront Line to the Flats and North Coast Harbor will provide rail service from the Tower City Rapid Transit Station to stores, offices, entertainment district, Municipal Stadium, the Rock Hall of Fame and to the new Great Lakes Museum (scheduled to open in Summer 1996). This project is funded with approximately \$55 million, all non-federal funds. The Waterfront Line will play a key role in transporting people to and from special events for the City of Cleveland's bicentennial in 1996.

SECTION 2

1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

See GCRTA's program in the transit element of NOACA's TIP, which precedes the executive summary in section 1.

BUS GARAGE REHABILITATION

RTA presently owns five operating garages: four fixed-route bus operating garages (districts) and one paratransit operating garage. The four bus garages were built between 1895 and 1969 and are inadequate for the type of buses and bus service that RTA now operates and is planning to operate.

RTA's Rehabilitation Program for the four bus garages began in 1988. The objective of this program is to rehabilitate each facility entirely, including the surrounding site. Included in the work will be modifications and updating in the areas of transportation offices, running maintenance, servicing (fueling, washing, cleaning), storage garages, new equipment (bus fueling, cleaners and bailers, bus washers, bus lifts, fluid dispensing systems, exhaust systems and miscellaneous equipment), plumbing, HVAC systems, fire protection system, electrical systems, lighting, site alterations, replacement of roof, exterior and interior architectural additions and/or alternations, store room changes, franchise tire areas, advertising work areas, and new space for the Plant Department and janitors. Energy efficiency and standardization of systems and components shall be implemented to the extent possible.

Construction of the new Harvard District garage was completed in 1995. Construction of Hayden bus garage is scheduled to begin mid-1996. Triskett is the next garage scheduled for rehabilitation, a design contract will be awarded in 1996. Construction of Woodhill bus garage is scheduled for 2000.

The estimated cost (including CNG fueling facility) of the Bus Garage Rehabilitation Program can be summarized as follows:

Triskett	\$ 16,000,000
Woodhill	\$ 12,900,000

GCRTA's Bus Garage Rehabilitation funding needs beyond that eligible for inclusion on the TIP, is contained in the "Unmet Capital Needs" section. Approximately, \$21 million is needed to complete GCRTA's bus garage rehabilitation program and to construct a new facility for North Olmsted Bus Garage.

GCRTA will continue to pursue Federal funds in support of this program. Once a funding source(s) has been identified, projects from the "Unmet Capital Needs" section can be included in the financially constrained TIP by amendment.

SUMMARY

<u>YEAR</u>		<u>AMOUNT PROGRAMMED</u>
1997	Const. - Triskett	\$ 3,000,000
1998	Const. - Triskett	3,000,000
1999	Const. - Triskett	3,000,000
2000	Const. - Woodhill	<u>3,000,000</u>
		\$12,000,000

SECTION 3

PROJECT DESCRIPTIONS

BUS IMPROVEMENT PROGRAM

It is desirable in any bus fleet to retire buses as they reach the end of their useful life. This way, older buses that require correspondingly higher amounts of maintenance effort and cost can be removed from service. By removing such maintenance-intensive vehicles, the transit operator is able to operate more efficiently.

Simultaneously, it is equally desirable to acquire new buses at the same rate the older buses are being retired. This way, more reliable and efficient equipment, that is less costly to maintain, can be placed in service. This also permits the overall fleet size to remain constant while reducing the average age of same. The current fleet size is in line with garage capacity.

As of year-end 1995, GCRTA's fixed route fleet consists of 785 buses with an average age of seven years. Under GCRTA's Bus Improvement Program, the overall fleet size will remain constant while reducing the average age to 5.6 years by the year 2000.

GCRTA will seek to replace between 30 and 80 coaches from its bus fleet every year. This establishes a fleet where vehicle ages are more equally distributed, equalizing the maintenance and replacement efforts over time.

Small Vehicles

Five small vehicles were ordered in 1996 for fixed-route services to ensure the efficiency of RTA's transit operations. These small vehicles would also be suitable for community circulators called for in the Long Range Plan.

Call-A-Lift Bus Service

As outlined in RTA's ADA Complementary Paratransit Plan, 1994 Update, this service will involve advance reservation of an accessible bus on a fixed route for a specific trip. Fixed route buses will be utilized for this service, if needed.

Alternate Fuel Vehicles

GCRTA currently operates 101 compressed natural gas buses. Clean air vehicles have been acquired since 1993. Until more experience is documented in the industry with other clean air alternatives for fuel, the compressed natural gas vehicles will be acquired.

Articulated Vehicles

Although the current Ohio law prohibits the use of articulated buses, the law may change. The primary motivation for the use of large capacity vehicles is to improve transit productivity; that is, to move more people at a lower cost per passenger mile.

BUS IMPROVEMENT PROGRAM (CONT'D)

Articulated Vehicles (cont'd)

Large capacity buses would be used to replace forty-foot buses one of two ways:

- 1) Seat-for-seat replacement: maintain the same service capacity and reduce labor costs, or
- 2) Bus-for-bus replacement: increase the service capacity without increasing labor costs.

Over-the-Road Vehicles

These vehicles designed for inter-city and charter service, are sometimes used for freeway flyer services between a downtown and a outlying park-n-ride lot. Passengers may consider riding over-the-road vehicles more pleasant than driving their own cars. These vehicles could be utilized to provide extremely comfortable and convenient service. Alternatively, this kind of service could be contracted out to operators who have over-the-road vehicles and use them for weekend and midday charter service. This would eliminate the need for RTA to make garage modifications necessary to maintain and store this type of vehicle.

As of 1995, a total of 20 suburban vehicles have been purchased. These vehicles are used for park-n-ride service in addition to express suburban service.

Program Needs

Replacement of older buses is the Authority's number one priority. Flexible funds have been requested from the Northeast Ohio Areawide Coordinating Agency (NOACA) to support GCRTA's entire Bus Improvement Program. GCRTA's Bus replacement program meets the standard project criteria and emission reduction analysis routines developed by the Department of Transportation. Additionally, fixed route bus replacements have been programmed under Section 5307 in the event that the entire program is not approved for use of flexible CMAQ funds. Bus replacement needs beyond those programmed under Section 5307 and flexible to date, are included in the unmet capital needs section of the TIP.

GCRTA Bus Replacement needs are as follows:

	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>Total</u>
# buses	67	105	77	74	323
unit cost	\$300,000	\$310,000	\$325,000	\$335,000	
total cost	\$20,100,000	\$32,550,000	\$25,025,000	\$24,790,000	\$102,465,000

SUMMARY

YEAR	# OF VEHICLES	AMOUNT* PROGRAMMED
1997	33	\$ 10,289,000
1998	61	19,313,000
1999	62	20,454,000
2000	26	9,000,000
	<u>182</u>	<u>\$ 59,056,000</u>

* Represents amount previously approved and programmed by the NOACA Governing Board as of the FY 1996 TIP, in addition to funds programmed under Section 5307 Formula Program.

BUS IMPROVEMENT PROGRAM
03/31/06

FLEET	YEAR	3/31/96	6/30/96	9/30/96	12/31/96	12/31/97	12/31/98	12/31/99	12/31/00
4100	1979	78	69	51	46				
8200	1982	77	77	77	77	67			
8300	1984	57	16	4	4				
8500	1985	105	105	105	105	105	105		
8800	1988	77	77	77	77	77	77	77	
8900	1989	77	77	77	77	77	77	77	77
9000	1990	74	74	74	74	74	74	74	74
9100	1990	76	76	76	76	76	76	76	76
4700	1991	21	21	21	21	21	21	21	21
9200	1992	58	58	58	58	58	58	58	58
*9300	1994	5	5	5	5	5	5	5	5
9400	1994	65	65	65	65	65	65	65	65
*9500	1995	15	15	15	15	15	15	15	15
9700	1997					60	60	60	60
**4800	1996				5	5	5	5	5
9800	1998						67	67	67
9900	1999						105	105	105
2000	2000							77	77
Total		785	735	705	705	705	705	705	705
Average Age		8.65	8.36	8.07	7.96	7.76	7.02	5.96	5.64
									Total
*** Funding Requirement									
- # of Vehicles									323
- Unit Cost									
- Total									
* Suburban									
** 29' Circulator									
*** Fleet Delivery Shown in Year Following Funding Requirement									
(Ex. Funding Requirement for 67 Buses in 1997 shown as 9800 Fleet)									

In 1985, the Authority implemented the initial phase of its effort to upgrade its data processing systems. The furnishing and installing of a computer hardware system was provided by Digital Equipment Corporation. Thereafter, conversion of programs was implemented and computer room modifications were made. In 1992, a long awaited computer software upgrade began. The Authority's entire financial system, including grants accounting and reporting modules, have been replaced. Additionally, GCRTA will contract for the installation of a Maintenance and Materials Management Information System which will also be instrumental in tracking federal operating and capital resources. Completion of this project is expected by 1997. Both of these systems are funded primarily with federal funds (OH-90-0068).

GCRTA will develop a formal planning process for the Information Systems Department. A strategic information systems plan will be developed to support the strategic initiatives in this area.

During this process, GCRTA will utilize Critical Success Factors developed for Information Systems in Transit. They are:

- Support key strategic business purposes of the transit agency
- Establish appropriate organization structure for IS
- Institute an agency-wide planning process
- Employ a System Development methodology (SDM)
- Decentralize access to management tools
- Centralize control over the IS function
- Use automation to facilitate future expansion
- Initiate an automation/re-engineering process
- Perform cost/benefit analysis
- Move toward software packages rather than custom development
- Avoid prototype solutions
- Use Computer-Aided System Engineering (CASE)
- Migrate toward open architecture
- Maximize integrated solutions
- Facilitate the use of data as a resource
- Establish the use of data as a resource
- Establish a Help Desk
- Implement a Disaster Recovery Plan

Details on exactly where GCRTA is in regards to these factors follows this description. Budget information will be further documented as the architecture and program plan elements are refined.

The following communications equipment has been programmed:

Bus Traffic Control Base and Mobile Radio System Upgrade -
New system will use voice/digital transmissions that will combine voice and data on the same channel, with display and feature enhancements on mobile units, and allow trunking between channels to facilitate minimizing voice conversations and delays due to voice conversations already on the channel. These functions will enhance service responsiveness particularly during the special events and emergencies.

INFORMATION SYSTEMS

COMMUNICATIONS AND COMPUTER EQUIPMENT (CONT'D)

Bus Traffic Control Base (cont'd)

Equipment will include interface to farebox and doors for load factors, lift for lift use, GPS (Global Position Satellite) receivers to permit accurate information on schedule and up to date information for informing passengers (requires GPS/AVL option), and enhanced Emergency Alarm that allows Control Center to hear what is happening on the bus to aid in police response and reduce false alarms. This system will include consoles, mobile radios and portable radios.

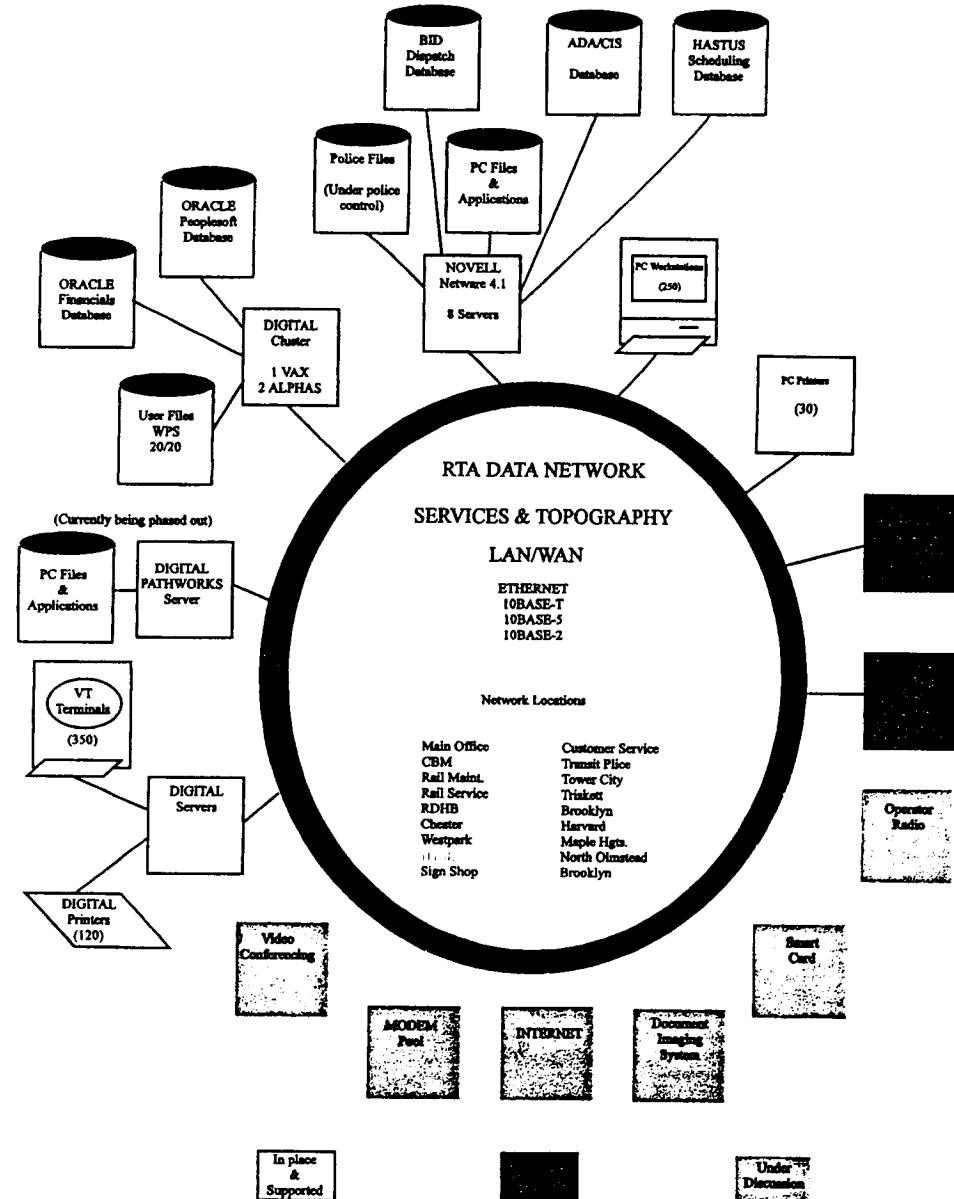
This project has been subdivided into several years. Exact phasing is under discussion because of the size of annual funding requests. A total six consoles, 950 mobile radios on bus and supervisory vehicles, and 50 portable radios are include in the project with subsequent addition of 250 mobile and 50 portable radios in various service functions.

Phase I, funded under capital grant OH-90-X179, will consist of the purchase and installation of consoles, microwaves, base stations, and related hardware and software. A needs assessment and preparation of specifications will be completed in 1996.

Phase II, partially funded under capital grant OH-90-X204 will provide for the purchase of mobile units for buses and supervisors; computers for interfacing with the radios and data inputs. They will replace existing mobile units which are no longer manufactured and spare parts which are unavailable. Estimated cost to complete Phase I and II: \$4,100,000.

SUMMARY

<u>YEAR</u>		<u>AMOUNT PROGRAMMED</u>
1997	computer upgrade communications system	\$ 500,000 <u>1,250,000</u> \$1,750,000
1998	computer equipment	500,000
1999	computer equipment	700,000
2000	computer equipment	<u>700,000</u>
		\$ 3,650,000



CNG FUELING AT BROOKLYN GARAGE

This project will design and install a complete CNG Fueling station at the Brooklyn Garage capable of fueling approximately 100 buses in 8 hours. Current RTA policy calls for all new buses to be fueled by CNG. When conversion is completed, the Brooklyn Facility will not be usable for fleet maintenance unless fueling capabilities for CNG buses are available. The estimated cost of this project is \$2,500,000.

Flexible funds have been programmed as follows:

SUMMARY

<u>YEAR</u>	<u>ESTIMATED COST</u>
1997	2,500,000

PURCHASE AND INSTALL FARE COLLECTION EQUIPMENT

GCRTA Fare Collection Equipment has been updated to utilize more modern technology. GCRTA buses, rail cars and stations have been equipped with a registering farebox system that provides basic route-specific revenue and ridership counting capability. Fares are now automatically counted by each farebox prior to transfer of monies to the main revenue collection facility. This has eliminated labor costs formerly associated with manual revenue counting. Another benefit of the new fareboxes is that ridership data is accurately being reported, as GCRTA system ridership reports are now prepared directly from registering farebox reports.

GCRTA's registering fareboxes are currently being upgraded with the newest magnetic card encoding/reading technology. The new fare collection equipment will greatly increase the utility of GCRTA's present fare collection system. Along with new transit pass programs that GCRTA has implemented this will help to strengthen the Authority's revenue base through more frequent prepayment of fares. Improved revenue flow and management is critical to GCRTA's becoming a more efficient urban mass transportation provider in coming years.

GCRTA has requested FTA funds under Section 5307, to demonstrate and evaluate a new technology (SmartCard) for providing customer convenience, revenue control, and detailed ridership data. The demonstration will be conducted at the Tower City rapid station and two other red line stations. A small group of riders will receive an incentive to participate in this evaluation and provide feedback to GCRTA. This demonstration will begin in 1996.

SUMMARY

<u>YEAR</u>	<u>AMOUNT PROGRAMMED</u>
1998	\$ 200,000
1999	400,000
2000	<u>400,000</u>
	\$1,000,000

LIGHT RAIL SYSTEM ACCESSIBILITY

GCRTA light rail cars are equipped with stanchions and grab rails, slip-resistant flooring, improved interior lighting, public address system and door-closing audible warning devices. Heavy rail cars are equipped with these same features as well as wheelchair berthing positions with tie-downs. As GCRTA Red Line heavy rail stations are rehabilitated, each will be made fully accessible to disabled riders. To achieve accessibility as required under the ADA, light rail vehicles will be equipped with car-borne fold-down (manual) bridge plates that will both cover the cars existing center stairwell, and will bridge the gap between the vehicle and the mini-high platform and ramp. These platforms and ramps will be installed over the next 26 years at each of RTA's ten key light rail stations.

Under capital grant OH-03-0136, GCRTA awarded a contract in late-1994 to design station modifications for key light rail stations. The first station to receive ADA renovation for light rail is Tower City, which is to be renovated in 1996. Modifications to the vehicles will be completed in 1996.

SUMMARY

<u>YEAR</u>		<u>AMOUNT PROGRAMMED</u>
2000	Green Road Construction	700,000

REHABILITATE RAIL STATIONS

GCRTA's 19-mile heavy rail line contains 18 stations, including Tower City Center in downtown, formerly known as the Cleveland Union Terminal. Fifteen of these were built between 1954-1958. Three additional stations on the Airport extension, including the Airport station, were built in 1967.

All of the stations are in their original configuration with equipment that is near the end of its useful life. Very little has been done to the stations, except for needed repairs. The financial condition of GCRTA's predecessor precluded anything more than those needed repairs. A preventive maintenance program complete with routine systematic inspections is now in place.

Since GCRTA took over in 1975, the Authority has not undertaken a major rehabilitation effort even though such an effort was included in the 1974 Five-County Study, the 1975 Memorandum of Understanding that enabled GCRTA's creation, and the 1976 Capital Needs Study plus every Transportation Improvement Program since 1975. The reason this effort has been postponed is due to the need to complete other higher priority projects first. That included the Central Bus, Paratransit and Central Rail facilities, and the complete reconstruction of the light rail (ex- Shaker Heights Rapid Transit) system.

In 1980, a field audit of the stations was completed. This systematically inventoried what needed repair or replacement at the stations. It identified a total cost of \$35.1 million 1980-1982 dollars. This figure excluded any costs for handicapped accessibility and for station bridge work (four stations are on bridges over city streets). This figure did allow for stations with heavier passenger volumes being given a higher level of rehabilitation, including full enclosure, than the lower volume stations.

A second study was completed in 1984; rather than recommending a rehabilitation level for each station, this study developed a range of rehabilitation work (and cost) for each station. This range ran from basic repairs through rehabilitation and major improvement to new stations. While all four levels of effort were not identified for each station, at least two options were proposed for each station. The resulting maximum cost (worst-case scenario) was \$37.3 million in 1984 dollars.

Please note that this narrative is based on a preliminary engineering evaluation completed in 1984. That work identified problems at each station and provided a range of options: rehabilitation, major improvement and new station. The difference between each is as follows:

Rehabilitation

This goes just beyond a repair job but it keeps the basic station geometry as it is now. There is no change in access routes, for instance. In some stations, fare collection would be relocated for more effective surveillance, or a new opening may be made in an existing wall, but little else is changed. Access for disabled customers will be incorporated.

REHABILITATE RAIL STATIONS (CONT'D)

Major Improvement

This goes beyond "Rehabilitation" and considers the most work that might logically and economically be done to enhance stations short of building an entirely new station configuration. Typically, this means keeping existing tunnels since they are structurally sound, and altering most everything else. This plan will allow for access to disabled customers.

New Station

Some of the inherent problems of the existing stations are so severe that it is logical to consider an entirely new station. This option usually has the highest initial cost but it also has the greatest reduction in operating costs over time. It allows significantly better security and safety for passengers and allows access for disabled customers.

The difference between these different levels of effort can be summarized as follows:

SUMMARY

	<u>MAJOR REHABILITATION</u>	<u>NEW IMPROVEMENT</u>	<u>STATION</u>
Platforms	replace	replace	replace
Canopies	"	"	"
Stairs	"	"	"
Escalators	repair	"	"
Tunnels	"	"	"
Walls, Floors, and Ceilings	"	repair	"
Mechanical and Electrical System	"	replace	"
Elevators		install new at key stations	
Parking Lots		replace or repair	
Station Entrances	repair	replace	replace
Bus Canopies	repair	"	"

REHABILITATE RAIL STATIONS (CONT'D)

Current status of the rail station rehabilitation program can be summarized as follows:

<u>STATION</u>	<u>STATUS</u>
West 25th	Complete
Airport	Complete
Superior	Construction underway
West Park	Construction underway
Windermere	Construction underway
West 98th	Construction to begin in 1996
West 117th	Construction to begin in 1997
Triskett	Design underway
Brookpark	Design underway

The remaining rail station projects will extend over a series of years and are being programmed into the TIP accordingly. From a practical standpoint, there is a limitation to the amount of work that can be undertaken simultaneously. Adjustments to train service will be required ranging from single-tracking around the construction site to the complete closure of passenger boarding/alighting areas at stations being rehabilitated. In the latter case, substitute bus service will be operated between the temporarily closed station and adjoining stations.

Rail station rehabilitation needs exceed anticipated formula funding. Funds required to support this program over and above the amount programmed are listed under Unmet Capital Needs. Funds have been programmed in the TIP for the following stations:

Brookpark Station (Construction - \$8,608,000)

Rehabilitation of Brookpark Station will provide for a new covered platform, improved bus loops and elevators. The design phase is underway. Construction is expected to begin in 1997.

Puritas Station (Construction - \$5,133,000)

Rehabilitation for Puritas station will include a new platform canopy, elevators, escalators, fare collection booth, redesign of existing tunnels, and both bus and auto passenger drop-off areas. Design is scheduled to begin in 1996. Construction is scheduled for completion in 1998.

REHABILITATE RAIL STATIONS (CONT'D)

E. 55th Street Station (Engineering - \$90,000, Construction - \$853,500)

Rehabilitation of E. 55th Street station will provide for reconstruction of the station, foot bridge and platforms. The station is subject to be connected to the rail yard. Elevators will be installed for handicapped passengers. The design phase has been programmed to begin in 1999 with station construction to occur subsequent to that year.

University Circle (Engineering - \$979,000, Construction - \$6,930,000)

Preliminary engineering of this station relocation will be undertaken as part of the Euclid Corridor improvement project. Relocation of this station will improve accessibility between the station and neighborhood and employment centers, to meet the requirements of ADA and to encourage transit-oriented development in the station catchment area.

E. 105th Street (Engineering - \$475,000, Construction - \$4,459,000)

Preliminary engineering of this station relocation will be undertaken as part of the Euclid Corridor improvement project. Relocation of this station will improve accessibility between the station and neighborhood and employment centers, to meet the requirements of ADA and to encourage transit-oriented development in the station catchment area.

SUMMARY

<u>YEAR</u>	<u>PROJECT</u>	<u>AMOUNT PROGRAMMED</u>
1997	Brookpark Construction	8,608,000
1998	Puritas Construction (partial funding)	3,771,000
2000	University Circle Construction	6,930,000
	E. 55th Construction	853,000
	E. 105th Construction (partial funding)	<u>1,299,000</u>
		9,082,000
Total Rail Station Rehabilitation		\$21,461,000

PASSENGER SHELTERS

In December 1989, the GCRTA Board of Trustees approved adoption of a Bus Passenger Shelter Program Policy. These guidelines were established for the installation of bus passenger shelters throughout the GCRTA service area. The ultimate objective of the shelter program is to provide new glass shelters at all bus stops which meet established criteria. The GCRTA will purchase new shelters which are a mixture of sizes and types in order to best satisfy different site circumstances and requirements. The design will be durable, easy to maintain, and provide a safe and secure environment for the Authority's customers. The shelters will contain schedule information on the routes serving the shelter.

The Authority's Shelter Program calls for the purchase of 120 to 150 shelters of varying sizes tailored to suit physical circumstances (i.e. sidewalk width, sight distances) and passenger volumes. GCRTA will provide passenger shelters throughout the service area to protect waiting passengers from inclement weather conditions. Existing corrugated metal shelters will be replaced if they are not in serviceable condition. However, when the corrugated shelters are damaged or deteriorated they will be replaced with new glass shelters, as long as the site meets established criteria for installation of a new shelter.

SUMMARY

<u>YEAR</u>	<u>ESTIMATED COST</u>
1997	800,000
1999	<u>850,000</u>
Total	\$1,650,000

PURCHASE SPARE PARTS

Major spare parts for fleets undergoing major repairs are being purchased on an ongoing basis to improve service reliability and comfort for GCRTA customers. This is an integral part in maintaining a 5-year interval for bus overhaul. Major spare parts are also needed to support the Authority's efforts to maintain the rail fleet in prime operable condition.

Bus spare parts will include such items as engine rebuild kits, transmissions, axles.

Rail spare parts will consist of items such as air conditioning blower motors, chopper blower motors, HRV brake control/emergency units, LRV & HRV static converters and air conditioning condenser/compressor units. Central Rail Facility car wash programmed in 2000 for refurbishing.

SUMMARY - BUS, PARATRANSIT & RAIL

<u>YEAR</u>	<u>ESTIMATED COST</u>
1997	400,000
1998	400,000
2000	<u>400,000</u>
Total	\$1,200,000

REHABILITATE HEAVY RAIL TRACK BRIDGES AND RIGHT-OF-WAY

The present heavy rail (Red Line) is a 19.2 mile rail corridor going from the Airport, on the west side of the County, to the Windermere Station on the far east side. The tracks from Windermere to West Park were built between 1954 and 1958. The system was expanded beyond West Park in 1967-1968 to the Airport.

The rehabilitation of the "Red Line" Rapid Transit system was begun in 1983 with a request for, and subsequent approval of, funding for the upgrading of the track structure and supporting ballast on the east side portion of the system.

The "Red Line" Right-of-Way is located entirely within the confines of an existing freight railroad system corridor, paralleling the N&W railroad, for its entire length along the east side and part of the west side. The remaining western portion of the system, from the West 98th Street double curve to the Airport tunnel, parallels the Conrail Railroad's Right-of-Way.

The majority of the structures within this corridor, including the storm drainage system, retaining wall structures, and supporting sub-base are over 50 years old. The actual track structures, ballast, ties and special trackwork items were installed when the system was initially constructed and are over 35 years old and in poor condition.

Much of the needed major track and signal work is underway or has been completed. During the next five years, efforts will focus on selected Red Line track bridges, that for the most part will entail replacement or rehabilitation of the bridge substructure and superstructure.

The original retaining walls between Tower City and East 55th Street, and near the eastern terminus of the Red Line will be replaced. To eliminate the growth of vegetation and poor drainage areas along the Red Line, a new storm sewer system and surface ditching will be put in place along the entire Red Line Right-of-Way.

Due to the majority of Red Line trackage being within a cut or on an embankment, motor vehicle access to the right of way is extremely limited. GCRTA has targeted locations where new roadways will be built to permit better access to the Right-of-Way by emergency, supervisory and maintenance vehicles.

The Red Line Right-of-Way passes through neighborhoods and areas where people routinely cross RTA tracks or place large objects on the tracks. At certain stations people will walk up the Right-of-Way and jump onto the end of the platforms to avoid the fare collection area. This has been a major safety concern and even with increased Transit Police patrols, additional measures are needed. RTA will construct fencing and add high intensity lighting to limit pedestrian access to the Right-of-Way and to increase night visibility around stations.

RTA's new central train storage yard at East 55th Street opened in 1984 with a majority of track switches being remotely controlled. Replacement of the remaining manually-operated switches, all located at the east end of the yard, will continue in 1995. Approximately 30 switches are involved, including certain remote switches on the mainline, some of which will be used to replace manual switches in the yard.

REHABILITATE HEAVY RAIL TRACK BRIDGES AND RIGHT-OF-WAY (CONT'D)

TRANSIT CENTERS

SUMMARY

<u>YEAR</u>	<u>PROJECT</u>	<u>ESTIMATED FUNDING</u>
TRACK RIGHT-OF-WAY REHABILITATION:		
1997	Track rehabilitation (Electric)	\$ 1,367,202
1998	Fence, lights and road design and construction	2,734,000
	Yard switches design	366,000
		<u>\$3,100,000</u>
1999	Yard switches construction	1,853,000
	Right-of-Way Cleaning, Landscaping design and construction	2,131,520
		<u>\$ 3,984,520</u>
2000	Track rehabilitation	900,000
	Total Track Right-of-Way Rehabilitation	\$ 9,351,722
TRACK BRIDGE REHABILITATION:		
1997	Grand Avenue construction	\$ 1,958,000
1999	Holton construction	4,530,000
	Euclid construction	2,010,000
	McCurdy construction	1,635,000
		<u>\$ 8,175,000</u>
2000	Ambler construction	1,200,000
	Mayfield construction	935,000
		<u>\$ 2,135,000</u>
	Total Track Bridge Rehabilitation	\$12,268,000

A transit center acts as a transit hub with main line and circulator bus routes feeding it to exchange passengers on a timed transfer basis. Transit centers will provide a comfortable waiting environment as well as potential joint development opportunities.

Transit centers will play a vital role as hubs for timed, inter-route bus and rail connections. A possible focus for joint development, transit centers also allow for consolidation of service coverage by bringing together nearby routes which previously did not interface. Potential transit centers include:

Cleveland State University Transit Center

Located on the eastern fringe of Cleveland's central business district, CSU is one of the region's major urban universities (total enrollment: 18,200; total faculty and staff: 1,500). CSU is served by nearly twenty RTA bus routes, nine of which originate in Cleveland's western suburbs and terminate at CSU. CSU's Convocation Center hosts numerous local and regional conferences and sporting events.

The CSU Transit Center is being planning in conjunction with GCRTA's Euclid Corridor Improvement Project, preliminary engineering phase. This transit center will allow for improved bus circulation through this portion of the region's highest travel demand area and will establish a key bus interface site for future transit service improvements. Construction of this transit center will be scheduled once a preferred location is determined. Funding for this transit center has been approved under capital grant Oh-90-X222.

Parmatown Transit Center

Parmatown Mall is located in the Cleveland suburb of Parma, Cuyahoga County's second largest city. Of all suburban Cuyahoga County residents, 24% live in Parma and the nine other suburbs within a five mile radius market area of Parmatown Mall. This indicates strong potential for utilizing Parmatown Mall as a major public transit hub to serve the southern portion of Cuyahoga County.

Four RTA bus routes currently serve Parmatown Mall directly. To make transit access to the mall even more convenient, improved schedule coordination, and implement new bus routing through the mall area, RTA will acquire property in the vicinity of the mall develop as a transit center. The Parmatown Transit Center will also strengthen the interface between the area's east-west cross-town, and north-south radial routes, which can stimulate ridership on express buses between the mall and downtown Cleveland. Site selection and land acquisition and design is scheduled to begin in 1998. Construction of this transit center is programmed in 1999.

Westgate Transit Center

The Westgate Mall lies within the I-90 West corridor, and serves a variety of communities including Westlake, Lakewood, Rocky River, and Cleveland's southwestern neighborhoods. Westgate Mall is located along a portion of Center Ridge Road which contains a number of smaller shopping centers and strip development. RTA currently operates six bus routes which directly access

TRANSIT CENTERS (CONT'D)

SIGNAL SYSTEM
(WEST PARK TO AIRPORT)

Westgate Transit Center (Cont'd)

Westgate Mall, including express service into downtown Cleveland. It is the intent of RTA to identify property in the vicinity of this mall to develop as a transit center. Local funds have been programmed in 1996 for property acquisition. Design of this transit center is scheduled for 1996. Construction of this transit center is programmed in 1997.

Randall Transit Center

Randall Mall is a major regional shopping center located in the southeastern suburban area of the County. It serves the southeastern portion of Cleveland, and the communities of Warrensville Heights, North Randall, Bedford, Bedford Heights, Maple Heights, Garfield Heights, Oakwood, and Solon. The mall is the only regional shopping mall located in the southeastern area of Cuyahoga County and even serves portions of Summit County.

The mall is served by four different bus routes and again is functioning as a suburban transit hub. A Transit Center at this location will provide customers with a waiting environment and convenient transfer connections. It will also serve as a centralized location from which RTA can establish future transit center improvements.

Site selection and land acquisition for this facility is scheduled to begin in 1999 with design to follow in 2000. Construction of this facility will be programmed for 2001.

Funding requested under this project will support an upgrade of the cab signal system now in place between the West Park and Airport Red Line stations. Presently, the cab signal system only protects trains operating normally. This upgrade will provide cab signal protection for train operation against the normal flow of traffic (reverse moves) over this segment of track, and bring this segment into conformity with the cab signaling now controlling the majority of the red line. The design effort for this project will be accomplished by RTA staff in 1996-1997 under capital grant OH-03-0136.

SUMMARY

<u>YEAR</u>	<u>ESTIMATED COST</u>
1998	5,436,000

SUMMARY

<u>YEAR</u>	<u>TRANSIT CENTER</u>	<u>ESTIMATED COST</u>
1997	Westgate	\$ 1,000,000
1999	Farma design and construction	1,350,000
1999	Randall design	<u>350,000</u>
		\$ 2,700,000

ELDERLY & DISABLED CITIZEN PROGRAMS

COMMUNITY RESPONSIVE TRANSIT SERVICES (CRT)

GCRTA's Community Responsive Transit (CRT) paratransit service has been operating in the Cleveland urbanized area since 1976. Following the formation of GCRTA in 1975, then-existing Neighborhood Elderly Transit and Reserve-A-Ride systems were acquired by GCRTA and became the basis for the CRT program. Neighborhood door-to-door CRT service began in July 1976 and the service area was gradually expanded to include all areas of Cuyahoga County. "Extra-Lift" service for disabled commuters was added a year later and in 1980, Cross-County Medical service was added.

SECTION 4

ELDERLY AND DISABLED CITIZEN PROGRAMS

In March 1993, the Community Dialysis Center (CDC) services was assumed by the County. GCRTA no longer operates the CDC service.

Combined CRT operations in 1994 required 49 peak vehicles to meet weekday schedules, approximately 108,074 + 1.3 million annual vehicle hours and miles were generated, respectively. The estimated total cost of CRT operations in 1994 was approximately \$4.8 million. Total ridership for 1994 was approximately 333,000. As indicated on Table 1, CRT ridership has declined within the last three years.

Table 1

TOTAL ANNUAL CRT RIDERSHIP

1988	397,615
1989	381,124
1990	392,709
1991	411,594
1992	411,120
1993	360,000
1994	333,461

Two-thirds of all CRT services are operated directly by GCRTA and include urbanized area portions of the neighborhood door-to-door service, all neighborhood shuttles, all Cross-County Medical runs, and "Extra-Lift". Special transportation and outlying County neighborhood services are provided under contract with a private contractor, additionally, cab services are used.

FARES AND SERVICE AMENITIES

Currently, fares for senior and disabled citizens who display their GCRTA-issued identification card are \$.50 per ride on fixed route service systemwide; however, with the implementation of ADA, Complimentary Paratransit Service in September 1995, A Demand-response trip fare of \$1.25 per ride has been established.

Presently, approximately 46% of the Authority's 40-foot bus fleet is equipped with wheelchair lifts. With the implementation of the reconstructed Downtown Loop service in November 1991, fifteen (15) new 30 foot CNG lift-equipped coaches were procured. Since that time five (5) 35-foot and one (1) 40-foot CNG coaches have been added to the fleet for use in the Downtown Loop System and 40-foot CNG coaches have been added to the regular fleet.

GCRTA received delivery of eighteen (18) paratransit vehicles in 1993. Twenty-four (24) Paratransit vehicles will be procured in 1995. All of these vehicles will replace coaches which have reached the end of their useful life.

A "priority seating" program is in place for all buses and rail cars. Signage is posted on these vehicles asking that the two front bench seats of buses and the two forward-facing seats of rail cars closest to the front-end doors are reserved for seniors and disabled passengers. All GCRTA operators undergo ADA and senior passenger sensitivity training sessions. As part of this training, and through bulletins issued periodically, GCRTA operators are instructed on when/how to advise able-bodied passengers to make priority seating available.

GCRTA light rail cars are equipped with stanchions and grab rails, slip-resistant flooring, improved interior lighting, public address system and door-closing audible warning devices. Heavy rail cars are equipped with these same features as well as wheelchair berthing positions with tie-downs. As GCRTA Red line heavy rail stations are rehabilitated, each will be made fully accessible to disabled riders. To achieve accessibility as required under the ADA, light rail vehicles will be equipped with the car-borne fold-down (manual) bridge plates that will both cover the cars existing center stairwell, and will bridge the gap between the vehicle and the mini-high platform and ramp. GCRTA plans to bring twenty-seven (27) key stations into compliance with the requirements of the ADA by 2020. The first station to receive ADA renovation for light rail is Tower City, which is to be renovated in 1996.

INTEGRATED ACCESSIBLE GCRTA TRANSIT NETWORK

In 1990, GCRTA conducted an Elderly & Disabled (E&D) Accessibility Study. The most significant finding of the E&D Study was that in a given month, more than 75% of all CRT patrons sampled required no special boarding assistance, and that only 11% of all CRT patrons required lift assistance. From that same sample, only 11% of patrons needed operator assistance due to blindness or infirmity. This prompted GCRTA to begin re-evaluating CRT patron eligibility requirements in order to make that service more available to citizens unable to utilize mainline bus service under ADA guidelines.

On January 22, 1991 the GCRTA Board of Trustees passed a resolution adopting an Accessible Transit Services Policy. This policy was designed to acclaim full system accessibility and provide GCRTA compliance with the Americans with Disabilities Act (ADA) & the U.S. Department of Transportation regulations. This is to be accomplished through the integration of fixed rail & bus services with paratransit services (CRT) into a network of services comparable to that available to the general public.

The policy incorporates four (4) policy statement to guide GCRTA compliance activities. They are:

INTEGRATED ACCESSIBLE TRANSIT NETWORK

The continuing development of GCRTA's accessible transit system should be guided by the same principles of distribution as apply to general public services. Fixed rail and bus services should be the primary service modes available to all disabled persons who are physically capable of using these modes. CRT service should supplement the fixed route network, and its capacity dedicated to those persons who are unable to use the fixed-route network.

QUALITY OF ACCESSIBLE SERVICES

The quality and utility of accessible transit services shall be comparable to services offered to the general public. Disabled passengers shall be afforded similar access to destinations, trip distances, wait and ride times, safety and reliability as the general public.

COMMUNITY PARTICIPATION

GCRTA efforts to implement full accessibility should be guided by the interests and needs of the disabled community.

COORDINATION WITH COMMUNITY RESOURCES

The allocation of GCRTA accessible transit services should be coordinated with similar services offered by municipalities, private and public agencies, and the private sector in order to minimize duplication of effort and eliminate gaps in service availability.

GCRTA ADA COMPLEMENTARY PARATRANSIT PLAN

The law intends for persons with disabilities to have equal access to facilities and to be able to fully participate in programs and services. Access to mainline, fixed route system is the primary, cost efficient focus, the law acknowledges that some persons with disabilities are not able to use fixed route services even if these services are accessible.

Complementary paratransit service is required in Section 223 of the ADA regulations to serve those person who needs cannot be met by fixed route systems. The regulations identify three (3) categories of individuals who are eligible ADA complementary paratransit service:

- Category 1 -Persons unable to board, ride, or disembark from an accessible vehicle.
- Category 2 -Persons able to use accessible vehicles but accessible vehicles are not available.
- Category 3 -Persons unable to reach boarding locations or destinations due to specific impairment related conditions.

The plan is a document which has required adjustments from time to time. An annual update process is required by ADA, the mechanism for the facilitation of change. The ADA law requires full compliance as soon as possible, but no later than January 26, 1997. The GCRTA began implementation of ADA service September 1995.

The Authority also developed a "Key Rapid Transit Station Plan" and submitted same to FTA for review and approval. This plan, which was the subject of three public hearings, identifies key stations consistent with ADA criteria, estimates the cost of making each station ADA compliant, and sets forth a schedule of when modifications are completed.

The major purpose of the plan was to request time extensions for the renovation of key rail stations beyond the ADA compliance dead line of July 26, 1993. FTA granted RTA approval of its request for time extensions in October 1993. Under the plan, RTA's heavy rail stations will be renovated over the next eight years under RTA's current ongoing station rehabilitation program. RTA's ten key light rail stations will be renovated to meet ADA regulations over the next 20 years at a rate of about one every two-four years.

SECTION 5

FINANCIAL CAPACITY ANALYSIS

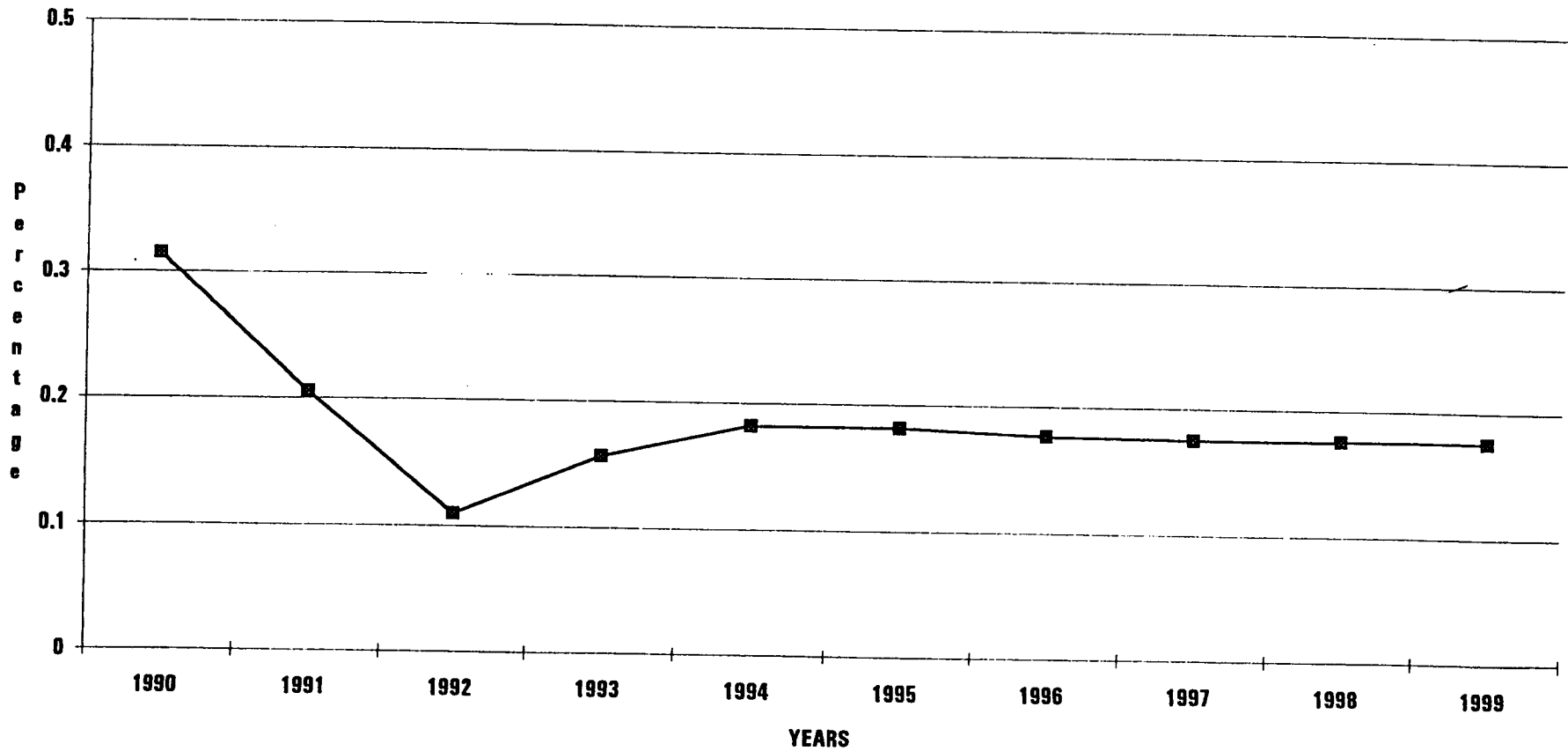
GREATER CLEVELAND RTA
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET

Year (Underline When Actual)	1990 Actual	1991 Actual	1992 Actual	1993 Actual	1994 Actual	1995 Estimated	1996 Projected	1997 Projected	1998 Projected	1999 Projected	2000 Projected
Data Element (000's)											
Net Quick Assets:											
1. Cash and Cash Items	48,142	36,188	34,764	25,254	32,751	33,570	34,577	35,615	36,683	37,600	38,540
2. Receivables	33,075	29,357	17,681	25,042	24,595	25,210	25,966	26,745	27,547	28,236	28,942
3. Trade Payables	(20,118)	(19,050)	(10,044)	(2,698)	(3,308)	(3,390)	(3,492)	(3,597)	(3,705)	(3,797)	(3,892)
4. Accrued Payroll Liabilities	(10,273)	(10,662)	(13,951)	(13,537)	(14,065)	(14,417)	(14,849)	(15,295)	(15,753)	(16,147)	(16,551)
5. Accrued Tax Liabilities	(3,479)	(3,398)	0	0	0	0	0	0	0	0	0
6. Short-Term Debt	(645)	(595)	(3,066)	(3,832)	(3,856)	(3,952)	(4,071)	(4,193)	(4,319)	(4,427)	(4,537)
7. Other Current Liabilities	(103)	(168)	(7,892)	(5,582)	(6,054)	(6,205)	(6,391)	(6,583)	(6,781)	(6,950)	(7,124)
8. Total Net Quick Assets	46,599	31,672	17,492	24,647	30,063	30,816	31,740	32,692	33,672	34,515	35,378
Operating Expenses:											
9. Labor	76,665	79,397	79,763	79,715	81,586	97,232	103,268	107,042	110,656	113,007	116,397
10. Fringe Benefits	32,415	32,401	35,826	34,457	34,184	27,204	28,152	29,556	30,869	31,806	32,760
11. Services	5,614	6,810	8,788	7,213	7,732	5,791	7,685	7,741	7,764	7,996	8,236
12. Materials and Supplies	17,461	16,986	13,542	15,047	14,610	16,336	15,789	16,252	16,257	16,744	17,247
13. Utilities	5,423	7,502	7,465	7,017	6,410	6,550	7,358	7,799	7,806	8,040	8,281
14. Casualty and Liability	2,355	1,405	3,109	1,929	9,764	3,834	2,959	3,048	3,048	3,140	3,234
15. Purchase Transportation	6,307	7,955	7,362	7,409	7,073	7,515	8,235	8,858	9,021	9,291	9,570
16. Other (Taxes and Misc.)	1,685	1,950	3,450	4,753	3,741	5,294	6,097	6,180	6,180	6,418	6,611
17. Total Operating Expenses	147,925	154,406	159,305	157,540	165,100	169,756	179,543	186,476	191,601	196,442	202,336
Operating Revenue:											
18. Pass Fares-Transit	38,065	39,993	38,607	41,622	42,704	42,456	42,855	44,057	44,505	44,958	45,857
19. Other Transp. Revenue	1,147	1,176	1,121	1,494	1,496	936	1,200	1,300	1,400	1,500	1,530
20. Total Operating Revenue	39,212	41,169	39,728	43,116	44,200	43,392	44,055	45,357	45,905	46,458	47,387
Non-Operating Revenues:											
21. Federal Operating Assistance	9,167	9,910	10,069	8,953	8,985	7,954	4,167	2,576	986	0	0
22. State General Funds	7,551	8,610	8,080	8,464	8,417	6,305	6,224	6,224	6,224	6,224	6,224
23. Local General Funds	0	0	0	0	0	0	0	0	0	0	0
24. State Dedicated Funds	0	0	0	0	0	0	0	0	0	0	0
25. Local Dedicated Funds	0	0	0	0	0	0	0	0	0	0	0
26. Other	98,003	106,320	107,573	111,542	121,489	130,989	140,000	145,550	150,736	156,545	161,241
27. Total Non-Op Revenue	114,721	124,840	125,722	128,959	138,891	145,248	150,391	154,350	157,946	162,769	167,465
Capital Investment:											
28. New Capital Projects	1,000	0	10,810	8,400	0	9,724	200	3,500		1,350	350
29. Capital Reinvestment	47,398	30,753	34,492	26,249	32,589	42,840	29,255	28,002	35,620	37,564	28,417
Capital Investment - No ID											
30. Total Capital Investment	48,398	30,753	45,302	34,649	32,589	52,564	29,455	31,502	35,620	38,914	28,767
Operating Statistics:											
31. Passengers	73,000	66,761	58,483	53,998	60,249	57,720	58,263	59,894	60,505	60,505	61,715
32. Passenger-Miles	313,306	352,362	243,226	235,113	270,215	252,230	254,601	261,730	264,399	264,399	269,687
33. Revenue Vehicle Miles	26,355	26,751	28,535	27,426	24,182	28,457	30,245	30,153	30,271	30,437	30,604
34. Revenue Vehicle Hours	1,680	1,779	2,157	2,065	1,641	2,094	2,245	2,258	2,267	2,279	2,292

**GREATER CLEVELAND RTA
FINANCIAL CAPACITY ANALYSIS INDICATORS
Applicant's Fiscal Year**

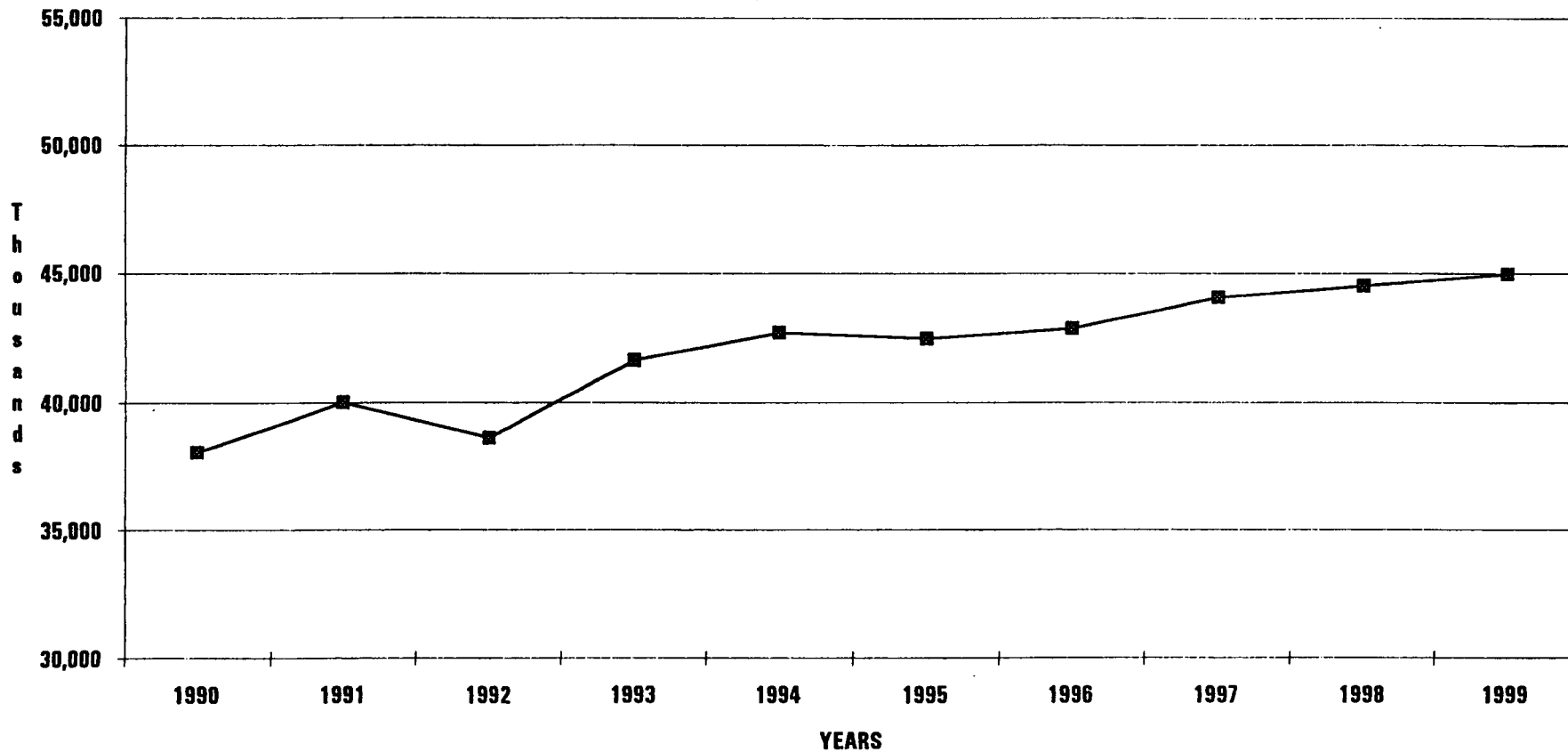
Year (Underline When Actual)	1990 Actual	1991 Actual	1992 Actual	1993 Actual	1994 Actual	1995 Estimated	1996 Projected	1997 Projected	1998 Projected	1999 Projected	2000 Projected
A. \$ Change in Net Quick Assets	(\$14,033)	(\$14,927)	(\$14,180)	\$7,155	\$5,146	\$753	\$924	\$952	\$980	\$1,823	\$1,706
B. % Change in Net Quick Assets	-23%	-32%	-45%	41%	22%	3%	3%	3%	3%	6%	5%
C. Ratio of Annual Op Cost to Net Quick Assets	31.50%	20.51%	10.98%	15.64%	18.21%	18.15%	17.68%	0.00%	17.57%	17.57%	17.48%
D. % Change in Ratio	-30.56%	-34.89%	-46.47%	42.48%	16.39%	-0.31%	-2.62%	0.00%	0.24%	0.22%	-0.51%
E. Average Passenger Fare	\$0.52	\$0.60	\$0.66	\$0.77	\$0.71	\$0.74	\$0.74	\$1.00	\$0.74	\$0.74	\$0.74
F. % Change in Passenger Fare	2%	15%	10%	17%	-8%	4%	0%	0%	0%	1%	1%
G. Change in Ridership (000's)	4,486	6,239	8,278	4,485	6,251	2,529	543	1,631	611	611	1,210
H. % Change in Ridership	7%	-9%	-12%	-8%	12%	-4%	1%	0%	1%	1%	2%
I. Federal Operating Assistance (000's)											
1. \$ Change	(726)	743	159	(1,116)	32	(1,031)	(3,287)	(1,591)	(1,590)	(2,576)	(986)
2. % Change	-7%	8%	2%	-11%	0%	-11%	-48%	0%	-62%	-100%	-100%
J. State General Funds (000's)											
1. \$ Change	35	1,059	(530)	384	(47)	(2,112)	(81)	0	0	0	0
2. % Change	0%	14%	-6%	5%	-1%	-25%	-1%	0%	0%	0%	0%
K. Local General Funds											
1. \$ Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2. % Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
L. State Dedicated Funds											
1. \$ Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2. % Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
M. Local Dedicated Funding											
1. \$ Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2. % Change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N. Other (000's)											
1. \$ Change	(\$1,625)	\$8,317	\$1,253	\$3,969	\$9,947	\$9,500	\$9,011	\$5,550	\$5,186	\$10,995	\$10,505
2. % Change	-2%	8%	1%	4%	9%	8%	7%	0%	4%	8%	7%
O. Total Non-Op Revenue (000's)											
1. \$ Change	(\$2,386)	\$10,119	\$882	\$3,237	\$9,932	\$6,357	\$5,143	\$3,959	\$3,596	\$8,419	\$9,519
2. % Change	-2%	9%	1%	3%	8%	5%	4%	3%	2%	5%	6%
P. Major Cost Element % Change											
1. Labor	12%	4%	0%	0%	2%	19%	6%	4%	3%	6%	5%
2. Fringe Benefits	7%	0%	11%	-4%	-1%	-20%	3%	5%	4%	8%	6%
3. Services	7%	21%	29%	-18%	7%	-25%	33%	1%	0%	3%	6%
4. Materials & Supplies	33%	-3%	-20%	11%	-3%	12%	-3%	3%	0%	3%	6%
5. Utilities	-13%	38%	0%	-6%	-9%	2%	12%	6%	0%	3%	6%
6. Casualty & Liability	14%	-40%	121%	-38%	406%	-61%	-23%	3%	0%	3%	6%
7. Purchased Transportation	-5%	26%	-7%	1%	-5%	6%	10%	8%	2%	5%	6%
8. Other (Taxes & Misc.)	22%	16%	77%	38%	-21%	42%	15%	1%	0%	4%	7%
Total	11%	4%	3%	-1%	5%	3%	6%	4%	3%	5%	6%
Q. Cost/Revenue Mile	\$5.61	\$5.77	\$5.58	\$5.74	\$6.83	\$5.97	\$5.94	\$6.00	\$6.33	\$6.45	\$6.61
R. % Change	7%	3%	-3%	3%	19%	-13%	0%	4%	2%	4%	4%
S. Cost/Revenue Hour	\$88.05	\$86.79	\$73.85	\$76.29	\$100.61	\$81.07	\$79.97	\$83.00	\$84.52	\$86.20	\$88.28
T. % Change	6%	-1%	-15%	3%	32%	-19%	-1%	3%	2%	4%	4%
U. Cost/Passenger	\$2.03	\$2.31	\$2.72	\$2.92	\$2.74	\$2.94	\$3.08	\$3.00	\$3.17	\$3.25	\$3.28
V. % Change	4%	14%	18%	7%	-6%	7%	5%	1%	2%	4%	4%
W. Cost/Passenger Mile	\$0.47	\$0.44	\$0.65	\$0.67	\$0.61	\$0.67	\$0.71	\$1.00	\$0.72	\$0.74	\$0.75
X. % Change	0%	-7%	49%	2%	-9%	10%	5%	1%	2%	4%	4%
Y. Change in Revenue Miles	916	396	1784	-1109	-3244	4275	1788	-92	118	284	333
Z. % Change in Revenue Miles	4%	2%	7%	-4%	-12%	18%	6%	0%	0%	1%	1%
AA. Change in Revenue Hours	74	99	378	-92	-424	453	151	13	9	21	25
AB. % Change in Revenue Hours	5%	6%	21%	-4%	-21%	28%	7%	1%	0%	0%	0%
AC. Operating Ratio	26.51%	27.40%	25.80%	28.20%	28.60%	27.10%	25.90%	25.20%	24.60%	24.30%	23.42%
AD. % Change	-2%	3%	-6%	9%	1%	-5%	-4%	-3%	-2%	-4%	-5%
AE. Subsidy/Passenger	\$1.50	\$1.71	\$2.06	\$2.15	\$2.03	\$2.21	\$2.35	\$2.00	\$2.43	\$2.50	\$2.54
AF. % Change	5%	14%	20%	4%	-5%	9%	6%	1%	2%	5%	4%
AG. Subsidy/Passenger Revenue Miles	\$0.35	\$0.32	\$0.50	\$0.49	\$0.45	\$0.50	\$0.54	\$1.00	\$0.56	\$0.57	\$0.58
AH. % Change	0%	-7%	53%	-1%	-8%	11%	6%	1%	2%	5%	4%

NET QUICK ASSETS TO OPERATING COSTS



Source: National Transit Database and 1998 Budget

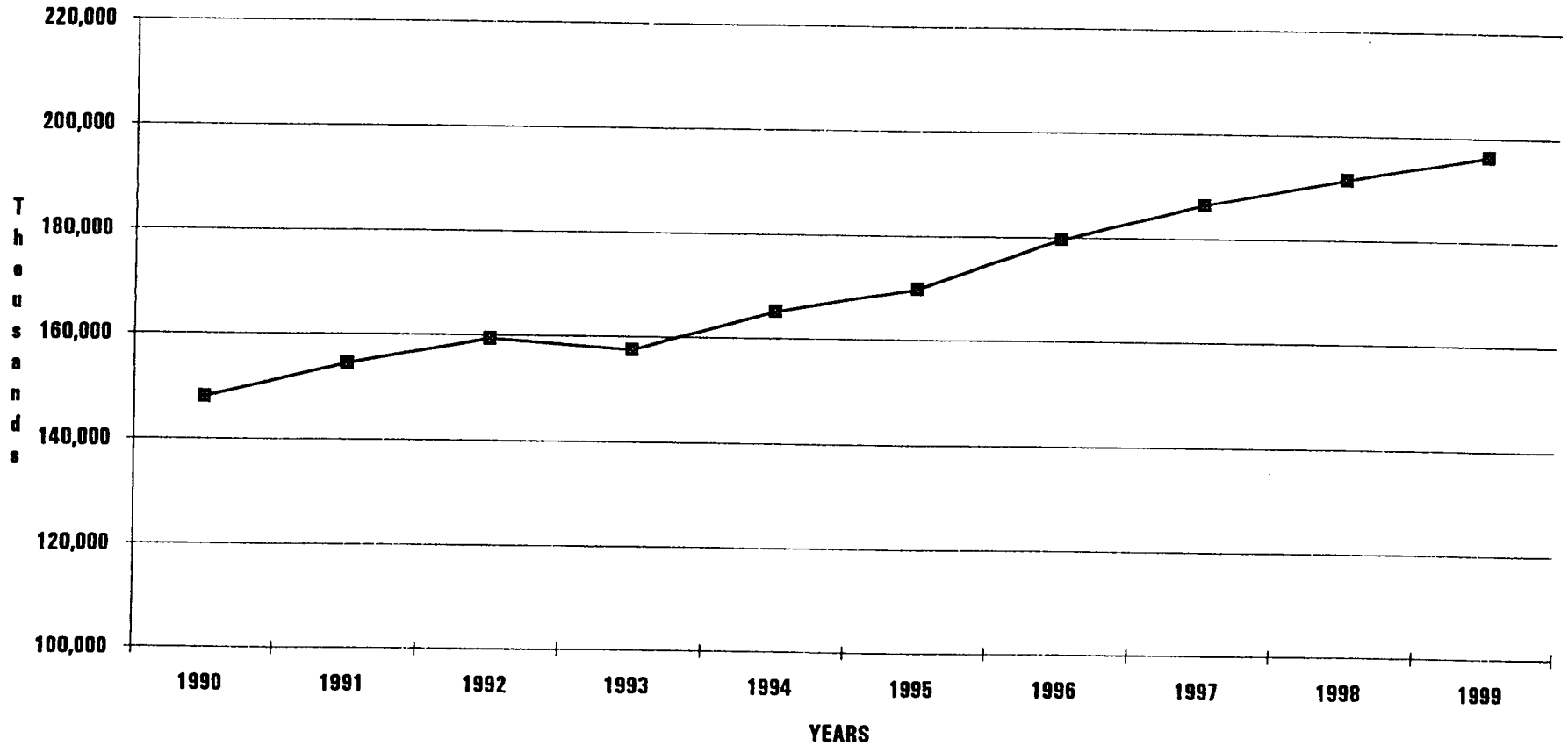
TOTAL OPERATING REVENUES



Source: National Transit Database and 1996 Budget

-49-

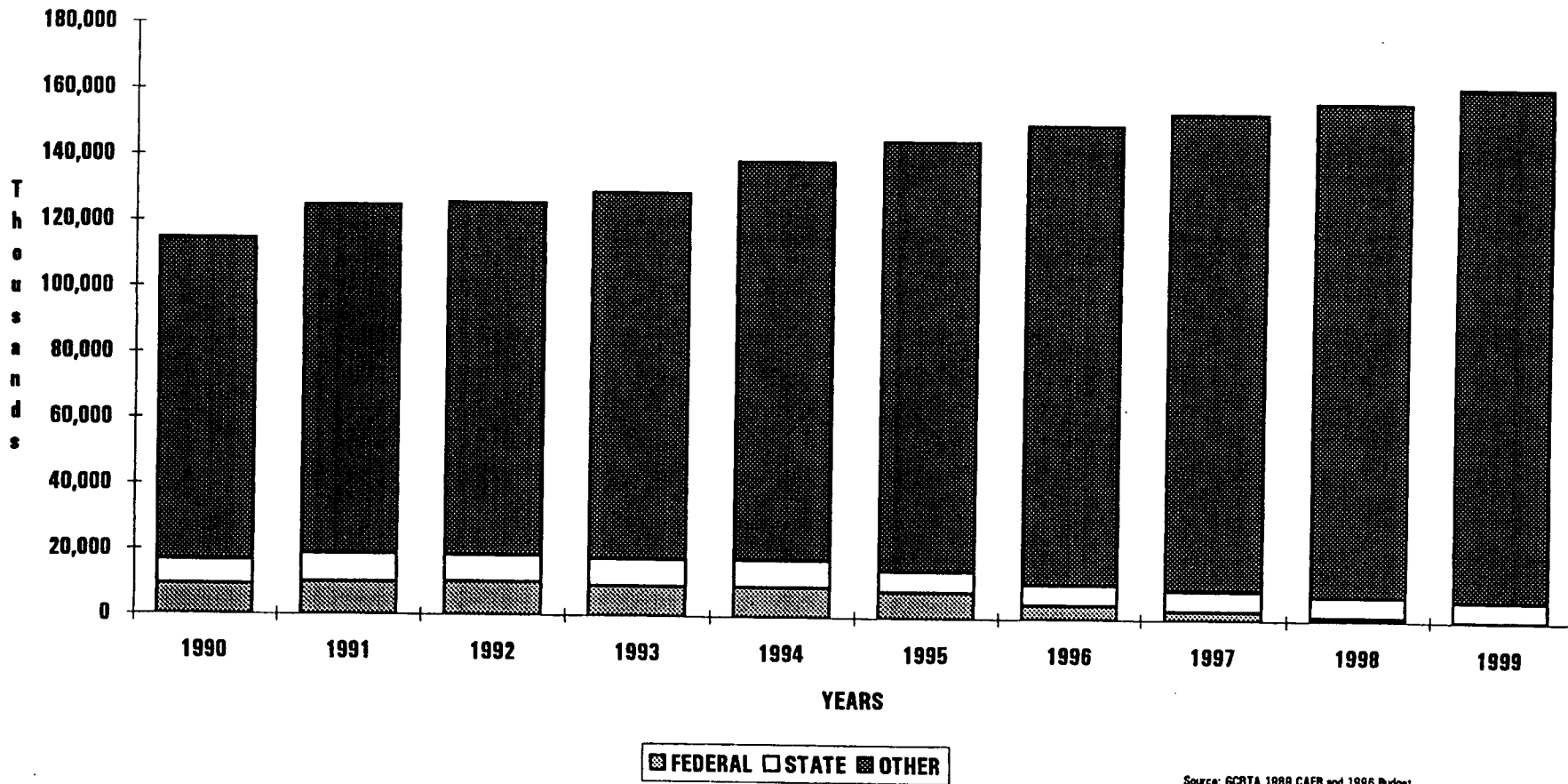
TOTAL OPERATING EXPENSES



Source: National Transit Database and 1996 Budget

-50-

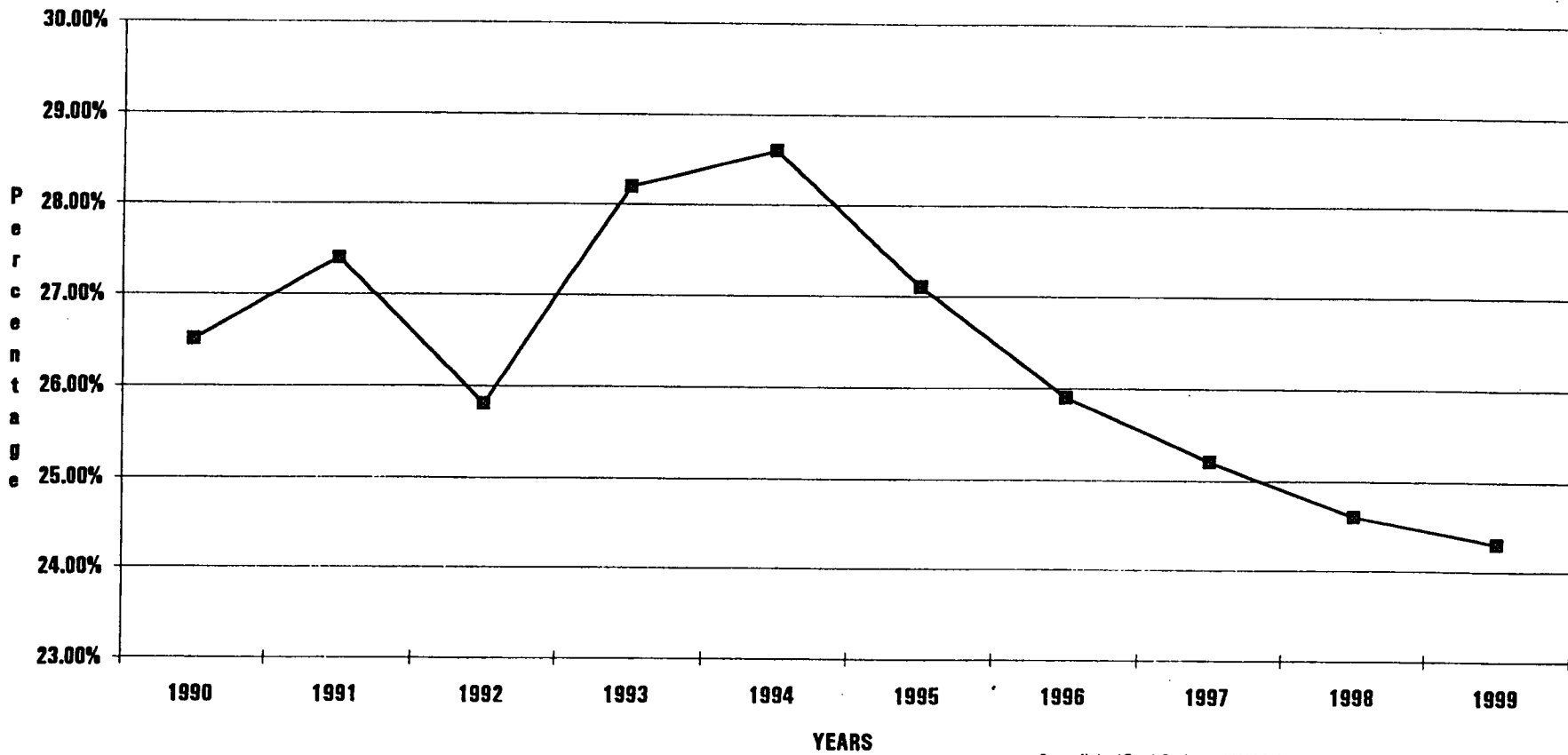
NON-OPERATING REVENUES



Source: GCRTA 1989 CAFR and 1996 Budget

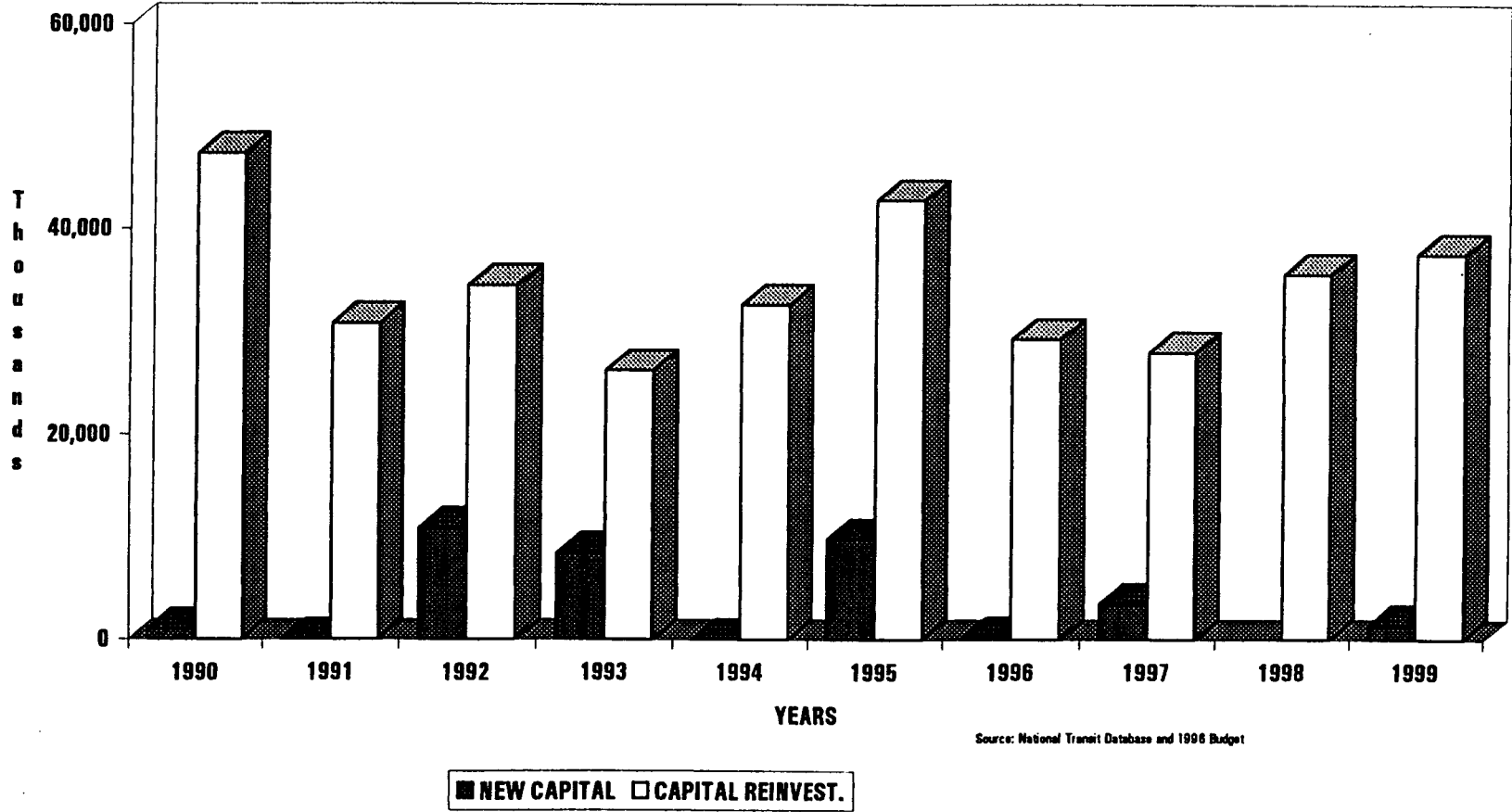
-51-

OPERATING RATIO

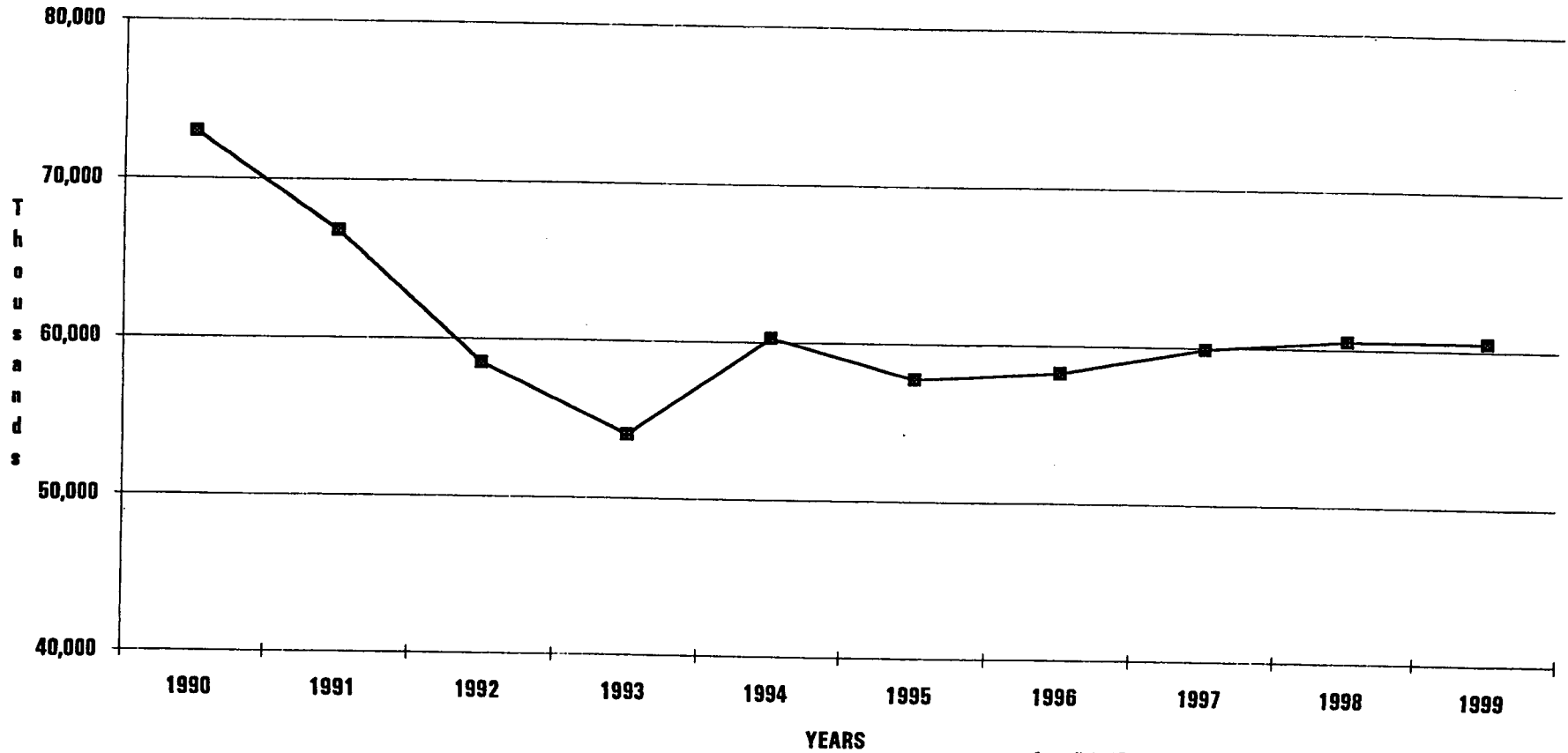


-52-

CAPITAL INVESTMENT

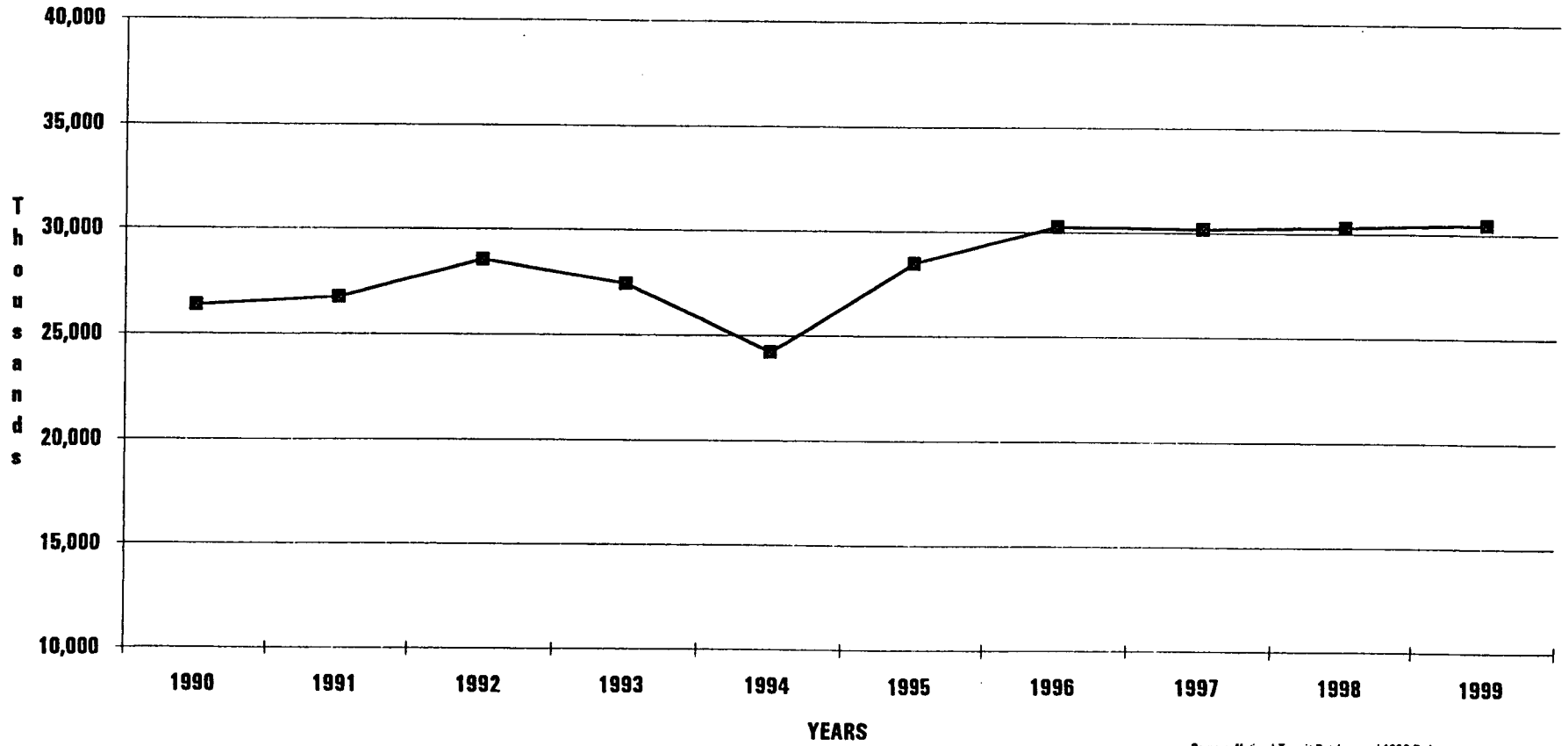


ANNUAL PASSENGERS



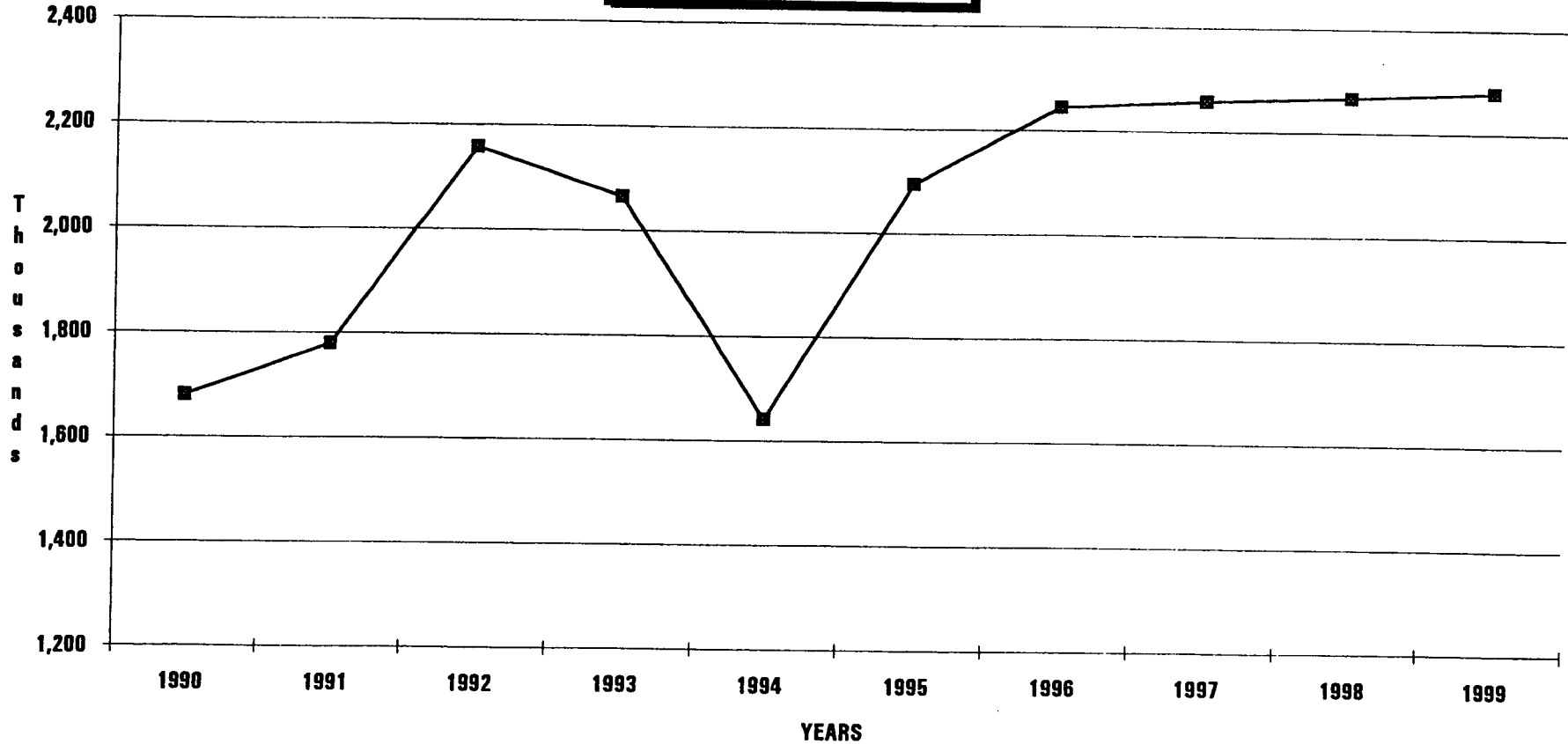
Source: National Transit Database and 1996 Budget

REVENUE VEHICLE MILES



Source: National Transit Database and 1996 Budget

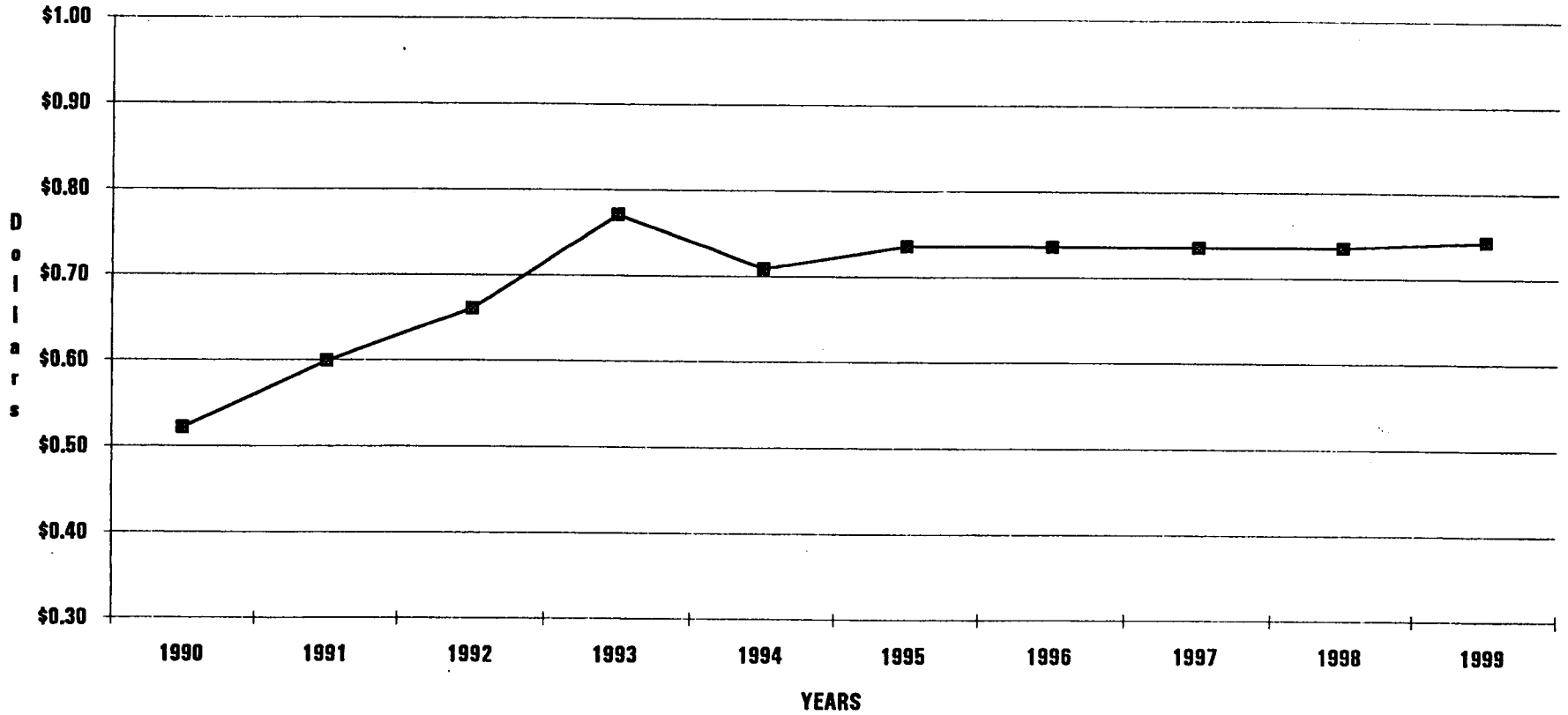
REVENUE VEHICLE HOURS



Source: National Transit Database and 1996 Budget

-56-

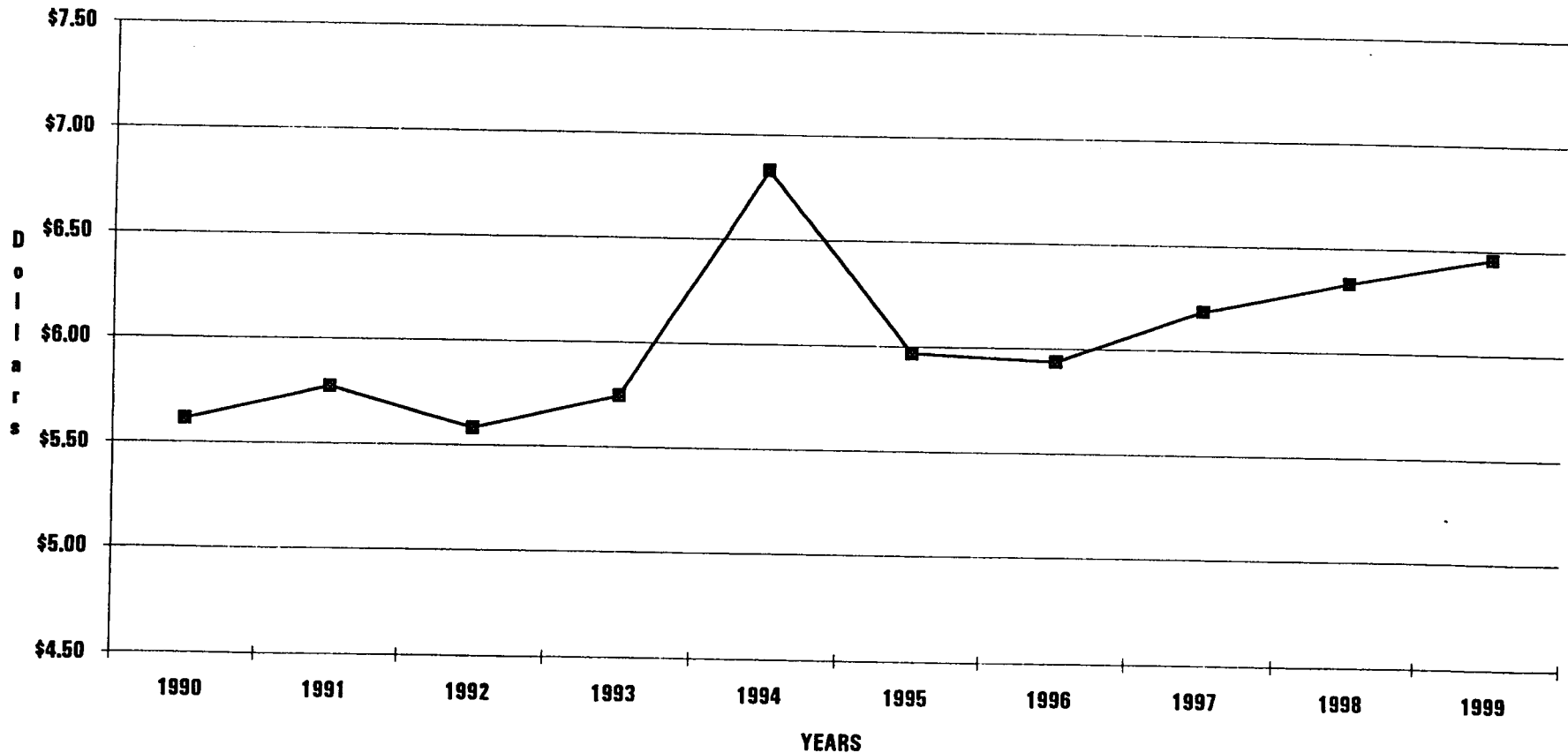
AVERAGE PASSENGER FARE



Source: National Transit Database and 1998 Budget

-57-

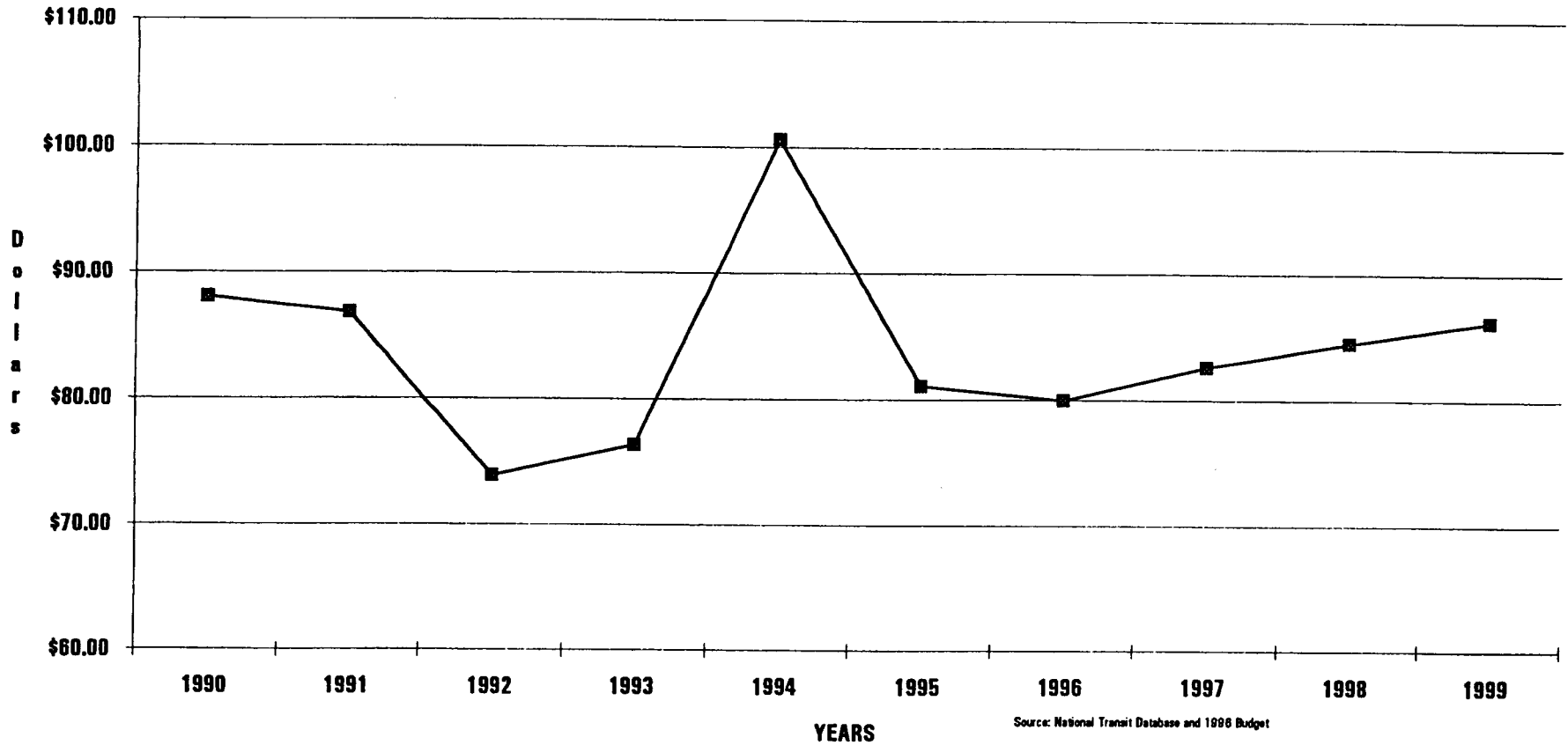
COST PER REVENUE MILE (\$)



Source: National Transit Database and 1996 Budget

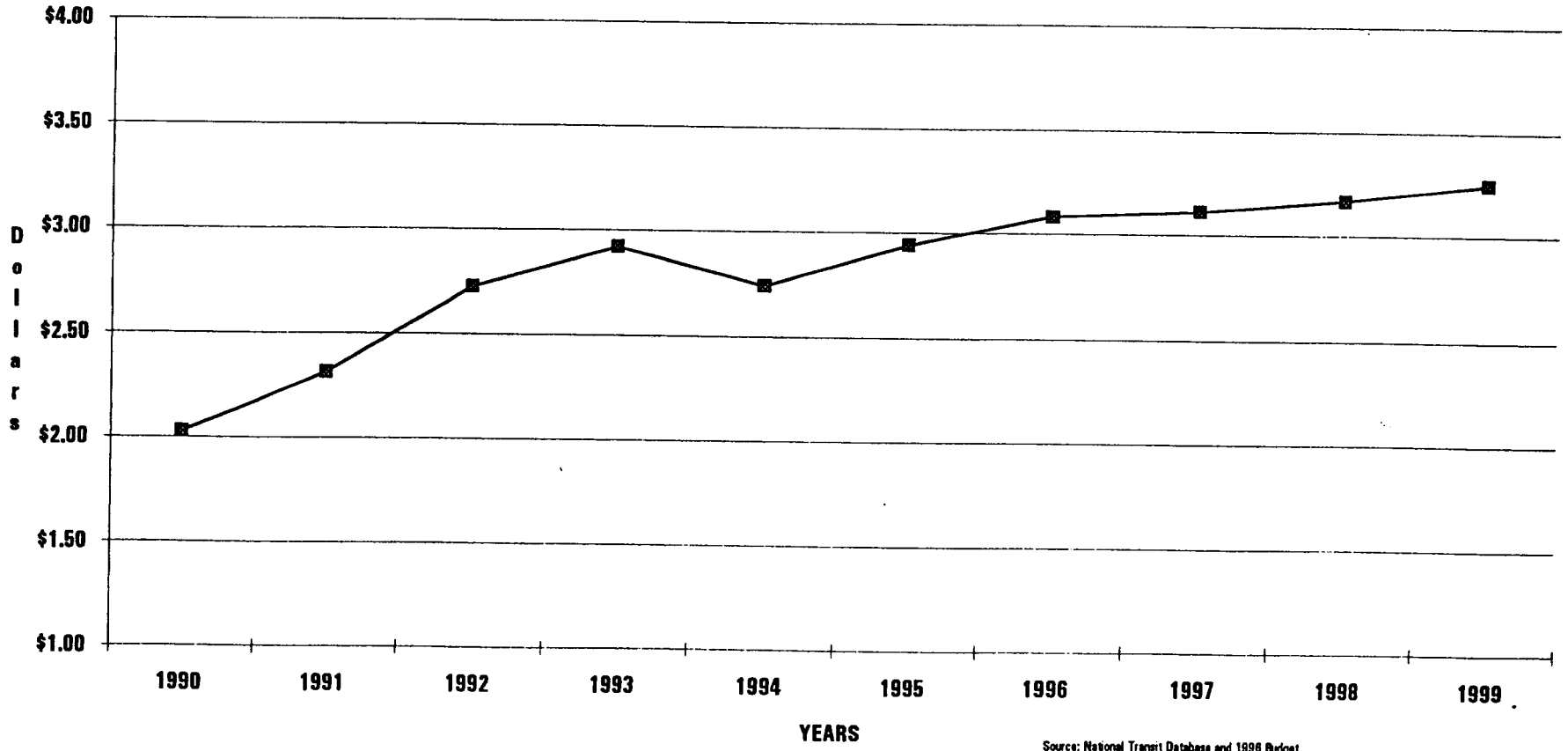
-58-

COST PER REVENUE HOUR (\$)



-59-

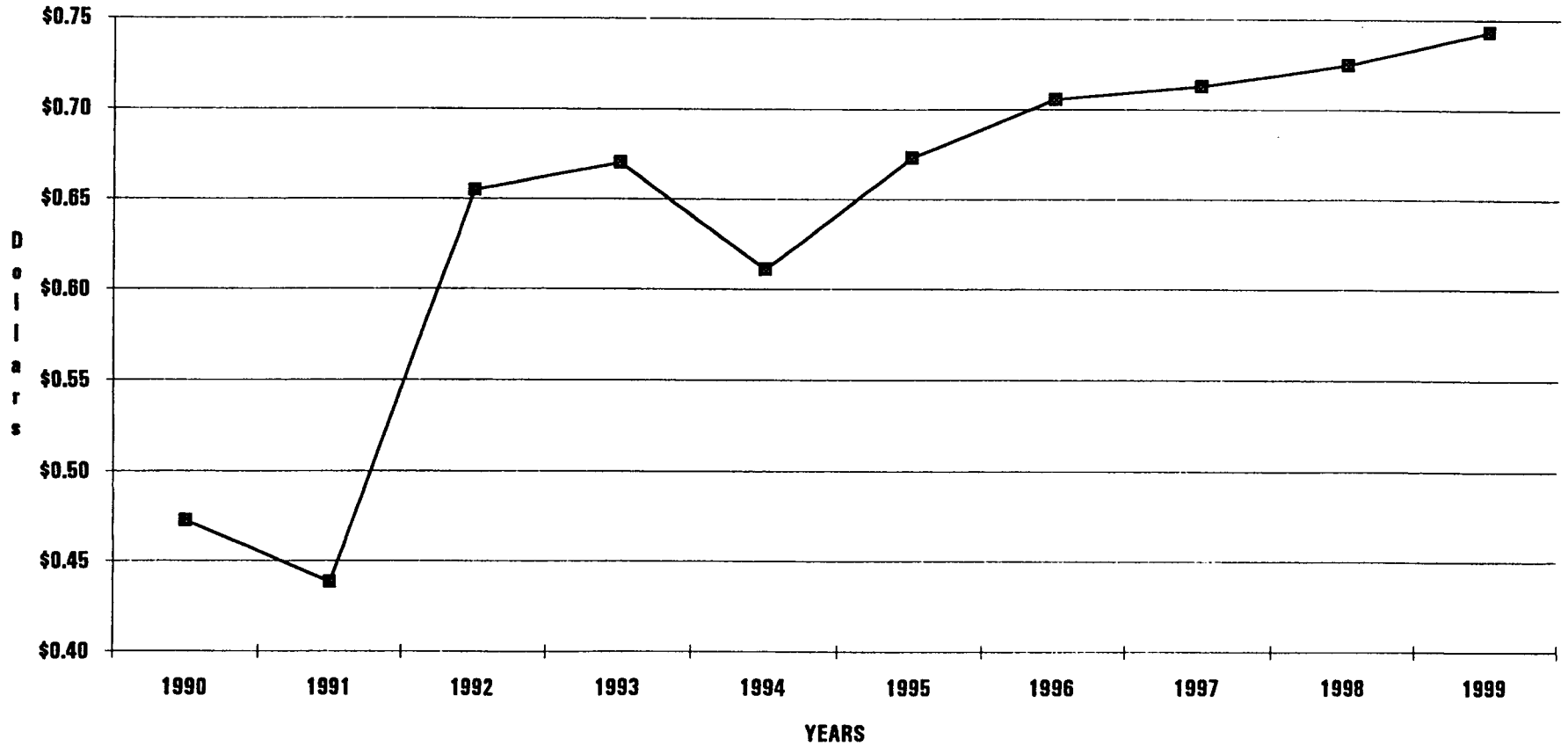
COST PER PASSENGER (\$)



-09-

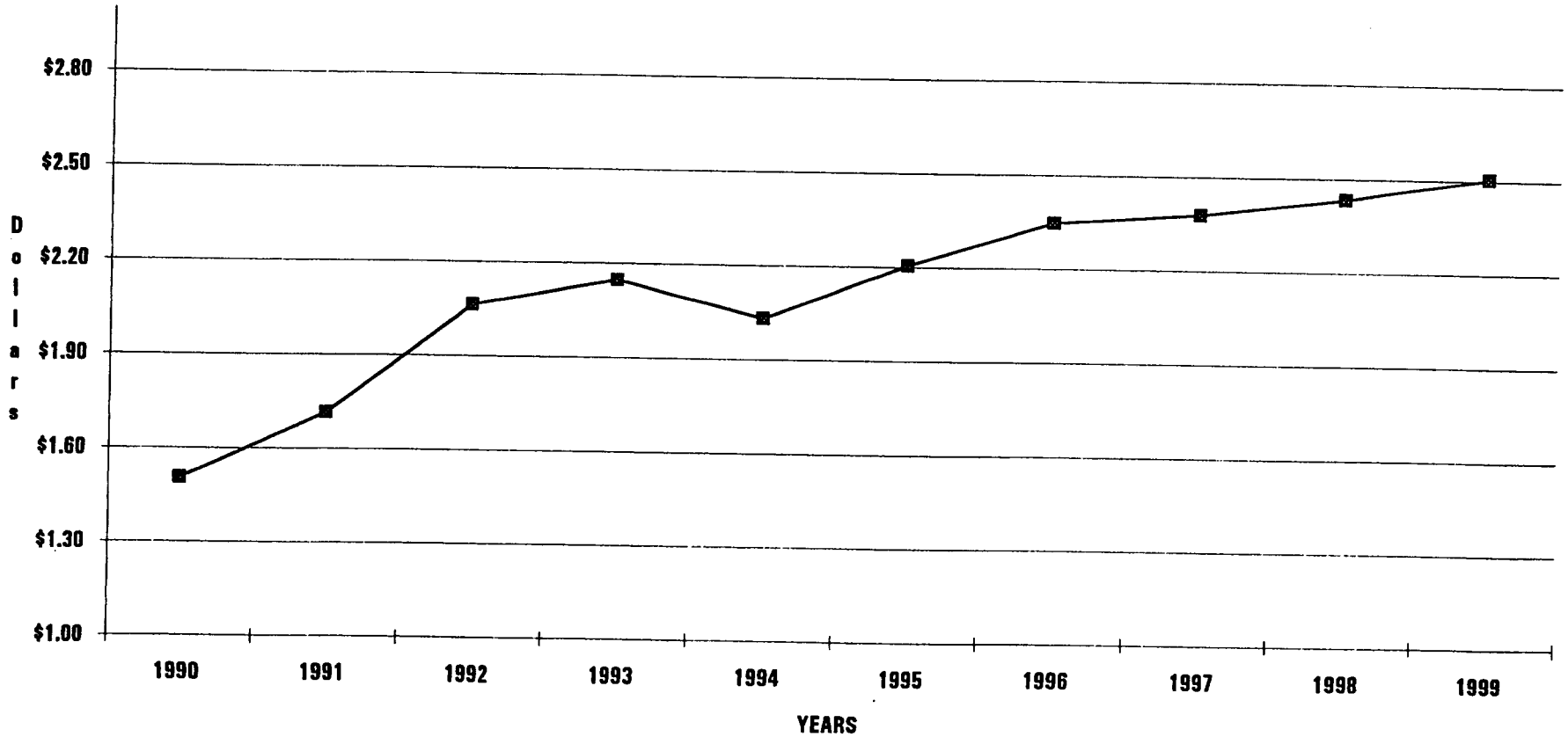
Source: National Transit Database and 1996 Budget

COST PER PASSENGER MILE (\$)



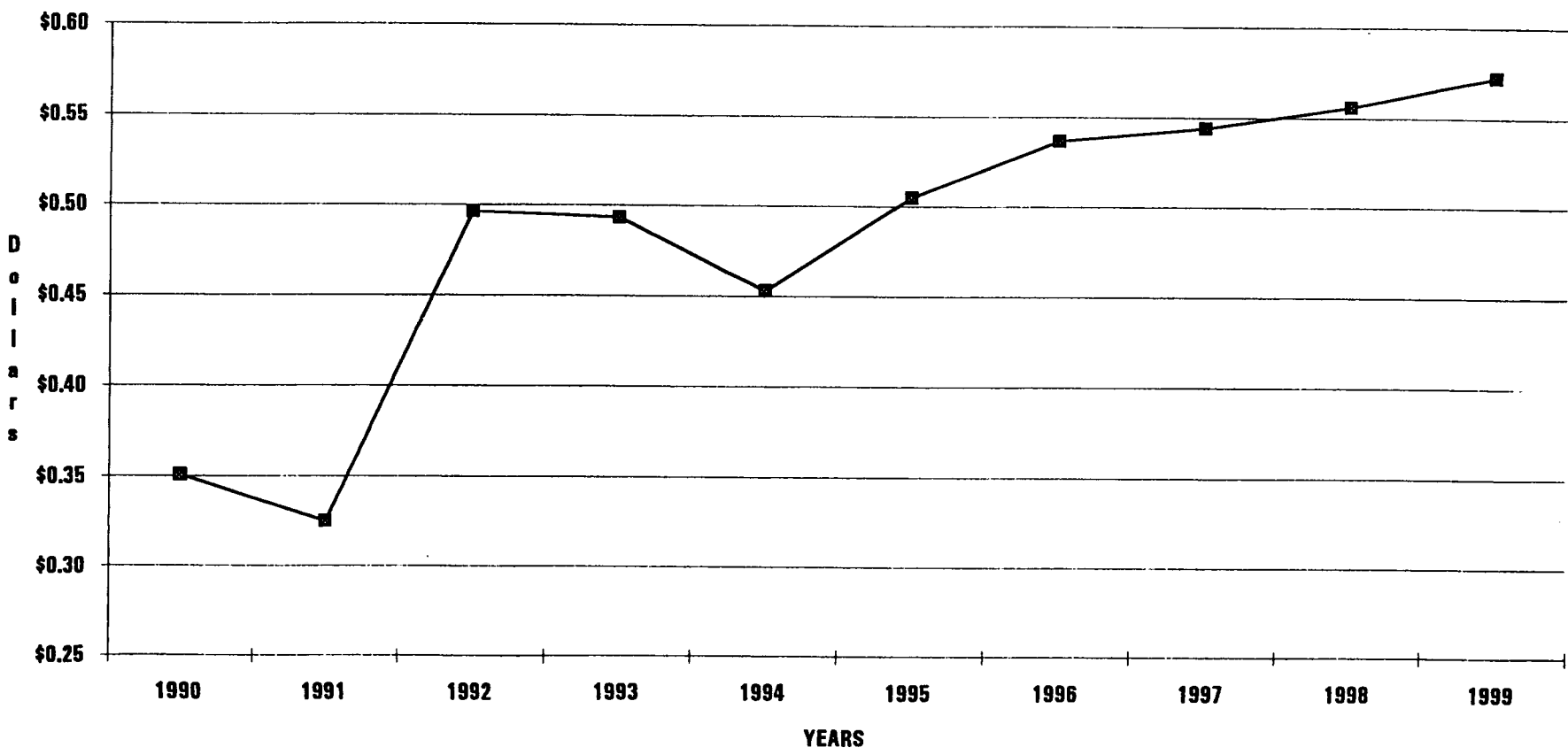
Source: National Transit Database and 1996 Budget

SUBSIDY PER PASSENGER (\$)



Source: National Transit Database and 1996 Budget

SUBSIDY PER PASSENGER MILE (\$)



Source: National Transit Database and 1996 Budget

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GEAUGA COUNTY TRANSIT
SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GEAUGA COUNTY TRANSIT
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	72	450	0	58	111	0
1998	183	450	0	147	111	0
1999	156	450	0	124	111	0
2000	172	450	0	138	111	0
TOTAL	583	1,800	0	467	444	0

**GEAUGA COUNTY TRANSIT
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	450 ¹	45 ⁵	405	141	153	111
1998	450 ²	45	405	133	160	111
1999	450 ³	45	405	133	160	111
2000	450 ⁴	45	405	133	160	111
TOTAL	1,800	180	1,620	540	633	444

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Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

- ¹ – 1997 operating expenditure is based on projected 1996 income/expense.
- ² – 1998 operating expenditures is based on anticipated 1997 income/expense.
- ³ – 1999 operating expenditures is based on anticipated 1998 income/expense.
- ⁴ – 2000 operating expenditures is based on anticipated 1999 income/expense.
- ⁵ – Reflects a proposed fare and contract rate increase.

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GEAUGA COUNTY TRANSIT
SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Wheelchair Equipped				Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Expansion			Qty.		FTA 5311	FHWA		ODOT	Other	Tax	Other	Year	Document Title
	Replacement													
	Description of Improvement													
1)	25/2 Light Transit Diesel Vehicle ¹	1	X	X	72	X		58	7			7	1997 Four Year Capital and Operating Plan	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ – 10% for contingency and 1% for administration are included in project costs.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GEAUGA COUNTY TRANSIT
SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion			FTA 5311	FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement											
1)	10/1 Converted Diesel Van ¹	1	X	X	50	X		40	5			5	1997 Four Year Capital and Operating Plan	
2)	14/2 Light Transit Diesel Vehicle ¹	2	X	X	133	X		107	13			13	1997 Four Year Capital and Operating Plan	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - 10% for contingency and 1% for administration are included in project costs.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GEAUGA COUNTY TRANSIT
SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Qty.		FTA	FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement												
1)	10/1 Converted Diesel Van ¹	3	X	X	156	X		124	16			16		1997 Four Year Capital and Operating Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - 10% for contingency and 1% for administration are included in project costs.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**GEAUGA COUNTY TRANSIT
SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion			FTA 5311	FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement											
1)	11/1 Converted Diesel Van ¹	3	X	X	172	X		138	17			17		1997 Four Year Capital and Operating Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ – 10% for contingency and 1% for administration are included in project costs.

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GAUGA COUNTY TRANSIT

12555 Merritt Road - Chardon, Ohio 44024

Phone (216) • 285-2222 • 564-7131 • 834-1856 • Ext. 5160 - 5170 • FAX 285-9476

BUD JORDAN, DIRECTOR

November 27, 1995

Ms. Pat Moore, Administrator
Office of Public Transportation
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 432126-0899

**RE: *GAUGA COUNTY BOARD OF COMMISSIONERS - CY 1997 FOUR YEAR
CAPITAL AND OPERATING PLAN***

Dear Ms. Moore:

Enclosed as per ODOT's Rural Transit Program Criteria and the Ohio Public Transportation Grant Program Criteria, and your letter dated November 1, 1995, is the County of Geauga Board of Commissioners CY 1997 Capital and Operating Plan, including both the capital and operating tables, capital justification, and the vehicle replacement schedule.

The County of Geauga, together with Geauga County Transit, has reviews and updated this plan, all projects are consistent with the Rural Transit Program eligibility criteria. Further, the County of Geauga, intends to execute the required "Certification of Equivalent Service" for all non-accessible vehicles.

Questions concerning this plan should be directed to Mr. B. W. Jordan at (216) 285-2228 x 5190.

Respectfully,



Bud Jordan
Director

C: NOACA
Commissioners
File

GAUGA COUNTY BOARD OF COMMISSIONERS

NEIL HOFSTETTER

IAN NOVAK

WILLIAM RFPKF

GEAUGA COUNTY BOARD OF COMMISSIONERS

GEAUGA COUNTY TRANSIT

1997 FOUR YEAR CAPITAL AND OPERATING PLAN

CAPITAL JUSTIFICATION

CY 1997

1 25/2 Passenger Light Transit Vehicle:

This purchase would be to replace current unit #21, a 1987 Ford gasoline 25 passenger, non-accessible light transit vehicle. This unit will be at least 10 years old when the grant application is made. With anticipated mileage, and service over the next two to three years, the unit will need replacing by 1997. With manufacture and delivery, expectation would be for a 1998 delivery date into service.

CY 1998

1 - 10/01 Converted Van & 2 - 14/02 Light Transit Vehicles

The converted van will be requested to replace current vehicle #32, a 1992 Dodge B-350 gasoline 10 passenger, one wheelchair position vehicle. Current (January 1995) mileage of 102986 should be approaching 250,000 at time of final delivery. The vehicle will be replaced with the latest available model that meets the 1998 standards of Federal regulations and accessibility requirements.

Unit #33 and #34 currently (January 1996) have surpassed the 150,000 mile mark in a relative shorter period than the Converted van discussed above. This is due to the increased usage that the Diesel vehicles are enjoying and the larger seating capacity of #33 and #34.

By the delivery date of 1998/99 these units will have passed the 300,000 mile mark of service and will be rotated into a backup/spare role for continued service.

A decision will be forthcoming regarding the implementation of a regular route service between the Village of Chardon and the medical complex. If this does develop then these vehicles will be used for this service delivery and a amendment to the 4-year capital plan will be submitted. Preliminary plans are in the process of being developed with ODOT input.

GEAUGA COUNTY TRANSIT

1997 FOUR YEAR CAPITAL AND OPERATING PLAN

CAPITAL JUSTIFICATION

CY 1999

3 - 10/01 Converted Vans:

The CY 1999 Capital Grant Application will request replacement of current Units #35, #36, AND #37, 10 passenger, accessible lift equipped diesel vans. These units are averaging approximately 4500 miles per month of vehicle service time, thus by the anticipated delivery date these units will be at or above 280,000 serviceable miles.

CY 2000

3 - 11/01 Single Wheel Cutaway Vehicles:

This anticipated purchase will be required due to the mileage of the existing single wheel cutaways (SWC). Being in service since January 1996 the mileage will be approaching 250,000 when the capital contracts are awarded.

SUMMARY

The above explanations of capital projects for the next 4 years 1997-2000 is completely based on the assumption that capital dollars will be available from the operating side of the State and Federal fund. However, with the anticipated loss of Federal dollars and the probability of further erosion of the Federal transit funds, these capital purchased can only be a projection.

GEAUGA COUNTY BOARD OF COMMISSIONERS

GEAUGA COUNTY TRANSIT

11-27-95
B. W. Jordan

VEHICLE ROSTER AND REPLACEMENT SCHEDULE

Vehicle ID	Year	Model	Make	Lift Equipment Seats/WHP(a)	Mileage	Year to Replace	GRANT AWARDED
21	1987	Ford	E-350	25/0	145000	1997	No
22*	1988	Chevrolet	SW	8/00	132368	1994	Yes (1994)
27*	1989	Ford	E-350	13/0	234138	1995	Yes(1993)
28*	1989	Ford	E-350	6/3	219407	1995	Yes(1993)
29	1991	Ford	E-350	8/2	170401	1995	No
30	1991	Ford	Aerostar	6/00	79825	1995	No
31	1991	Ford	E-350	15/0	85427	2000	No
32	1992	Dodge	B-350	10/1	125922	1998	No
33	1992	Ford	E-350	11/3	123408	1998	No
34	1992	Ford	E-350	11/3	124328	1998	No
35	1993	Ford	E-350	10/1	73100	1999	No
36	1993	Ford	E-350	10/1	76731	1999	No
37	1993	Ford	E-350	10/1	79162	1999	No
T-2**	1994	Ford	E-250	3/00	8200	2000	No
T-4	1995	Chev	Caprice	5/00	13000	2003	No
38	1995	Ford	E-350	11/1	450	2005	No
39	1995	Ford	E-350	11/1	450	2005	No
40	1995	Ford	E-350	11/1	450	2005	No
41	1995	Ford	E-350	11/1	450	2005	No
42	1995	Ford	E-350	11/1	450	2005	No
43	1995	Ford	E-350	11/1	450	2005	No

* Vehicles to be sold at public auction during 1996 with prior ODOT approval
Receipts from sale of vehicles to be returned to the capital account for local dollars
(a) seating capacity and wheelchair positions

** Service vehicle with plow

LAKETRAN

SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

LAKETRAN
Capital, Operating and Planning
Summary Sheet

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	3,420	5,112	0	1,336	500	0
1998	2,389	5,295	0	1,735	500	0
1999	4,996	5,423	0	3,404	500	0
2000	2,330	5,589	0	1,864	500	0
TOTAL	13,135	21,419	0	8,339	2,000	0

LAKETRAN
Operating Schedule

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	5,112	381	4,731	3,602	629	500
1998	5,295	40	5,255	4,126	629	500
1999	5,423	381	5,042	3,914	629	500
2000	5,589	399	5,190	4,061	629	500
TOTAL	21,419	1,201	20,218	15,703	2,516	2,000

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LAKETLAN
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	ADA Compliant			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion Replacement			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
						5307 ¹	5309 ²								
1)	Purchase Small Paratransit Vans (possibly CNG)	0	X	X	0	X			0	0					Fleet Improvement Plan
2)	Purchase Large Paratransit Vans (possibly CNG)	0	X	X	0	X			0	0					Fleet Improvement Plan
3)	Purchase 25-30' Medium-Duty CNG Buses Possibly Low Floor	0		X	0				0	0					Fleet Improvement Plan
4)	Purchase 35' & 40' CNG Buses Possibly Low Floor	0		X	0				0	0					Fleet Improvement Plan
5)	Acquire Right of Way (RW) for Park-n-Ride Lots														Park-n-Ride Plan 1996 Business Plan
6)	Design Park-n-Ride Lots ³ Mentor: SR-2 & Heisley Road (400 Spaces) Wickliffe: SR-2 & East 305th Street (300 Spaces) Perry: US 20 & Lane Road (150 Spaces)				60	X			48	6		6			Park-n-Ride Plan 1996 Business Plan
7)	Construct Park-n-Ride Lots ³ Mentor: SR-2 & SR-306 (250 Spaces) ⁴				750			CMAQ ⁵	600	75		75			Park-n-Ride Plan 1996 Business Plan PROJECT NOT EXPECTED TO BE OBLIGATED IN FFY 1997
8)	Construct Transfer Stations				500				400	50		50			1996 Business Plan
9)	Purchase/Install Shop Equipment				50	X			40	5		5			1996 Business Plan
10)	Purchase/Install Passenger Shelters	3			22	X			18	2		2			1996 Business Plan
11)	Purchase/Install Office Equipment				50	X			40	5		5			1996 Business Plan
12)	Purchase Spare Parts				100	X			80	10		10			1996 Business Plan
13)	Purchase Support Vehicles (Possibly CNG)		X		0				0	0		0			Fleet Improvement Plan
14)	Facility Expansion - Construction ⁶				1,750							1,750			1996 Business Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - In coordination with ODOT

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

⁶ - LAKETLAN intends to seek Section 5309 funds for this project.

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LAKETRAN
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion	Replacement		Federal Funding		ODOT		Other	Tax	Other	Year	Document Title	
					FTA	FHWA								
	Qty.			5307 ¹	5309 ²									
1)	Purchase Small Paratransit Vans (possibly CNG)	0	X	X	0	X		0	0		0			Fleet Improvement Plan
2)	Purchase Large Paratransit Vans (possibly CNG)	11	X	X	716	X		572	72		72			Fleet Improvement Plan
3)	Purchase 25-30' Medium-Duty CNG Buses Possibly Low Floor	0		X	0			0	0		0			Fleet Improvement Plan
4)	Purchase 35' & 40' CNG Buses Possibly Low Floor	0		X	0			0	0		0			Fleet Improvement Plan
5)	Acquire Right of Way (RW) for Park-n-Ride Lots ³ Mentor: SR-2 & Heisley Road (400 Spaces) ⁴				501		CMAQ ⁵	225	138		138		1996	Park-n-Ride Plan Business Plan
6)	Design Park-n-Ride Lots ³												1996	Park-n-Ride Plan Business Plan
7)	Construct Park-n-Ride Lots ³ Mentor: SR-2 & Heisley Road (400 Spaces) ⁴				500		CMAQ ⁵	400	50		50		1996	Park-n-Ride Plan Business Plan
8)	Construct Transfer Stations				500	X		400	50		50		1996	Business Plan
9)	Purchase/Install Shop Equipment				50	X		40	5		5		1996	Business Plan
10)	Purchase/Install Passenger Shelters	3			22	X		18	2		2		1996	Business Plan
11)	Purchase/Install Office Equipment				50	X		40	5		5		1996	Business Plan
12)	Purchase Spare Parts				50	X		40	5		5		1996	Business Plan
13)	Purchase Support Vehicles (possibly CNG)	0	X		0			0	0		0			Fleet Improvement Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - In coordination with ODOT!

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LAKETRAN
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion	Replacement		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
						5307 ¹	5309 ²								
1)	Purchase Small Paratransit Vans (possibly CNG)	0	X	X	0	X			0	0	0				Fleet Improvement Plan
2)	Purchase Large Paratransit Vans (possibly CNG)	13	X	X	846	X			676	85	85				Fleet Improvement Plan
3)	Purchase 25-30' Medium-Duty CNG Buses Possibly Low Floor	0		X	0				0	0	0				Fleet Improvement Plan
4)	Purchase 35' & 40' CNG Buses Possibly Low Floor	0		X	0				0	0	0				Fleet Improvement Plan
5)	Acquire Right of Way (RW) for Park-n-Ride Lots ³ Wickliffe: SR-2 & East 305th Street (300 Spaces) ⁴ Perry: US 20 & Lane Road (150 Spaces) ⁴				1,501 301				725 125	388 88	388 88			1996	Park-n-Ride Plan Business Plan
6)	Design Park-n-Ride Lots ³													1996	Park-n-Ride Plan Business Plan
7)	Construct Park-n-Ride Lots ³ Wickliffe: SR-2 & East 305th Street (300 Spaces) ⁴ Perry: US 20 & Lane Road (150 Spaces) ⁴				750 400				600 320	75 40	75 40			1996	Park-n-Ride Plan Business Plan
8)	Construct Transfer Stations				1,000	X			800	100	100			1996	Business Plan
9)	Purchase/Install Shop Equipment				50	X			40	5	5			1996	Business Plan
10)	Purchase/Install Passenger Shelters	3			22	X			18	2	2			1996	Business Plan
11)	Purchase/Install Office Equipment				50	X			40	5	5			1996	Business Plan
12)	Purchase Spare Parts				50	X			40	5	5			1996	Business Plan
13)	Purchase Support Vehicles (possibly CNG)				26	X			20	3	3				Fleet Improvement Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - In coordination with ODOT!

⁴ - Project contingent on NOACA Board approval

⁵ - Funding source contingent on NOACA Board approval to transfer to Section 5307 funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LAKETRAN
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion				5307 ¹	5309 ²	FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement													
		Qty.													
1)	Purchase Small Paratransit Vans (possibly CNG)	28	X	X	1680	X			1,344	168					Fleet Improvement Plan
2)	Purchase Large Paratransit Vans (possibly CNG)	0	X	X	0	X			0	0					Fleet Improvement Plan
3)	Purchase 25-30' Medium-Duty CNG Buses Possibly Low Floor	0		X	0		CMAQ		0	0					Fleet Improvement Plan
4)	Purchase 35' & 40' CNG Buses Possibly Low Floor	0		X	0				0	0					Fleet Improvement Plan
5)	Acquire Right of Way (RW) for Park-n-Ride Lots ³												1996		Park-n-Ride Plan Business Plan
6)	Design Park-n-Ride Lots ³												1996		Park-n-Ride Plan Business Plan
7)	Construct Park-n-Ride Lots ³												1996		Park-n-Ride Plan Business Plan
8)	Construct Transfer Stations				500	X			400	50			1996		Business Plan
9)	Purchase/Install Shop Equipment				50	X			40	5			1996		Business Plan
10)	Purchase/Install Passenger Shelters	0			0	X			0	0			1996		Business Plan
11)	Purchase/Install Office Equipment				50	X			40	5			1996		Business Plan
12)	Purchase Spare Parts				50	X			40	5			1996		Business Plan
13)	Purchase Support Vehicles (possibly CNG)	0	X		0				0	0					Fleet Improvement Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

³ - In coordination with ODOT

LAKETRAN

1996 Business Plan
including
1997-2000
Transportation
Improvement Program

January 1996

INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year projection of the operating and capital projects LAKETRAN may seek to implement with federal funds in the coming period. Required by federal regulations, it is prepared annually, in late fall - early winter, to become effective with the state fiscal year beginning next July 1 and the federal fiscal year beginning the following October 1. A project must be listed in the TIP to be eligible for state and federal funding.

The TIP does not commit LAKETRAN to any specific course of action. Rather, it serves as a planning document, a "business plan". Separately, the Board of Trustees will be asked to separately endorse LAKETRAN's annual grant application to fund the project, and to award a contract to implement the project.

LAKETRAN prepares the TIP for transit projects in Lake County, and forwards that TIP to NOACA. NOACA obtains similar TIP's for transit projects in Cuyahoga, Geauga, Lorain and Medina counties - plus highway, waterworks and airport projects in all counties. These are compiled into a regional TIP which is forwarded to ODOT for inclusion in the State TIP (STIP). The subsequent fall, LAKETRAN reviews the TIP to select the projects for which federal funding will be sought for the next year.

Federal regulations require the TIP be:

1. fiscally-balanced. Only those funds specifically allocated or earmarked to an agency can be shown. We cannot show our need or desire to utilize either discretionary transit funds (Section 3) or flexible intermodal funds (Congestion Mitigation and Air Quality or CMAQ).
2. at least air quality neutral. NOACA must perform an air quality conformity finding for each TIP to ensure the projects included do not worsen air quality.

Because of the complexity arising from the fiscal balance and air quality requirements plus having to incorporate the regional TIP into the STIP, changes to the TIP in between the annual updates are discouraged.

FUNDING

The range of federal funding sources available for transit projects are as follows:

FTA 3	Discretionary transit funds, 80% federal share.
FTA 9	Formula transit funds, 80% federal share.
CMAQ	Congestion Mitigation and Air Quality funds. Can only be used in non-attainment areas, areas which do not meet National Ambient Air Quality Standards. Federal highway funds, controlled by ODOT, eligible for transfer to transit capital projects that enhance air quality, 80% federal share.
IR	Discretionary Interstate highway funds, ODOT controlled, 100% federal share.
STP	Surface Transportation Program funds, NOACA administered, eligible for transfer to any transit capital projects, 80% federal share.
NHS	National Highway System funds, ODOT controlled, eligible for transfer to transit capital projects located along NHS roads, 80% federal share.

The overwhelming amount of FTA 3 funds are earmarked by Congress to specific agencies with strong lobbying efforts. There is intense competition for what little there is left over for agencies such as LAKETRAN. Our use of such funds is therefore limited to such "big ticket" items as our garage, its CNG fueling facility and major, large bus purchases.

The STP, NHS and CMAQ funds are highway funds that are flexible and can be used for selected transit projects. Transit's use of these funds requires lobbying at the NOACA and ODOT levels. ODOT is generally supportive of eligible transit projects especially "routine" ones like alternatively-fueled buses and park-n-ride lots. It has also supported "unique" projects such as Akron's new Cleveland and University of Akron services and its purchase of rail right-of-way. Competing interests at NOACA often make the NOACA review of transit projects intense.

IR funds are restricted to use along Interstate highways (e.g. I-90); NHS funds along highways and other facilities that are part of the National Highway System. The only Lake County facilities that are part of the NHS are the following:

SR2 from Cuyahoga County to SR44S
SR44 from Headlands Park to Geauga County
SR91 between SR2 and I-90
I-90
Park-n-Ride Lots

CMAQ funds are restricted to projects which enhance air quality. It has the greatest potential for use by transit agencies as most transit projects are, by definition, at least "air quality neutral" and have the inherent potential to reduce single-occupant vehicle (SOV) travel. These funds are administered by ODOT.

Each candidate project must undergo an eligibility review by both state (ODOT, OEPA) and federal (USEPA, FTA, FHWA) agencies.

The state is seeking to redesignate the Cleveland area from non-attainment to attainment (a decision by USEPA is expected in 1996). If USEPA agrees, CMAQ funding will not be lost to the region as previously thought. The 1995 NHS bill permitted CMAQ funds to continue to flow to areas redesignated as attainment. Without such legislation, the transit elements of the TIP would be dramatically impacted and place further burdens on an already - overprogrammed STP program.

STP is the main funding source for all highway projects not in the NHS. It is already overprogrammed to such a significant extent that there is little likelihood transit projects face an intense, uphill battle as evidenced by GCRTA's CSU Transit Center.

All of these funding categories are subject to change as their ISTEA authorization must be renewed in 1997.

Coupled with the requirement that TIP's be "fiscally restrained", the forgoing means our TIP can only show Section 9 (now, Section 5307 Urbanized Area Formula) funds, earmarked Section 3 (now, Section 5309 Bus Capital) funds plus

CMAQ funds for selected, pre-approved projects. This generally means only Section 9 funds can be shown in our TIP for routine capital projects. These are barely one third of the amount needed to fully fund LAKETRAN's routine capital needs (e.g. bus replacement). The significant boost Section 9 formula funds received in FFY 1994-1995 - and the relief that provided to LAKETRAN - has been negated by the 1996 cuts in the transit budget.

Future, federal budget proposals portend further drastic reductions in federal financial support of transit programs. The outright elimination of federal funding for transit is more possible now than at anytime in the past. This was cut 44% in 1996. As federal funds equal 48% of our budget, the impact could be cataclysmic.

Notwithstanding the forgoing doom-and-gloom scenario, we have calculated the amount of Section 9 funds available to LAKETRAN in future years as follows to maximize our flexibility:

- The National Section 9 program will be fully funded at the authorization level.
- LAKETRAN's share of the National Section 9 program will remain unchanged at 0.06%.
- The relative growth of LAKETRAN's services and ridership will yield an additional 1% per year.
- An additional 20% contingency is included to accommodate the contingency projects permitted by FTA.

OPERATIONS

Ridership on LAKETRAN's services continued to increase in 1995. Overall, systemwide ridership increased 7% fueled by a 6% growth in Dial-a-Ride. During the same time, revenue hours dropped 4%. This is the third consecutive year LAKETRAN achieved a significant improvement in efficiency. (All figures compare the January - October of 1995 vs. the same period in 1994.)

LAKETRAN's sales tax proceeds continued their healthy growth in 1995, up 8% versus 1994. Such a large increase is due in part to the ongoing expansion of retailing in Lake County. (Based on the 1993 census of retailing, Mentor has grown to become the 7th highest retail sales locale in Ohio.) Nonetheless, the primary challenge for LAKETRAN remains to increase efficiency from the existing level of operations in the face of continuing increases in demand - and potential loss of federal funds.

LAKETRAN will continue to use a range of strategies to improve efficiency, especially for Dial-A-Ride. Short term and ongoing strategies include:

1. Greater grouping of trips.
2. Encouraging riders to shift trips from rush hours to base periods.
3. Continued heavy policing of clients with high cancellations and no-show rates.

Longer term strategies include:

1. The existing software will continue to evolve and improve. It is not known whether this is the "best" software. As the ADA market matures, other software may become available and be "better". LAKETRAN will continue to monitor developments.
2. Utilizing MDT (mobile data terminals) and AVL (automatic vehicle location) technology to maximize Dial-A-Ride/fixed route integration, achieve real time dispatching and convert paper to electronic data transmission.

These latter strategies will be phased in over a multi-year period. As a lean organization, LAKETRAN must fully absorb one change before proceeding into

the next. Past experience with technology systems mandates an extreme testing phase will be required to thoroughly evaluate new products followed by a prolonged de-bugging phase.

Against this background, ADA-required service has been incrementally implemented. Full compliance is expected by the 1997 deadline.

Under terms of a 1993 agreement with GCRTA, LAKETRAN underwrites routes 43 (Willowick) and 49 (Wickliffe) at 50% and 80% respectively. Buses were purchased jointly with Akron, Youngstown and Cleveland in 1995 to take these routes over. Delivery is expected in Summer 1996. This transfer from GCRTA to LAKETRAN will benefit taxpayers as LAKETRAN's fully-allocated cost of operations is \$36.00 per hour, GCRTA's, \$63.00 per hour. These will be LAKETRAN's first CNG buses. LAKETRAN must become familiar with the buses and their new technology.

For all the hoopla, CNG remains a young technology. Every transit agency that has implemented CNG has had learning curve issues to overcome. Indeed, when GCRTA took delivery of its first production run of CNG buses, there were a host of engine and bus plumbing issues that appear to have been addressed. GCRTA continues to have problems with its fuel island compressor. As our compressor is different from theirs and has been in long use in a number of locations around the county, we do not expect similar concerns.

LAKETRAN will continue to use private contractors for parts of its operation where it is cost-effective to do so. LAKETRAN will continue contracts with local firms and not-for-profit agencies to provide supplemental service in 1996-1998.

LAKETRAN will nonetheless continue to explore greater integration of Dial-a-Ride and fixed route services. The demographic character of Lake County portends well for such integration.

Population, development and economic activity are concentrated in the western part of Lake County. Passengers from eastern Lake County must, therefore, travel at least to Painesville, if not further west to the Great Lakes Mall and Vine Street. This creates a large number of county-wide trips on Dial-A-Ride, duplicating the fixed route service. The more that Dial-A-Ride can be integrated with and used to feed fixed routes, the more efficient LAKETRAN's operations will be.

has remained constant.

In addition to the commuter buses referenced above, LAKETRAN will take delivery of 12 low floor 35' CNG buses in late 1996, early 1997. These will replace the 1985 and 1990 buses currently used on local fixed routes. This will also provide sufficient buses for the following possible changes to local fixed route service:

- Hourly weekday service on Routes 2 and 3.
- Examine the feasibility of rationalizing late evening service on Route 1.
- Service along Vine Street after it is widened to 12-foot lanes, which is scheduled for mid-1990's. Presently, buses are wider than the lanes offering a safety hazard.

Cleveland commuter services continue to experience growth. In 1995, a third bus was added to Route 7, Mentor Civic Center - Cleveland. This service now operates at 0:15 frequency in the rush hours.

Route 6, Lakeland College - Cleveland, was extended to Madison in October 1994. This extension is expected to help LAKETRAN further tap the eastern Lake County and Ashtabula County markets. The Madison Village Fire Department (on SR 528 just north of SR 84) is being used. Ridership averages 5 persons per day.

LAKETRAN has formulated a coherent Park-n-Ride lot program for Lake County. Existing lots are at the Mentor Civic Center (SR615, north of SR2) and Lakeland College (SR306 and I-90) and Madison Village Fire Department (SR 528, just north of SR 84). The latter was added in October 1995 when Route 6 was extended east. Both the Lakeland College and Madison Village lots are joint use.

In the future, lots are projected for the following locations:

I-90 and
SR528, Madison
Vrooman Road, Leroy
SR44, Concord
SR615, Mentor
SR84, Wickliffe

• US20 and
SR528, Madison
Lane Road, Perry

SR2 and
SR306, Mentor
Heisley Road, Mentor
East 305th Street, Wickliffe

These lots enable most of Lake County's commuters to be within 2 or 3 miles of a park-n-ride lot. This will enhance LAKETRAN's appeal to local markets and enable LAKETRAN to tap new markets, including Ashtabula and Geauga Counties. Further, these lots will be open to car and van pools increasing the attractiveness of alternates to the single occupant vehicle (SOV).

Land acquisition, design and construction of these lots is being funded by a mix of CMAQ, Section 9 and local funds.

The Park-n-Ride lot at I-90 and SR615 will be integrated into design of the new interchange to be built at that location. Incorporating the lot into the design of the interchange will improve traffic flow and enable easy on-off for both buses and cars. ODOT is currently planning this intersection and expects this project to proceed to construction in the late 1990's.

Park-n-Ride lots are part of a long term strategy to provide alternates to single-occupant vehicles (SOV's). It is not LAKETRAN's intent to operate bus service to all of these lots. Bus service will be operated at those lots with the greatest demand. All lots will be available for carpools, vanpools and other high occupant vehicle (HOV) travel.

Carpools and vanpools are other parts of the HOV arsenal. Continued suburbanization of the Cleveland metropolitan area means work destinations are increasingly dispersed. Coupled with equally - if not more - dispersed home

origins, flextime and the region's non-attainment status for air quality, this means non-traditional modes of public transportation will play an increasing role in the future. LAKETRAN entered into an agreement with NOACA whereby NOACA will promote van pools with LAKETRAN sponsorship to employers and employee groups in Lake County.

CAPITAL

FLEET IMPROVEMENT PROGRAM

LAKETRAN operates a fleet of 79 revenue vehicles. These vehicles range from small 10-passenger vans to full-sized, 40-foot buses.

Small (10-passenger) and large (14-passenger) vans are used in paratransit service. The latter also substitute for accessible fixed-route buses should one of those be unavailable. Medium (30 - 35 foot) sized buses are used on local fixed route service. Full-sized (40 foot) transit and intercity buses are used in Cleveland commuter services.

The number of each type of vehicle in LAKETRAN's fleet is determined by peak period demand plus a 20% spare factor. This spare factor is FTA's standard.

It is desirable in any bus fleet to retire buses as they reach the end of their useful life. The minimum useful life of a bus is defined by FTA as follows:

35-40 foot buses	12 years or 500,000 miles
30 foot buses	10 years or 350,000 miles
less than 30 foot buses	7 years or 200,000 miles
vans	4 years or 100,000 miles

This way, older buses that require correspondingly higher amounts of maintenance effort and cost can be removed from service. By removing such maintenance-intensive vehicles, LAKETRAN is able to operate more efficiently.

Simultaneously, it is equally desirable to acquire new buses at the same rate the older buses are being retired. This way, more reliable and efficient equipment, that is less costly to maintain, can be placed in service. This also permits the overall fleet size to remain constant while reducing the average age of same. The regular replacement of buses in small, annual increments rather than larger, infrequent purchases serves a number of purposes.

1. Fleet age is prevented from building up to a high level where replacement of

a large portion of the fleet is required.

2. The likelihood that LAKETRAN will have a large portion of its fleet comprised of defective or maintenance-intensive buses is minimized.
3. Maintenance efforts are spread equally throughout the system over time so that large numbers of vehicles do not reach major overhaul milestones in mass.

Also, problems arise from making large bus purchases in a single year. It will again be necessary to purchase a large number of vehicles in a single year to replace them to maintain fleet size. Vehicles purchased together, age together. All will reach such major milestones as engine overhaul simultaneously, requiring a greater maintenance effort than an agency can often accommodate.

All of the new buses to be purchased under the Fleet Improvement Program are slated to be CNG fueled. This will take maximum advantage of the CNG capabilities of our new facility. It is possible that 90% or more of LAKETRAN's fleet could be CNG fueled by the mid-1990's. This would make us one of the first transit systems to achieve such a high percent of CNG-fueled buses.

The forgoing is being pursued with the recognition that CNG is a young technology. (In contrast, diesel has been around for 60+ years.) Regional variations in gas "quality" (methane - ethane - propane composition) has an impact on bus engines.

It is probable that paratransit vans will remain diesel-powered to achieve the 200-250 miles per day range required of them. Current CNG technology limits vehicles of this size to 100 miles per day, requiring a return to the garage for fueling part way through the vehicles run. Further, the \$10,000 - \$15,000 incremental cost of CNG is hard to justify over the 4 - 5 year life of paratransit vans.

A chart summarizing the changes in fleet composition that are expected to occur during the ensuing years is provided as Attachment 1.

Salient ingredients of LAKETRAN's Fleet Improvement Program (FIP) are as follows:

1. Commuter Fleet

Sixteen 40' foot (11 commuter, plus 6 transit/fixed route) buses are shown on the FIP tables. These are needed for LAKETRAN's operation of the west end routes now operated by GCRTA (routes 43 and 49) under contract to LAKETRAN. These were tendered in 1994, jointly with Akron and Youngstown. Due to financial problems of various bus manufacturers that time, no tenders were received. We thereafter merged our tender with Cleveland's. These proposals were received in 1995. Delivery is scheduled for Summer 1996. The GCRTA routes will be taken over once mechanics are trained on the buses, LAKETRAN is confident CNG problems have been licked and drivers trained on the routes.

Over the past year, LAKETRAN has pursued used suburban or intercity buses. Suburban buses are almost exclusively purchased by transit agencies and must be retained for at least 12 years/500,000 miles. Such old, well-worn buses would not reflect well on LAKETRAN. We have, therefore, focused on the range of late-model, low-mileage intercity buses on the market.

Four such buses were added to the fleet in 1995. This allowed LAKETRAN to take the one Mentor-Cleveland run operated by a contractor back in house, and will provide buses needed to operate service at one or more of the park-n-ride lots expected to come on line in the late 1990's.

Once frequency on Cleveland routes drops to 10 minutes, adding further buses to accommodate ridership will reduce driver productivity. High capacity buses (articulated or double-deck) will be explored for use beyond that point.

2. Fixed Route

The fixed route fleet will be standardized around low floor, 35' foot buses. Twelve such buses were tendered in 1995. Delivery is scheduled for late 1996 - early 1997. These will replace the 1985 and 1990 buses now used in local service and provide the additional buses needed to provide hourly service on Routes 2 and 3, plus along Vine Street after it is widened.

Please note a 35' low floor, CNG bus provides the same passenger capacity and operating range as the 30' high floor, diesel buses being replaced. The

passenger-friendly low floor and environmental benefits of CNG bode for the selection of this bus for LAKETRAN's future.

3. Light Duty 25' Buses

Four Light duty 25' buses were tendered in 1995 for delivery in early 1996. These will be used on local shuttles and light density routes. These buses are used where 18 passenger light transit vehicles were formerly used. The latter are purchased as 14 passenger vehicles now. Reduced passenger seats means 2 wheelchair passengers can be accommodated.

4. Light Transit Vehicles

These 14 passenger vans are used in many-to-one dial-a-ride service and on low-volume fixed routes. Low floor vans will be explored.

5. Small Paratransit Vans

Ten-passenger vans are used in basic one-to-one paratransit service. A modest fleet increase will permit expanded service.

The forgoing fleet additions will increase the revenue fleet to just over 100 buses.

In its diesel fleets, LAKETRAN will strive to provide the industry-standard 20% spare ratio for its fleet. On its CNG fleets, LAKETRAN will provide a larger spare ratio due to the teething problems bus and engine manufacturers are having with CNG. Lacking such an adequate ratio often requires a different type of bus being sent on a bus change and, less frequently, maintenance has to juggle schedules to keep both inspections and service on time.

PARK-N-RIDE LOTS

Development in Lake County has evolved around the use of the automobile. Over the last two decades, people have sought to leave the central city for safety, privacy, better schools, less noise and congestion, and Lake County has been the benefactor of this change. Unfortunately, this overwhelming migration to the suburbs has produced the same environmental problems in which caused this retreat. The future of this unlimited growth is the hot topic between geographers and planners.

Looking into the future, the continuing growth of traffic will probably spiral. This scenario will produce enormous problems of congestion, pollution, and inconvenience. If we look around Lake County we witness more and more construction of single family houses with three-car garages. As we continue our growth patterns and demand for more services, our road network will become more clogged, pollution will increase, and road maintenance will outstrip the public's threshold for taxes.

To meet the challenges of providing commuting options to our public, Park and Ride adapts to our land use pattern and our prediction for the automobile very well.

The intent of Park and Ride facilities is to provide a common location for individuals to transfer from a single (or low) occupancy to a high occupancy travel mode. In Lake County we consider our high occupancy modes to be carpool, vanpool and commuter bus.

LAKETRAN has operated a Park and Ride commuter service to downtown Cleveland since 1985. The first Park and Ride service originated from the Railbus Demonstration Project. We began this service from the Mentor Civic Center because the lot was free. This location was to be temporary until we could locate a site closer to State Route 2. However, discussions with private owners of land located closer to State Route 2 proved fruitless. We continued the search by talking to existing retail establishments in the desired areas. The stores did not want to share their limited available parking with a Park and Ride. We then shifted our search and began considering the possibilities of locating on Tyler Boulevard.

The Tyler Boulevard corridor certainly offered opportunities. First, there were sites

available, and second, some of these sites did provide some level of visibility from the Lakeland Freeway. However, accessing Tyler Boulevard is not convenient for commuters coming from North Mentor. These potential customers would have to pass up the Lakeland Freeway ramp, fight more morning traffic, and travel another 10 to 15 minutes to reach the Park and Ride lot. Consequently, our bus would have to negotiate its way through traffic to the freeway, or backtrack to State Route 615. Even if the bus entered the freeway at State Route 306, additional time would be added to the trip. The total travel time spent in just getting on the freeway could come close to a 30 minute delay. The only riders attracted would be those who are truly committed to the idea and benefits of public transit and those who are transit dependent.

Since available sites had severe long-range limitations, we delayed making a major investment in Park and Ride until we could establish a site that met the location criteria and could grow with future needs. LAKETRAN made a modest improvement at the Mentor Civic Center to ease the growing demand for the Park and Ride service. The Mentor Civic Center service was successful almost immediately with the availability of additional parking. Since this modest start in 1985, LAKETRAN has gone from one bus to three buses to meet the demand of commuters riding into Cleveland.

Lake County is anything but transit dependent. American Demographics Magazine listed our county as one of the most automobile-dominated counties in the United States. There are more vehicles registered in Lake County than there are residents. Vehicle registration grew 7% in 1992 - 1994. In spite of this trend, our Park and Ride service continued to flourish. We currently operate four buses to Cleveland on a daily basis and our buses to various Cleveland sporting events are even more popular.

Currently, Lake County residents have very few options for their daily work trip to Cleveland. Our Park and Ride program must offer our residents a full realm of commuting options, whether they choose to carpool, vanpool or ride a commuter bus.

To reach a solution for the growing demand of commuter services in the Mentor area and Lake County, LAKETRAN began searching for potential Park and Ride lots that were located next to and visible from the Lakeland Freeway. We found almost all of the available interchanges were virtually fully developed. To help the

latent and apparent need for Park and Ride services, we expanded our search to all of the lots along the Lakeland Freeway and Interstate 90. The greatest need is to secure available and adequately sized parcels that are located close to present population and congested areas. Therefore our priority is to address our growing demand for commuter services from the Mentor area and inventory available sites that meet our needs.

The following criteria will be used to ensure sites are compatible for park-n-ride development:

1. **Site Accessibility** - Perhaps the most important, location must have convenient access from major roadways for both commuters and transit vehicles.
2. **Availability** - Site is available for both short term and long term use.
3. **Site Visibility** - Site should be visible from major roadways to ensure passing motorists will be aware of the facilities; also visibility will deter possible vandalism and enhance the safety and security of the area.
4. **Adequate Space** - Size should allow for current and projected demand, and provide room for effective expansion.
5. **Current Operations** - Site should maximize operating efficiencies; should encourage use and ridership.
6. **Development Costs** - Level sites are preferred as they have good access and are free from environmental problems; also, a level site is a consideration for construction of supporting elements.
7. **Transit and HOV Potential** - Site should be able to support rail or HOV (High Occupancy Vehicle) lanes, signal priority and direct access ramps to further enhance the use of the facility and transit.
8. **Proximity of User Amenities** - Consideration should be given to service-like amenities such as gas stations, convenience stores, dry cleaners, day care, etc. which may encourage transit usage by providing convenient services.

9. **Joint Development Opportunities** - Potential may be examined in the site selection process. Additional developments at Park and Ride sites have been very appealing. The idea centers on the methodology to reduce the total number of trips taken. Offering services, particularly child care, at the Park and Ride facilities makes the service very attractive for several reasons. First, women are more prone to use transit than men (although our ridership appears to be evenly split). Additionally, women are more likely to assume the task of dropping off the children at the day care center. Consequently, the idea to provide child care and bus service at the same location reduces the number of trips in the morning. Trip reduction and reducing the number of engine starts, etc., are ways to positively impact the quality of our air. Again we see the convenience factor enhanced as well. The Park and Ride facility fills another need to consolidate trips and, more importantly, save time for the commuter in the morning.

In addition, FTA guidelines will be followed for park-n-ride lot development. All of the Park-n-Ride lots will qualify as Class II environmental actions pursuant to C5020.1 and 23 CFR 77 as follows:

1. Land will be zoned for highway, park-n-ride or similar use;
2. Adjoining land uses will be compatible;
3. Adjacent streets will have sufficient capacity to handle the resulting car and bus traffic;
4. No relocation will be needed; and
5. Environmental audits will be performed on all sites to ensure no environmentally contaminated parcels will be developed.

Design and construction parameters will allow for Park-n-Ride plus Kiss-n-Ride, passenger amenities, and joint development. Future expansion will not be precluded.

Interchanges offer the best sites for Park and Ride lots. They meet or exceed the suggested criteria listed above and already serve as a focus in the daily driving

habits of the vast majority of Lake Countians. Every resident must access I-90 or State Route 2 by using an interchange and the Northeast Ohio Areawide Coordinating Agency traffic counts prove that no other roads come close to the volume of cars during commute times. While each interchange offers its own characteristics, the way the population is dispersed in Lake County, the sites on the north side of State Route 2 and I-90 are more desirable because that is where the traffic is generated. Moreover, it is better to build onto patterned behavior than to try to change two behaviors. It will be easier and consequently more acceptable for people to utilize a Park and Ride facility if they do not have to change their travel patterns too much. Thus, if the facility is on their normal route to the freeway and the route has the same destination, people are more likely to use the service. Additionally, we have seen commuters form carpools at abandoned gas stations along I-90. Providing parking lots for carpooling commuters is just as important to our mission as providing buses for their commute.

There are many areas outside downtown Cleveland that serve as the workplace for Lake Countians. These diverse areas are very difficult to serve with bus routes. By making the formation of carpools and vanpools easier by centralizing parking, we encourage commuters to make a decision to increase the occupancy of their vehicle. Everybody understands the value of carpooling and vanpooling from the perspective of environmental gains, cost savings, trade deficit reduction, and to decrease our reliance on foreign sources of fuel.

As stated before the best locations for Park and Ride are adjacent to interchanges. This is an inventory of sites available for possible Park and Ride development along the Lakeland Freeway and Interstate 90.

1. **East 305th Street and the Lakeland Freeway** - This location contains a single large structure that once housed a grocery store. The building and grounds stand vacant now except a small portion rented to a dental office.
2. **State Route 91 and the Lakeland Freeway** - Preliminary findings indicate that nothing is available.
3. **Vine Street and the Lakeland Freeway** - Nothing available.
4. **Lost Nation and the Lakeland Freeway** - There is one land parcel just south of the freeway. Because of its small size and the ramp problems at

this exit, the potential of purchasing land at the airport was reviewed and rejected. We have problems merging our bus onto the roadway at Lost Nation and State Route 2. Even our small vehicles which provide our Dial-A-Ride service have found it problematic - a fully loaded 40 foot bus would be even slower. This facility does not offer the visibility and easy access that are part of our primary criteria for Park and Ride site selection as listed above.

5. **State Route 306 and the Lakeland Freeway** - Two sides to the interchange have not been developed. Both are located on the north side of the freeway, the better side. Possibly the best location in Lake County may be the vacant parcel at the northwest corner of the Lakeland Freeway and State Route 2. Sites further north on State Route 306 are possibilities, there is airport property available along 306 and a shared use option might include the parking lot at St. John Vianney Church. The parcels on the south side of State Route 2 were not considered because they are not convenient for commuter traffic to reach in the morning.
6. **State Route 615 and the Lakeland Freeway** - In hind sight perhaps, we should have pushed harder for a site in the old Pick-N-Pay/Cooks United Plaza for a Park and Ride site here. The only other site in this immediate area that may be available is the corner property at Bellflower Road and State Route 615. The owners have sought to have this parcel at the interchange rezoned for years. The housing on the property predates the freeway. This is a consideration.
7. **Heisley Road and the Lakeland Freeway** - We should consider this location for a potential Park and Ride location. Once some of those old nursery properties located on Lakeshore Boulevard are subdivided and developed the traffic volume will increase significantly. A notable increase in traffic along this corridor has already been noticed due to many people using Heisley as an access from newer housing developments farther south. The northwest corner remains vacant. There is another parcel available on the southeast side and there are some potential locations further south on Heisley as well. There is a possibility of more available sites at State Routes 44 and State Route 283.
8. **State Route 283 and State Route 2** - In Painesville, offers a few potential

sites, although access would be a problem.

9. **Bacon Road/Fairport Harbor Nursery Road** - There are some sites near the intersection. The traffic flow originates from State Route 20 and east.
10. **State Route 20 Split** - This area has sites available. The optimal location would be on the north side of 20 allowing easy access by automobile. However, considering left turns along State Route 20 are nearly impossible (especially at peak times); signaling then becomes a prime concern.
11. **Lane Road** - A potential location. This site has many characteristics that interchanges have, but it lacks ramps.
12. **Madison** - A fast-growing part of the county, Madison offers two distinct possibilities. We currently use the Chapeldale strip center for our service to the Cleveland Browns' home games. It was available for shared use limited to Browns home games. The long term potential would be State Route 528 & State Route 20 or, if we wanted to go further south, State Route 528 & I-90.
13. **I-90 and SR 528/US20 and SR 528** - Presents some possible locations for future Park and Rides. State Routes 528 and I-90 have locations available at or near the interchange. This location would sufficiently serve part of the Madison area. However, Madison residents who live north of State Route 20 have a higher tendency to use 20 and State Route 2 instead of I-90. Other markets that might be served by this location include Geneva, Ashtabula, and surrounding townships.
14. **I-90 and Vrooman Road** - Another interchange that has sites available is Vrooman Road and I-90. There is speculation that once the new bridge is constructed, this interchange will pull traffic from Route 20 and I-90 because the directness and speed of traffic will improve.
15. **I-90 and SR 44** - State Routes 44 and I-90 is a difficult area to access. Locating along State Route 44 south is particularly problematic because passengers from the north will have to bypass I-90 to reach the Park and Ride lot. Locating along this corridor would, however, attract commuters from the Chardon area. The other possibility for service in this area is to

review the sites at State Route 44 and State Route 84. This interchange serves the commuters from the Painesville and Concord area.

16. I-90 and SR 615 - The Ohio Department of Transportation is constructing a Park and Ride lot at the proposed State Route 615 and I-90 interchange. Our current Park and Ride at Lakeland Community College handles the State Route 306 and I-90 area. Future prospect of this lot is limited considering the above mentioned future Park and Ride at State Route 615 & I-90.
17. I-90 and SR 91 - State Route 91 and I-90 would be a great area for a Park and Ride lot if we could secure a location. Currently the RTA #49 bus begins its fixed route at Pine Ridge Valley Apartments and continues west on State Route 84 to Bishop Road. A Park and Ride location here to anchor this route would be a positive enhancement to the feasibility of this site selection, especially if timed with LAKETRAN assuming the operation of RTA routes 49 and 43.
18. I-90 and Bishop Road (SR 84) - At the Bishop Road interchange with I-90, there is some potential for a future Park and Ride location. A service such as this may draw heavily from apartment residents who live in the immediate area. We should continue to pursue the purchasing of Park and Ride lots and have applied for funding to help finance these projects.

It is unlikely LAKETRAN will operate bus service to all lots that are developed. On the one hand, demand may not be large enough to fill a bus at one or even two stops. This will require the bus to make additional stops to fill it. On the other hand, these additional stops will elongate the ride for passengers such that it is no longer competitive with the private auto.

As the auto - and the single occupant vehicle (SOV) - is the prime alternate to LAKETRAN's Park-n-Ride services, our service must remain quick and direct.

LAKETRAN does not view its Park-n-Ride lots the exclusive domain of public transit riders. These lots are open to car and vanpools as well and will be advertised as such. This is consistent with our previous statements and our funding of Rideshare's vanpools based in Lake County. Car and vanpools are the most viable alternative to the SOV when both ends (origin and destination) are dispersed in typical, low-density suburban settings.

RECOMMENDATIONS

LAKETRAN should continue to pursue the purchase of potential Park and Ride lots. We have applied for funding to help finance these projects:

I-90 and SR 528
US 20 and SR 528
I-90 and Vrooman Road
I-90 and SR 44
I-90 and Bishop Road
SR 2 and SR 306

At this point, we believe that an aggressive effort should be considered to purchase the best sites to preserve them and ensure access to them in the future. In some cases, we may purchase and develop a lot before we operate bus service from that location as this will encourage some commuters to use them as carpool and vanpool sites.

As a final note, since rail service may be a consideration for the future of Lake County, these lots can be decommissioned. Also, any land purchased will only continue to appreciate in value.

TRANSFER STATIONS AND PASSENGER SHELTERS

Transfer stations will be developed at strategic locations in Lake County and are key to LAKETRAN's evolving hub-and-spoke concept. These stations will provide a weather-protected environment in which passengers can transfer between buses. Such transfers would be between fixed routes (e.g. Fairport Shuttle and Route 1 in Painesville), between Dial-A-Ride runs, or between Dial-A-Ride and fixed routes (where Dial-A-Ride is used to feed fixed route service).

These stations will provide basic protection from the weather. If heated or cooled, passive energy sources will be used. Telephone and/or vending concessions may be sought to offset the cost. These stations can also be used as staging areas where buses may wait between trips.

LAKETRAN will seek to locate these stations near major activity centers. Candidate locations include Shoregate, Lake West Hospital, Great Lakes Mall, Painesville (Lake East Hospital or on the Square), Perry and Madison. Wherever possible, LAKETRAN will develop these stations on a turnkey or joint-use basis.

LAKETRAN will install passenger shelters at selected locations where passenger volumes are high, but not high enough to warrant a transfer station. Candidate locations for these include the following:

Lake West Hospital
Vine Street
Kmart on Mentor Avenue
Mentor Civic Center
Downtown Cleveland (e.g. Rockwell)

FACILITY EXPANSION

LAKETRAN's facility was designed for 64 revenue vehicles plus 7 non-revenue vehicles for a total of 71. LAKETRAN currently has 88 vehicles, an increase of 24 vans. This growth occurred 1990 to 1994 to meet the demand for dial-a-ride service. Our fleet will expand by another 28 buses by 1997 due to the following acquisitions:

6 Intercity Buses

Used intercity buses were purchased in 1995 - 1996 to help meet increasing demand for commuter and baseball game service to Cleveland, and to provide adequate vehicles for additional park-n-ride lots scheduled to open.

16, 40' Suburban Buses

In December 1992, GCRTA notified LAKETRAN it would not operate two commuter routes in Western Lake County that it and its predecessor had operated since 1958. That began a process where first, LAKETRAN contracted with GCRTA to continue the service and second, LAKETRAN tendered new buses to take over this service. These buses are scheduled to arrive in the summer of 1996.

LAKETRAN's takeover of this service will result in significant savings to the taxpayer. GCRTA's cost per bus vehicle service hour is \$63.00; LAKETRAN's, \$38.00. That is 40% less!

6, 35' Low Floor City Buses

These buses will allow LAKETRAN to reduce the headway on local routes to once-an-hour from the present once-every ~~two~~ hours, and allow for new service along a major shopping/retail street in Western Lake County. These buses are scheduled to be delivered in the spring of 1997.

As a consequence, LAKETRAN's facility will handle 52 (73%) more vehicles than it was designed for.

All available floor space in the storage house is used now. Three lanes are respectively reserved for internal circulation, staging buses for servicing and waiting for repair. These can be converted to storage. This would force hostlers to constantly juggle buses during the evening shift. Efficiency will be lost and costs increased as hostlers spend as much time moving buses about as servicing them. Buses waiting for repair would be forced outside. Outside storage is not conducive in Lake County's heavy snow and ice environment. More about that later.

Buses could also be parked in the fuel/service lanes. Yet, hostlers are just finishing their work at the same time the first pull-out is made at 4:30 a.m. You can not park buses "overnight" in a space still being used.

The alternative plan would be to park some vehicles outside. Expanded indoor parking is the most effective approach. Before moving to the current facility with indoor storage, all storage was outside. The move to indoor storage has caused significant maintenance expense savings. Since moving here, all of our parts and labour costs have gone down. Because all of our vehicles are diesel, we do not have any of the starting problems we once had. Our spending on starters, glow plugs and batteries has dropped 50%. Our air conditioning repairs have also dropped. Even our road calls have dropped since we are parking inside. The labour for drivers is lower because they do not have to spend the first minutes of their day scraping ice and snow from their vehicle.

Even though the new suburban and low floor buses will be CNG, similar reduced maintenance expenses can be expected if those buses are stored indoors. Indeed, cold weather starting of CNG buses parked outside overnight is a nascent technology.

To accommodate the 28 new buses, 7 additional parking lanes will be needed, (each lane is 170' long). One additional waiting-for-repair land plus two additional parking lanes for further expansion will be provided for. Thus, 10 additional lanes will be added.

No additional land will need to be acquired. LAKETRAN is fortunate to have acquired sufficient additional land when assembling land parcels for the facility initially.

LAKETRAN expects design work to conclude in late 1996 and construction to proceed in early 1997. Advance construction authority, Certificates of Participation, discretionary and earmarked funding will all be pursued to fund construction.

PURCHASE/INSTALL SHOP EQUIPMENT

Shop and support equipment must be purchased to maintain vehicles in safe and operable condition, permitting efficient transportation to riders. This equipment will facilitate the maneuvering of vehicles and heavy vehicle components. Also, deteriorated equipment must be replaced. New vehicles may require specific supplies and equipment for maintenance. Overall, productivity will be improved.

The general guideline used for replacing existing equipment is a combination of age, condition, replacement part availability and a repair/replace evaluation based on individual vehicle repair needs. This equipment is expected to last ten (10) years, but may be replaced sooner depending upon actual usage, condition and maintenance costs.

A nominal amount of \$20,000 per year is projected.

PURCHASE/INSTALL OFFICE EQUIPMENT

Various office equipment must be purchased to replace old, worn out pieces, provide for new employees, and otherwise meet the emerging needs of the agency. The ongoing advancement of technology dictates that new equipment will be a continuing need. A modest amount of \$50,000 is programmed per year.

PURCHASE COMMUNICATION EQUIPMENT

New portable radios are purchased to coincidental with fleet replacement/expansion. In addition, mobile data terminals (MDT's) will be purchased and existing portable radios modified. This will permit LAKETRAN's existing open-loop system (where all radios receive all broadcasts) to a closed system (where only the two parties talking to each other hear the conversation).

It will also permit a large amount of voice transmissions to be converted to data transmissions. Less chatter will occur over the radio. Voice communication will

be possible only when enabled by the dispatcher. Data transmission will enable pickup, dropoff, trip cancellation and trip addition information to be communicated between base and the driver without tying-up airwaves with an extended verbal discourse. This will also provide real-time recording of pickup and dropoff times on Dial-a-Ride. Vehicle performance will be able to be better monitored.

An automatic vehicle locator (AVL) system will be also be installed. AVL uses satellites to track the location of vehicles. Such a system will enable LAKETRAN to convert to real time dispatching to provide an almost immediate response to passengers and simultaneously enhance productivity.

PURCHASE SUPPORT VEHICLES

This program has established a regular replacement cycle on the basis of vehicle age, mileage, use, and condition. The replacement cycle for these vehicles is determined separately for each vehicle because of their varying use. These vehicles must be extremely reliable and capable of providing 24-hour service under all kinds of conditions. By replacing them regularly, the likelihood of a breakdown in service is lessened and major maintenance and repair costs are reduced.

PURCHASE SPARE PARTS

Major spare parts for revenue vehicles will be purchased to improve service to the customer, and is an integral part of a preventative maintenance program to keep the fleet in prime operable condition. This includes power plant and air conditioning components, destination signs, and body panels.

A nominal amount of \$30,000 per year is programmed. This amount is increased for those years in which major acquisitions of new commuter and fixed route buses are program.

LORAIN COUNTY TRANSIT
(LCT)
SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**LORAIN COUNTY TRANSIT (LCT)
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	500	1,690	217	500	650	174
1998	188	1,741	217	150	650	174
1999	599	1,793	222	479	650	178
2000	720	1,847	228	576	650	183
TOTAL	2,007	7,071	884	1,705	2,600	709

**LORAIN COUNTY TRANSIT (LCT)
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	1,690	169	1,521	617	254	650
1998	1,741	176	1,565	654	261	650
1999	1,793	180	1,612	694	268	650
2000	1,847	200	1,647	720	277	650
TOTAL	7,071	725	6,345	2,685	1,060	2,600

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

Above estimates for operating expenditures do not assume passage of an operating levy.

They assume 15% State match from 1997 – 2000 and 9% reduction in Federal operating assistance from 1997 – 2000 compared to 1996.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**LORAIN COUNTY TRANSIT (LCT)
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Replacement		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Qty.				5307 ¹	5311 ²								
1)	Paratransit Van	4	X	X	154	X			154*					1996	Transportation Development Program (TDP) Forthcoming
2)	Bus Purchase	2	X	X	346	X			346*					1996	Transportation Development Program (TDP) Forthcoming

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

* - We are requesting that our local share be from toll booth revenue which requires prior approval from the Federal Highway Administration (FHWA). In the event FHWA does not approve usage of toll booth revenue, the above listed projects will be funded by other local sources, delayed to other program years, or scaled back.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LORAIN COUNTY TRANSIT (LCT)
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:		
		Qty.	Expansion		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title	
			Replacement		5307 ¹	5311 ²									
1)	Paratransit Vans	3	X	X	116	X			92	12			12	1996 Transportation Development Program (TDP) Forthcoming	
2)	Bus Shelters	11			40	X			32	4			4	1996 Transportation Development Program (TDP) Forthcoming	
3)	Tire Lease				32	X			26	3			3	1996 Transportation Development Program (TDP) Forthcoming	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LORAIN COUNTY TRANSIT (LCT)
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion		Replacement		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Qty.					5307 ¹								
1)	Bus Purchase	3	X	X	519	X			415	52			52	1996	Transportation Development Program (TDP) Forthcoming
2)	Van Purchase	2	X	X	80	X			64	8			8	1996	Transportation Development Program (TDP) Forthcoming

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ – Formerly FTA Section 9 Formula Grant Program Funds

² – Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LORAIN COUNTY TRANSIT (LCT)
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS

2000 FISCAL YEAR BEGINNING JULY 1, 1999

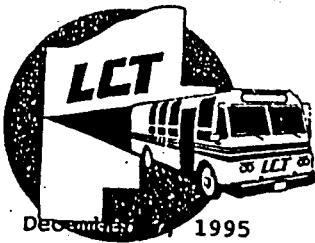
Item No.	Description of Improvement	Qty.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding		Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
			Expansion	Replacement		FTA		FHWA	Amount of Federal Funding	ODOT	Other	Tax	Other	Year	Document Title	
						5307 ¹	5311 ²									
1)	Bus Purchase	6	X	X	720	X			576	72				72	1996	Transportation Development Program (TDP) Forthcoming

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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Lorain County

Transit serving greater lorain county

one park landing, 6100 south broadway, suite 301, lorain, ohio 44053

Mr. Brett Harris
Section 18 Program Manager
Ohio Department of Transportation
Division of Public Transportation
25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

RECEIVED

DEC 13 1995

NOACA

Dear Mr. Harris:

Please find enclosed our Section 18 Four-Year Capital and Operating Program for years 1997-2000. We plan to submit this information to NOACA for the next TIP update scheduled for January 1996. We have eliminated all in-kind service contribution from our Rural Program beginning in 1997, which is consistent with our Rural Transit Management Plan. We are compensating this reduction with increase local financial participation via service contracts, and county/city local participation. Our figures do not assume passage of a transit tax, although we do plan to go on the ballot in 1996. We do believe our figures on local share are conservative.

We hope you find everything in order.

If you have any questions or comments regarding our plans, please do not hesitate to call me at (216) 329-5545.

Sincerely,


William R. Eltrich
General Manager

WRE/emg

CC: Pam Novak, Fiscal Coordinator

(216) 329-5545 (elyria)
(216) 775-1351 ext. 5545 (oberlin)

equal opportunity employer

(216) 233-7868 (lorain)
(216) 647-2351 ext. 5545 (wellington)

1995 PLANNING WORK PROGRAM

TRANSPORTATION DEVELOPMENT PROGRAM (TDP) Implementation Assistance:

- Work with our local MPO in implementing service strategies relating to the TDP.

ACTIVITIES:

- Outline strategies in marketing the TDP Countywide
- Develop techniques in evaluating Community support of TDP initiatives
- Provide input into Long Range Plan updates

DOCUMENTS:

- Memorandums
- Solicitation Materials
- Contract for work
- Board resolutions

Total Cost	=	\$ 18,000
Federal Share	=	\$ 14,400
Local Share	=	\$ 3,600

LORAIN COUNTY TRANSIT BOARD'S
1997
PLANNING WORK PROGRAM

Total FY 1997 Planning Program Cost	-	\$217,000
Federal Share (Section 9)	-	\$173,600
Local Share	-	\$ 43,400

Prepared by LCTB Staff
Project #OH-90-X253
Drafted: 3/18/96

1997 PLANNING WORK PROGRAM

PROGRAM SUPPORT AND ADMINISTRATION:

ACTIVITIES:

- Prepare for LCTB Meetings
- Preparation of grants and proposals, and reports
- Preparation of annual report
- Assistance to agencies providing service to the LCTB
- Preparation of ridership reports on the fixed route services and demand/response services

DOCUMENTS:

- Reports, grants, LCTB Meeting materials, annual reports, correspondence

Total Cost	=	\$156,000
Federal Share (Section 9)	=	\$124,800
Local Share	=	\$ 31,200

1997 PLANNING WORK PROGRAM

ADA PLAN FOR SERVICES:

- To update the ADA Plan annually

ACTIVITIES:

- Hold regular meetings with the ADA Advisory Committee
- Revise operating and capital budgets
- Incorporate revisions to the ADA Plan
- Monitor development of ADA services

DOCUMENTS:

- Memorandums
- Meeting summaries
- Board resolutions
- Revisions to the ADA Plan
- Revisions to operating and capital budget tables

Total Cost	=	\$ 8,000
Federal Share (Section 9)	=	\$ 6,400
Local Share	=	\$ 1,600

1997 PLANNING WORK PROGRAM

TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

- To prepare the annual Transportation Improvement Program (TIP)

ACTIVITIES:

- Prepare draft TIP elements
- Respond to private section review questions
- Prepare financial capacity information
- Meetings with the local MPO to review the draft elements
- Prepare final TIP elements
- Attend the NOACA's Technical Advisory Committee to review the final elements
- LCTB approval of the final TIP elements

DOCUMENTS:

- Transit Board resolution to adopt final TIP elements
- Draft TIP, Privatization review and financial capacity review
- Final TIP elements, private sector review and financial capacity information

Total Cost	=	\$15,000
Federal Share (Section 9)	=	\$12,000
Local Share	=	\$ 3,000

1997 PLANNING WORK PROGRAM

BOARD TRAINING/STAFF WORKSHOPS:

- Provide and conduct up to four workshops focusing on future transit development

ACTIVITIES:

- Solicit assistance from consultants on a per diem basis
- Select site of workshops
- Prepare and schedule workshop activities
- Prepare workshop materials

EXPECTED DOCUMENTS:

- Memorandums
- Invoices
- Meetings
- Conferences

Total Cost	=	\$ 8,000
Federal Share	=	\$ 6,400
Local Share	=	\$ 1,600

1997 PLANNING WORK PROGRAM

TITLE VI UPDATE:

- Update and report Title VI information to the Federal Transit Administration.

ACTIVITIES:

- Preparations of Title VI reports
- Preparation of maps and tables reflecting demographic changes in minority populations
- Solicit assistance from our local MPO on map preparations

EXPECTED DOCUMENTS:

- Memorandums
- Invoices
- Meetings
- Maps and Tables
- Title VI Report

Total Cost	=	\$ 12,000
Federal Share	=	\$ 9,600
Local Share	=	\$ 2,400

Planning Implementation Schedule
1997

	Jan.	Feb.	March	April	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Program Support & Admim.	X	X	X	X	X	X	X	X	X	X	X
ADA				X				X	X	X	X
TIP	X	X	X	X							
Board Workshops			X		X			X			X
TDP Assist.	X	X	X	X	X	X	X	X	X	X	X
Title VI	X	X	X								

Notes: Two projects assume ongoing assistance during 1997: Program Support and Administration and TDP Implementation Assistance.

The Board Workshop outlines the months when board education workshops will be held.

ADA schedule outlines months where LCT staff will continue to meet the ADA Advisory Committee.

The Transportation Improvement Program (TIP) schedule assumes completion by April 1997.

Title VI schedule outlines completion by March 1997.

**Lorain County Transit (LCT)
Financial Capacity Worksheet
for SFY 1995-2000**

<u>Data Element</u>	<u>1995 Actual</u>	<u>1996 Projected</u>	<u>1997 Projected</u>	<u>1998 Projected</u>	<u>1999 Projected</u>	<u>2000 Projected</u>
<u>Net Quick Assets</u>						
Cash and Cash Items	185,000	195,000	224,899	248,063	279,555	244,755
Receivables	1,235,054	1,096,332	1,109,878	1,122,465	930,994	1,053,626
Trade Payables	0	0	0	0	0	0
Accrued Payroll Liabilities	77,215	77,215	77,215	77,215	77,215	77,215
Accrued Tax Liabilities	0	0	0	0	0	0
Short-term Debt	60,000	0	0	0	0	0
Other Current Liabilities	0	0	0	0	0	0
Total Net Quick Assets	1,557,269	1,368,547	1,411,992	1,447,743	1,287,764	1,375,596
<u>Operating Expenses</u>						
Labor	43,956	70,000	72,100	74,160	76,385	77,913
Fringe Benefits	0	0	0	0	0	0
Services (Maint.)	91,589	108,000	114,000	120,200	126,300	135,000
Materials and Supplies (Marketing)	50,019	60,000	68,045	70,636	73,275	65,000
Utilities	0	0	0	0	0	0
Casualty and Liability	0	0	0	0	0	0
Purchases Transportation	931,224	1,074,865	1,178,025	1,202,470	1,227,361	1,251,843
Other (Taxes and Misc.)	144,705	155,504	126,610	130,310	134,210	135,278
Total Operating Expenses	1,261,493	1,468,369	1,558,780	1,597,776	1,637,531	1,665,034
<u>Operating Revenue</u>						
Passenger Fares	116,705	140,000	166,296	175,755	180,128	199,804
Other Transportation Revenues	0	0	0	0	0	0
Total Operating Revenue	116,705	140,000	166,296	175,755	180,128	199,804
<u>Non-Operating Revenue</u>						
Federal Operating Assistance	608,803	679,327	620,000	620,000	620,000	620,000
State General Funds	183,287	242,350	233,807	239,666	345,630	249,755
Local General Funds	222,563	207,822	291,931	296,183	290,219	300,659
Local Dedicated Funds	0	0	0	0	0	0
Other	193,149	198,870	246,736	266,173	301,559	294,816
Other	0	0	0	0	0	0
Total Revenue	1,207,802	1,328,369	1,392,474	1,422,022	1,557,408	1,465,230
<u>Capital Investments</u>						
New Capital Projects	0	0	0	0	0	0
Capital Reinvestment	32,000	0	500,000	188,000	599,000	720,000
Total Capital Investments	32,000	0	500,000	188,000	599,000	720,000
<u>Operating Statistics</u>						
Total Passengers	166,856	175,199	183,959	193,157	202,815	187,810
Total Passenger - Miles	811,504	854,215	896,926	896,926	896,926	896,926
Revenue Vehicle Miles	485,509	490,364	495,268	500,221	505,223	530,484
Revenue Vehicle Hours	34,944	37,804	37,804	37,804	37,804	37,944
Employees	24	25	25	25	25	25

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OVERVIEW OF LORAIN COUNTY TRANSIT'S TRANSPORTATION SYSTEM

Description of LCT and its Services

Lorain County Transit serves the Lorain County area with fixed route, dial-a-ride, and ADA Complimentary services. It operates a fleet of 18 vehicles, including spares. In 1995 a total of 166,856 passengers were served. This reflected a ten (10) percent increase over the previous year. Of those using LCT services, 75% used fixed route services, 17% used Dial-a-Ride services, and about 8% used ADA Complimentary Services.

The Lorain County Transit Board (LCTB) includes seven permanent members and up to four board alternates. The LCTB provides services through purchase of service contracts. The number of contracts total four and include the following:

- . Avon Lake Dial-A-Bus;
- . SBS Transit, Inc., Rural Transit Program;
- . SBS Transit, Inc. (private bus operator); and
- . Vermilion Community Services Center.

Dial-A-Ride

LCT's Dial-A-Ride services are available Monday through Friday from as early as 6:00 AM to as late as 6:30 PM. Transit fares vary from agency to agency and are as low as \$.60 per one way trip to as high as \$2.00 per one way trip. Seniors and persons with disabilities ride at half fare. In 1995, a total of 26,883 passengers were served.

Fixed Route

Currently LCT has five service routes covering the County. All of the routes are interconnecting, allowing passengers to transfer conveniently from one bus route to another. Transfer areas are located at Lorain County Community College, Midway Mall, Sheffield Centre, and Meridian Plaza. All the routes operate Monday through Friday. The Lorain-Elyria-Oberlin bus route operates on weekends on a reduced schedule. No service is provided on major holidays. Fares \$1.25 per one-way trip for adults; \$.60 one-way trip for seniors and persons with disabilities. In 1995, a total of 125,462 passengers were served.

ADA Complementary Service

In January 1993 LCT began ADA Complimentary Service along its fixed route corridors. In 1995, A total of 511 people were certified to receive such service. A total of 12,346 passengers were served. The fare for ADA Complementary Service is \$2.00 per one-way trip. Service is available 11-hours per day Monday through Friday.

All services provided by LCT are available to everyone in Lorain County.

Programmed for 1997

Lorain County Transit is planning to go on the ballot in November of 1997 for a dedicated transit source of funding (i.e., a property tax or sales tax). Our 1997 Transportation Improvement Program, however, does not assume passage of the tax. The majority of the local share for services will be made available through an allocation from the Lorain County Commissioners. LCT plans to make the following adjustments in its 1997 program:

Fixed Route: Adjust routing patterns where feasible; review the fare and transfer policies; make adjustments if necessary.

Dial-A-Ride: Review scheduling and dispatching capability and make improvements if feasible.

ADA Complimentary Service: Continue to monitor ADA services, especially the number of turndowns being reported and make adjustments to the program as necessary.

In addition, LCT will continue to develop more opportunities for connecting service with GCRTA in 1997. Connecting service opportunities would include adding more times for connecting service with GCRTA's Bus Route 31X, 75X and 63F. Bus Route 31X is an express bus service originating from Avon Lake. LCT currently is providing connecting service to 31X one time in the morning and one time in the afternoon. Bus Route 75X and 63F originates in North Olmsted and is very close to North Ridgeville. LCT is currently provides connecting service six times a day Monday through Friday at North Olmsted with the 75X and 63F. In addition, review service options to connect with GCRTA at the new Westlake Park-N-Ride lot off of I-90.

By the end of 1996 LCT anticipates having 19 vehicles in service on a regular basis. In addition, through retirement of older vehicles, LCT will have a service fleet of 21. Its spare ratio will be 23%.

The current vehicle roster includes a total of twenty-eight vehicles:

- . 4 Skillcraft Vehicles;
- . 11 LTV's;
- . 9 modified vans;
- . 1 standard van; and
- . 2 30' Gillig Busses.

Out of the 11 LTVs listed above, four have been approved for retirement by FTA. They are planned to be sold in the fourth quarter of 1996. Out of the 9 modified vans listed above, three will be requested for retirement because they have met their useful life requirements.

PRIVATE SECTOR PARTICIPATION
NOACA 1997 TIP

Question: What type of notice or early consultation with private providers is provided in the planning process?

Lorain County Transit (LCT) has adopted the NOACA Regional Private Sector Policy. That Policy includes having the Regional TIP circulate and distribute to private operators throughout the State of Ohio.

Question: What types of inclusion does the private providers have in the re-examination of the existing services?

Lorain County Transit examines its existing services on a three to five year basis. At such times the service is reviewed in terms of its effectiveness in meeting community needs, performance in operations, and financial progress. During these periods LCT prepares operational proposals for contracting purposes.

Question: What is LCT's definition of new or restructured service?

LCT has adopted NOACA's Regional Private Sector Participative Policies. These policies address the Regional's standards on new and restructured services.

Question: What is LCT'S Time table to re-examine its existing services?

Maintenance:	1997/1998
5307 Operations:	1997/1998
5311 Operations:	1997/1998

Question: What cost factors are used by LCT in evaluating services?

LCT uses such factors as cost per hour, cost per day, and cost per mile. In addition, other factors have been used to evaluate system performance such as passenger carried per mile, per trip, and per hour.

Question: What kind of impediments are there for private sector involvement?

None

Question: In the past year has LCT received any complaints from private providers on private sector involvement?

No, but we did have a complaint on our 5307 (formerly Sect. 9) procurement. The complaint centered around the fact that we did not consider an option which was submitted during a bid submittal. This option was not in accordance to LCT's specifications. The complaint was withdrawn. Correspondence regarding the complaint and our response was forwarded to

NOACA and the Ohio Department of Transportation for their review and files.

Question: What type of action plan does LCT intend to carry out over the next 12 months as it relates to private sector involvement?

LCT will continue to work closely with NOACA on the development of the 1997 TIP.

Question: What involvement did the private sector have in LCT'S services over the last 12 months?

LCT conducted two procurements on the provision of services: LCT's 5311 (formerly Section 18) program; and LCT's 5307 program. Under LCT's 5311 program, a contractor was solicited to provide transportation services to the Oberlin/New Russia Township area. The successful proposer was SBS Transit, Inc. The proposal was based on an hourly rate. (See attachment on cost analysis of the 5311 proposals).

LCT's 5307 program procurement included the provision of transportation services for its fixed route, county-wide dial-a-ride program and ADA service. It also included a separate cost for maintenance services. There were four proposals submitted for review. The successful proposal was SBS Transit, Inc. (See attachment for cost information on each proposal submitted).

Publications used were:
The Chronicle Telegram;
The Morning Journal; and
The Plain Dealer

Question: What methods are used by LCT to evaluate proposals?

The 5311 Program, method of evaluation was cost per hour. Maintenance was part of the hourly rate.

The 5307 Program, method of cost was cost per hour for operations. Maintenance was evaluated on a cost per mile basis and was not considered as part of the operational cost in the proposal.

In addition to these methods to evaluate cost of performing work, we also used the following criteria to evaluate non-cost factors:
Experience to perform service;
Qualification to perform per proposal specifications; and
Conformance to meet proposal specifications.

LCT/SBS TRANSIT INC.
SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**LCT/SBS TRANSIT, INC.
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	0.7 ¹	93	0	0.5 ¹	20	0
1998	41	93	0	33	20	0
1999	0	94	0	0	20	0
2000	0	96	0	0	20	0
TOTAL	41.7¹	376	0	33.5¹	80	0

**LCT/SBS TRANSIT, INC.
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	93	7	86	39	26	20
1998	93	7	86	39	26	20
1999	94	7	87	39	28	20
2000	96	7	89	40	29	20
TOTAL	376	28	348	157	109	80

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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¹ – Figures are rounded to the nearest hundred.

ASSUMPTIONS

- CY 1997 Federal Subsidy reflects CY 1996 budget reduced by 17.2%.
- CY 1997 Operating Subsidy assumes no change in State Operating Assistance.
- No in-kind service is used from 1997 – 2000.
- Operating expenses for 1997 are reduced by 15% over 1996.
- 1998 assumes a fare increase; budget is frozen at current level.
- 1997 to 2000 Assumes increase in local commitment from County Commissioners; Contract revenues from City of Oberlin, JVS, ~~4123~~ also increase.

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LCT/SBS TRANSIT, INC.
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Qty.	Expansion		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
					5307 ¹	5311 ²								
					Replacement									
1)	Fixed Asset Management Software			0.7		X		0.5	0.1			0.1	1997	Four Year Capital and Operating Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

LCT/SBS TRANSIT, INC.
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Qty.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:		
			Expansion			FTA		FHWA	Amount of Federal Funding	ODOT	Other	Tax	Other	Year	Document Title
			Replacement			5307 ¹	5311 ²								
1)	Replacement Van (11 Passenger) ³	1	X	X	41		X		33	4			4	1997 Four Year Capital and Operating Plan	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

³ - 10% for contingency and 1% for administration are added to project costs.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**LCT/SBS TRANSIT, INC.
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Expansion			FTA	FHWA		ODOT	Other	Tax	Other	Year	Document Title
	Replacement											
	Description of Improvement	Qty.										

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**LCT/SBS TRANSIT, INC.
SECTION 5307 AND SECTION 5311 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Qty.			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
					5307 ¹	5311 ²								

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 18 Rural and Small Urban Grant Program Funds

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Transit System Name: LORAIN COUNTY TRANSIT

Grantee: _____

CY 1997 RURAL TRANSIT PROGRAM FOUR YEAR CAPITAL AND OPERATING PLAN

OPERATING

OPERATOR'S FISCAL YEAR BEGINNING JANUARY 1, 1997

Fiscal Year	Recipient of Funds	Agency Responsible for Project Implementation	Operating Expenditures	Operating Revenues	Net Project Cost	Subsidy			
						Local Dedicated Tax	Local Other	State	Federal
1997		LORAIN COUNTY TRANSIT	\$92,500	\$6,600	\$85,900	\$0	\$39,125	\$26,394	\$20,381
1998		LORAIN COUNTY TRANSIT	\$92,500	\$7,000	\$85,500	\$0	\$38,725	\$26,394	\$20,381
1999		LORAIN COUNTY TRANSIT	\$94,350	\$7,140	\$87,210	\$0	\$38,524	\$28,305	\$20,381
2000		LORAIN COUNTY TRANSIT	\$96,243	\$7,300	\$88,943	\$0	\$39,689	\$28,873	\$20,381

(Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy)

NOTES: Assumptions

- *CY 1997 Federal Subsidy reflects CY 1996 budget reduced by 17.2%.
- *CY 1997 Operating Subsidy assumes no change in State Operating Assistance.
- . No in-kind service is used from 1997-2000
- . Operating expenses for 1997 is reduced by 15% over 1996.
- . 1998 assumes a fare increase; budget is frozen at current level.
- . 1997-2000 assumes increase local commitment from County Commissioners; contract revenue from City of Oberlin, JVS, etc. also increases.

GRANTEE: LORAIN COUNTY TRANSIT

PREPARED BY: WILLIAM R. KLTRICH

DATE: 11/16/95

CY 1997 RURAL TRANSIT PROGRAM FOUR-YEAR CAPITAL AND OPERATING PLAN

CAPITAL

Item Description	E	R	Total	Funding		
				Federal	State	Local
CY 1997						
FIXED ASSET MANAGEMENT SOFTWARE			\$591.00	\$472.80	\$59.10	\$59.10
CY 1998						
REPLACEMENT VAN - 11 PASSENGER VAN WITH LIFT		X	\$37,500	\$30,000	\$3,750	\$3,750
1X ADMINISTRATIVE COST			\$375	\$300	\$37.50	\$37.50
10% CONTINGENCY			\$3,750	\$3,000	\$375	\$375
TOTAL COST			\$41,625	\$33,300	\$4,162.50	\$4,162.50
CY 1999						
CY 2000						

E - EXPANSION.

R - REPLACEMENT

RURAL TRANSIT PROGRAM BUDGET

1997 BUDGET

Purchased Transportation @ \$26.50/Vehicle Revenue Hour (#3,120)	=	* \$82,680
Administrative Expenses (Salaries)	=	\$ 5,537
Marketing	=	\$ 1,500
Materials and Supplies	=	\$ 202
Audit Expenses	=	\$ 500
Travel/Training	=	\$ 2,081
TOTAL EXPENSES	=	\$92,500

REVENUE SOURCES:

Federal Funds	=	\$20,381
State Funds	=	\$26,394
Farebox Revenue	=	\$ 6,600
E&D Funds	=	\$ 2,896
Contracts	=	\$13,689
Advertising	=	\$ 1,200
Local Share	=	\$21,340
TOTAL REVENUE	=	\$92,500

LOCAL SHARE:

County Commissioners = \$21,340

Contract Sources: Oberlin Senior Center
Oberlin Nutrition Center
LC Joint Vocational School
City of Oberlin

* Includes 260 hours of additional service to the City of Oberlin.

RURAL TRANSIT FOUR-YEAR CAPITAL & OPERATING PROGRAM
PROJECT JUSTIFICATION

Fixed Asset Management
Software for 1997:

One of the recommendations made by Deloitte and Touche, auditor for Lorain County Transit, is to have a management software that is capable of maintaining LCT's fixed assets. Currently, we provide information on spreadsheets and manually update each asset during physical inventory. MCS Systems and Consulting Services has a fixed asset management program that fits well with our ACCPAC accounting software program. We believe that this management software will make our inventory process easier and more efficient.

Replacement Van,
11-Passenger, for
1998:

Based on current vehicle mileage, Lorain County Transit staff is anticipating vehicle replacement in 1998 as opposed to 1997. The replacement vehicle will be wheelchair accessible.

FOUR YEAR CAPITAL PLAN

VEHICLE ROSTER AND REPLACEMENT SCHEDULE

<u>VEH. #</u>	<u>MODEL YEAR</u>	<u>MAKE</u>	<u>ACCESS.</u>	<u>MILEAGE</u>	<u>YEAR REPLACED</u>
88-111	1988 VAN	DODGE	LIFT	32,903	2001
90-129	1991 VAN	Ford	RAMP	46,605	1998

Mileages reported are as of 11/30/95

88-111 has been a back up vehicle for the Rural Program.

Our replacement of 90-129 would include same seating capacity, but be diesel fueled, or be capable of being dual fueled. For example, diesel or compressed natural gas.

MEDINA COUNTY TRANSIT
SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**MEDINA COUNTY TRANSIT
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	144	442	0	116	105	0
1998	76	442	0	61	105	0
1999	122	442	0	98	105	0
2000	129	442	0	104	105	0
TOTAL	471	1,768	0	379	420	0

**MEDINA COUNTY TRANSIT
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	442	18	424	186	133	105
1998	442	18	424	186	133	105
1999	442	18	424	186	133	105
2000	442	18	424	186	133	105
TOTAL	1,768	72	1,696	744	532	420

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

MEDINA COUNTY TRANSIT
CAPITAL SECTION 5311 FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Qty.	Wheelchair		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:			
			Expansion	Replacement		FTA 5311 ¹	FHWA		ODOT	Other	Tax	Other	Year	Document Title		
															Expansion	
															Replacement	
1)	Purchase 23/2 Light Transit Vehicle	1	X	X	60	X		48	6		6		CY 1997	Four Year Capital Plan		
2)	Purchase 16/2 Light Transit Vehicle	1	X	X	53	X		43	5		5		CY 1997	Four Year Capital Plan		
3)	Purchase 10/2 Van	1	X	X	31	X		25	3		3		CY 1997	Four Year Capital Plan		

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

10% for contingency and 1% for administration are included in project costs.

¹ - Formerly FTA Section 18 Grant Program Funds

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

MEDINA COUNTY TRANSIT
CAPITAL SECTION 5311 FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Qty.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
			Expansion			FTA 5311 ¹	FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement											
1)	Purchase 12/2 Light Transit Vehicle	1	X	X	45	X		36	4		4		CY 1997	Four Year Capital Plan
2)	Purchase 10/2 Van	1	X	X	31	X		25	3		3		CY 1997	Four Year Capital Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

10% for contingency and 1% for administration are included in project costs.

¹ - Formerly FTA Section 18 Grant Program Funds

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

MEDINA COUNTY TRANSIT
CAPITAL SECTION 5311 FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Wheelchair Equipped			Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:		
	Description of Improvement	Qty.	Expansion		FTA 5311 ¹	FHWA		ODOT	Other	Tax	Other	Year	Document Title	
														Replacement
1)	Purchase 23/2 Light Transit Vehicle	1	X	X	60	X		48	6		6		CY 1997 Four Year Capital Plan	
2)	Purchase 10/2 Van	1	X	X	31	X		25	3		3		CY 1997 Four Year Capital Plan	
3)	Purchase 10/2 Van	1	X	X	31	X		25	3		3		CY 1997 Four Year Capital Plan	

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

10% for contingency and 1% for administration are included in project costs.

¹ - Formerly FTA Section 18 Grant Program Funds

NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT

MEDINA COUNTY TRANSIT
CAPITAL SECTION 5311 FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Wheelchair Equipped				Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Qty.	Expansion			FTA 5311 ¹	FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement											
1)	Purchase 16/2 Light Transit Vehicle	1	X	X	53	X		43	5		5		CY 1997	Four Year Capital Plan
2)	Purchase 12/2 Light Transit Vehicle	1	X	X	45	X		36	4		4		CY 1997	Four Year Capital Plan
3)	Purchase 10/2 Van	1	X	X	31	X		25	3		3		CY 1997	Four Year Capital Plan

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.
 10% for contingency and 1% for administration are included in project costs.

¹ - Formerly FTA Section 18 Grant Program Funds

**MEDINA
COUNTY
TRANSIT**

The County Connection

November 28, 1995

Ms. Pat Moore
Administrator
Office of Public Transportation
Ohio Department of Transportation
25 South Front Street - Room 706
Columbus, Ohio 43216-0899

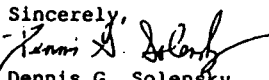
Dear Ms. Moore:

MEDINA COUNTY - CY 1997 FOUR YEAR CAPITAL AND OPERATING PLAN

Enclosed as per ODOT's Rural Transit Program Criteria and the Ohio Public Transportation Grant Program Criteria, and your letter dated November 1, 1995, is the County of Medina CY 1997 Capital and Operating Plan. This plan includes both the capital and operating tables, capital justification, and vehicle replacement schedule.

Brett Harris informs me that ODOT will be reviewing the Medina County CY 1996 grant application, and making a decision as to our 1997 federal allocation accordingly. Therefore, per his request I have submitted our four year operating plan for CY 1997 through CY 2000 as unchanged.

Sincerely,


Dennis G. Solensky
Director of Transportation
Medina County

144 North Broadway
Medina, Ohio 44256

RECEIVED

MAR 26 1996

NOACA

MEDINA COUNTY TRANSIT
1997 FOUR YEAR CAPITAL AND OPERATING PLAN
CAPITAL JUSTIFICATION

Currently Medina County Transit is operating between 27,000 and 30,000 miles per month.

As highlighted in the accompanying documents all vehicles requested for CY 1997 - CY 2000 are intended to function as replacement vehicles.

At this time no other capital requests are anticipated.

Medina County Transit
CY 1997 Four Year Capital Plan

Line Item	E R	Total	Federal	Funding State	Local
<i>CY 1997</i>					
1-23/2 Light Transit Vehicle w/lift	R	\$54,000	\$43,200	\$5,400	\$5,400
1-16/2 Light Transit Vehicle w/lift	R	\$48,000	\$38,400	\$4,800	\$4,800
1-10/2 Van w/lift	R	\$28,000	\$22,400	\$2,800	\$2,800
Subtotal		\$130,000	\$104,000	\$13,000	\$13,000
Administration @ 1.0%		\$1,300	\$1,040	\$130	\$130
Contingency @ 10.0%		\$13,000	\$10,400	\$1,300	\$1,300
Total		\$144,300	\$116,440	\$14,430	\$14,430
<i>CY 1998</i>					
1-12/2 Light Transit Vehicle w/lift	R	\$40,100	\$32,080	\$4,010	\$4,010
1-10/2 Van w/lift	R	\$28,000	\$22,400	\$2,800	\$2,800
Subtotal		\$68,100	\$54,480	\$6,810	\$6,810
Administration @ 1.0%		\$681	\$545	\$68	\$68
Contingency @ 10.0%		\$6,810	\$5,448	\$681	\$681
Total		\$75,591	\$60,473	\$7,559	\$7,559
<i>CY 1999</i>					
1-23/2 Light Transit Vehicle w/lift	R	\$54,000	\$43,200	\$5,400	\$5,400
1-10/2 Van w/lift	R	\$28,000	\$22,400	\$2,800	\$2,800
1-10/2 Van w/lift	R	\$28,000	\$22,400	\$2,800	\$2,800
Subtotal		\$110,000	\$88,000	\$11,000	\$11,000
Administration @ 1.0%		\$1,100	\$880	\$110	\$110
Contingency @ 10.0%		\$11,000	\$8,800	\$1,100	\$1,100
Total		\$122,100	\$97,680	\$12,210	\$12,210
<i>CY 2000</i>					
1-16/2 Light Transit Vehicle w/lift	R	\$48,000	\$38,400	\$4,800	\$4,800
1-12/2 Light Transit Vehicle w/lift	R	\$40,100	\$32,080	\$4,010	\$4,010
1-10/2 Van w/lift	R	\$28,000	\$22,400	\$2,800	\$2,800
Subtotal		\$116,100	\$92,880	\$11,610	\$11,610
Administration @ 1.0%		\$1,161	\$929	\$116	\$116
Contingency @ 10.0%		\$11,610	\$9,288	\$1,161	\$1,161
Total		\$128,871	\$103,097	\$12,887	\$12,887

(E) Expansion / (R) Replacement

MEDINA COUNTY TRANSPORTATION

REVISED FOUR-YEAR OPERATING PLAN, 1997 – 2000

Fiscal Year	Recipient of Funds	Project Agency	Operating Expenditures	Operating Revenue	Net Project Cost	Revenue Subsidy			
						Local Dedicated	Local Other	State	Federal
1997	Medina County	Medina Co. Transit	\$441,700	\$18,000	\$423,700	\$0	\$185,943	\$132,510	\$105,247
1998	Medina County	Medina Co. Transit	\$441,700	\$18,000	\$423,700	\$0	\$185,943	\$132,510	\$105,247
1999	Medina County	Medina Co. Transit	\$441,700	\$18,000	\$423,700	\$0	\$185,943	\$132,510	\$105,247
2000	Medina County	Medina Co. Transit	\$441,700	\$18,000	\$423,700	\$0	\$185,943	\$132,510	\$105,247

* Per ODOT, all operating expenditures have been submitted as constant.

Medina County Transportation Department									
1995 Bus Inventory									
10/9/95									
Model	Make	Seating	Condition	Bus	Lift	Mileage	Vehicle Identification	Vehicle Title Holder	GAS
Year		Capacity		#			Number		Card #
1985	Chevrolet	7	Fair	13		109,227	1G8EK16L8FF17545	Society For Handicapped Citizen	25
1987	Ford	18	Fair	1		138,712	1FDKE30L7HHC09850	Medina County Commissioners	36
1989	Dodge	10	Fair	3		68,104	2B5WB35Z6KK371235	Medina County Commissioners	38
1990	Bluebird	18	Fair	4	x	105,274	1GDKP32K4L3500410	Medina County Commissioners	51
1990	Dodge	10	Fair/Poor	16	x	112,884	2B6KB3125LK726574	Society For Handicapped Citizens	
1991	Ford	10	Good	8	x	58,115	1FTHS34HXMHA58168	Medina County Commissioners	19
1991	Ford	25	Good	9	x	71,141	1FDKE30G0MHA69234	Alternative Paths	32
1991	Chevrolet	15	Good	10		78,231	2GBHG31K2L4103724	Alternative Paths	33
1992	Dodge	10	Good	2	x	65,169	2B7KB31Z9NK170204	Medina County Commissioners	37
1994	Dodge	10	Excellent	11	x	40,148	2B7KB31Z6RK372994	Society For Handicapped Citizen	127
1994	Dodge	10	Excellent	14	x	36,109	2B7KB31Z5RK573005	Society For Handicapped Citizen	128
1994	Dodge	10	Excellent	15	x	41,572	2B7KB31ZXRK573002	Society For Handicapped Citizen	129
1994	Dodge	10	Excellent	17	x	62,288	2B7KB3123RK582057	Society For Handicapped Citizen	38
1994	Ford	15	Excellent	7	x	38,795	1FDKE30G5RHA51481	Society For Handicapped Citizen	73
1994	Ford	15	Excellent	5	x	35,508	1FDKE30GORHA114290	Society For Handicapped Citizen	59
1995	Ford	18	New	12	x	9,250	1FDKE30G1SHB11990	Society For Handicapped Citizens	
1995	Ford	18	New	6	x	10,610	1FDKE30G3SHB11991	Society For Handicapped Citizens	

BRUNSWICK TRANSIT ALTERNATIVE
(BTA)

SUMMARIES AND PROJECTS

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**BRUNSWICK TRANSIT ALTERNATIVE
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	360	203	30	288	69	24
1998	0	203	30	0	69	24
1999	400	204	30	320	69	24
2000	0	204	30	0	69	24
TOTAL	760	814	120	608	276	96

**BRUNSWICK TRANSIT ALTERNATIVE
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	203	7	196	98	29	69
1998	203	7	196	98	29	69
1999	204	8	196	98	29	69
2000	204	8	196	98	29	69
TOTAL	814	30	784	392	116	276

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**BRUNSWICK TRANSIT ALTERNATIVE
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Qty.	Expansion		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
					5307 ¹	5309 ²								
					Replacement									
1)	Purchase 30' Paratransit Vehicles	2	XX	360		X		288	36			36	1996	Section 3 Discretionary Capital Grant

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**BRUNSWICK TRANSIT ALTERNATIVE
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Qty.		FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
				5307 ¹	5309 ²								
				Expansion Replacement									

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**BRUNSWICK TRANSIT ALTERNATIVE
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement			5307 ¹	5309 ²								
		Qty.												
1)	Purchase (26-passenger) Diesel Fueled Transit Buses	2	X	X	400	X			320	40		40		

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**BRUNSWICK TRANSIT ALTERNATIVE
SECTION 5307 CAPITAL AND SECTION 5309 RAIL FORMULA PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Wheelchair Equipped			Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
	Description of Improvement	Expansion			FTA		FHWA		ODOT	Other	Tax	Other	Year	Document Title
		Replacement			5307 ¹	5309 ²								
		Qty.												

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

¹ - Formerly FTA Section 9 Formula Grant Program Funds

² - Formerly FTA Section 3 Formula and Discretionary Grant Program Funds

SPECIALIZED TRANSPORTATION PROGRAM
SUMMARIES AND PROJECTS

Specialized Transportation Program

The Federal Transit Administration (FTA), under provisions of Section 5310, makes capital assistance grant funds available to private, nonprofit corporations for the purchase of equipment for use in transporting the elderly and the handicapped, where existing mass transportation services are unavailable, insufficient or inappropriate.

The funding for participation in this grant program is on a matching basis. Up to 80 percent federal funding is available from FTA, through the Ohio Department of Transportation's Annual Section 5310 Program. The remaining 20 percent (minimum) is provided by the local grantees. NOACA, as the MPO, is responsible for prioritizing applications for vehicles requested in Lake, Lorain and Cuyahoga Counties.

A multiplicity of providers, growing operating costs, and the increased need for adequate service, has resulted in the need for greater coordination among service providers.

The Specialized Transportation Program is to be a catalyst for coordination and cooperation among transportation users and providers interested in participating in the coordinated paratransit effort.

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310
Capital, Operating and Planning
Summary Sheet**

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	200	0	0	160	0	0
1998	200	0	0	160	0	0
1999	200	0	0	160	0	0
2000	200	0	0	160	0	0
TOTAL	800	0	0	640	0	0

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310
Operating Schedule**

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	0	0	0	0	0	0
1998	0	0	0	0	0	0
1999	0	0	0	0	0	0
2000	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1997 FISCAL YEAR BEGINNING JULY 1, 1996

Item No.	Description of Improvement	Qty.	Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
				FTA Section 5310	FHWA		ODOT	Other	Tax	Other	Year	Document Title
	Purchase Vehicles and Equipment (for Cuyahoga, Lake and Lorain Counties)		200	X		160				40		Based on ODOT Performance Standards and Coordination Initiatives.

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1998 FISCAL YEAR BEGINNING JULY 1, 1997

Item No.	Description of Improvement	Wheelchair Equipped		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Expansion	Replacement		FTA Section 5310	FHWA		ODOT	Other	Tax	Other	Year	Document Title
	Purchase Vehicles and Equipment (for Cuyahoga, Lake and Lorain Counties)			200	X		160				40		Based on ODOT Performance Standards and Coordination Initiatives.

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

1999 FISCAL YEAR BEGINNING JULY 1, 1998

Item No.	Description of Improvement	Qty.	Wheelchair Equipped		Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
			Expansion			FTA Section 5310	FHWA		ODOT	Other	Tax	Other	Year	Document Title
			Replacement											
	Purchase Vehicles and Equipment (for Cuyahoga, Lake and Lorain Counties)				200	X		160				40		Based on ODOT Performance Standards and Coordination Initiatives.

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

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**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310 PROGRAM FUNDS
CAPITAL IMPROVEMENTS**

2000 FISCAL YEAR BEGINNING JULY 1, 1999

Item No.	Description of Improvement	Wheelchair Equipped			Total Project Cost	Source of Federal Funding		Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located in:	
		Replacement	Expansion	Qty.		FTA Section 5310	FHWA		ODOT	Other	Tax	Other	Year	Document Title
	Purchase Vehicles and Equipment (for Cuyahoga, Lake and Lorain Counties)				200	X		160				40		Based on ODOT Performance Standards and Coordination Initiatives.

Note: Cost and funding values represent \$1,000s and are rounded to the nearest thousand.

APPENDIX A

EXCERPTS FROM THE TIP AIR QUALITY CONFORMITY DOCUMENTATION

NOTE: The complete air quality conformity analysis is contained in the State Fiscal Year 1997 - 2000 State Transportation Improvement Program (STIP) Cleveland/Akron/Lorain Moderate Ozone Nonattainment Area Air Quality Conformity Documentation (June, 1996).

Cleveland/Akron/Lorain Area Conformity Demonstration

As shown in Map 1, this area includes eight counties in northeast Ohio, Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit Counties. Two MPOs serve seven of these counties. The Northeast Ohio Area-wide Coordinating Agency (NOACA) is the MPO for Lorain, Cuyahoga, Lake, Geauga and Medina counties. The Akron Metropolitan Area Transportation Study (AMATS) is the MPO for Summit and Portage Counties and Chippewa Township in Wayne County. Wayne County is an attainment area and is therefore, not included in AMATS' conformity process. Ashtabula is a rural county on the extreme northeast border of the non-attainment area. At the request of Ashtabula County, in August and September 1993, the County, the two MPOs, OEPA, and ODOT executed a memorandum of agreement exempting Ashtabula County from the Federal 3-C urban transportation planning process and specified a process for conducting the conformity analyses. The MPOs conduct the conformity analyses for their respective areas, while ODOT conducts the analysis for Ashtabula County (see Attachment F).

In their respective FY 1997-2000 TIP conformity analyses, NOACA and AMATS demonstrate that their emissions conform to the budgets for their areas. In this document, NOACA and AMATS conformity demonstrations are combined with the Ashtabula County emissions to demonstrate conformity for the entire area. The Ashtabula County emissions are included in the budget comparison. Ashtabula's emissions are added to the overall area mobile emissions burden.

Areas are required to have both a conforming Plan and TIP. This document describes the SFY 1997-2000 TIP conformity process for the CAL area. The Transportation Plan conformity analyses for the Cleveland and Akron Metropolitan Planning Organizations were submitted to the Federal Agencies in June, 1994 and were subsequently approved. Ashtabula County does not have a metropolitan area Transportation Plan due to its exemption from the urban transportation planning process requirements.

To ensure coordination within the area, the two MPOs, ODOT, Ohio EPA and FHWA met at NOACA on April 15, 1994 during the preparation of the SFY 1995-1998 TIPs to discuss the planning methodologies utilized for these three sub-regions of the area. The meeting concluded with the determination that the methodologies for the sub-areas are compatible and will allow for a conformity determination to be made for the entire area. The methodologies used for SFY 1997-2000 TIP conformity analyses are consistent with these previously agreed upon methodologies.

NOACA conducted its analysis using its TRANPLAN urban planning model. AMATS conducted its demonstration using the PLANPAC urban model held by ODOT. The results of the AMATS PLANPAC forecast were then normalized using the HPMS calibration factors discussed in Section 13. In addition, ODOT conducted the analysis for Ashtabula County, based upon the HPMS non-model procedures.

As required in the conformity regulations, emissions from the implementation of transportation plans in the CAL are compared to the emission budgets designated in the redesignation announcement. A Baseline/Action analysis was completed prior to the redesignation and its results

are included here for informational purposes. The milestone years for the MPOs in the CAL area were 1997, 2006, and 2010, the final year of the TIP and Plan.

Emission reductions resulting from "off model" sources are an important component in the Cleveland/Akron conformity demonstration. Once again, NO_x reductions from CNG bus replacements play an important role in the NO_x conformity demonstration. Both NOACA and AMATS have CNG conversion programs scheduled for implementation in their TIPs. For the first time, NOACA is reporting the HC and NO_x emission reductions generated by signalization projects.

For every milestone year, the area transportation emissions generated by the action scenarios are less than their respective emission budgets. Table 15 illustrates the comparison of the TIP action scenarios to the emission budgets. Additionally, for every milestone year, the area emissions resulting from the TIP action scenarios are less than the emissions resulting from the baseline scenarios. Table 16 illustrates the TIP baseline scenario vs. action scenario results.

Final Conformity Determination

Based on the above descriptions, conformity for the combined Cleveland/Akron/Lorain area's SFY 1997-2000 transportation programs and the Ohio State Implementation Plan has been determined. As described in this document, the conformity determination analyses were conducted consistent with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993.

Table 10: Cleveland/Akron/Lorain TIP Budget Comparison

	NOACA (tons/day)		AMATS (tons/day)		Ashtabula ¹ (tons/day)		Total (tons/day)		VMT (thousands)
	HC	NOx	HC	NOx	HC	NOx	HC	NOx	
1990 Baseline	161.20	120.65	75.53	46.35	11.65	9.60	248.38	176.60	62692.50
1996 Budget	62.60	120.65	29.91	46.35	6.99	9.61	99.50	176.61	65,466.45
1997 TIP Action	52.94	76.12	27.96	31.76	6.85	7.84	87.75	115.72	65406.69
2006 Budget ²	30.68	50.77	12.94	18.73	5.18	5.90	48.80	75.40	
2006 TIP Action	24.30	48.89	14.75	19.45	5.99	6.59	45.04	74.92	69585.14
2010 TIP Action	20.77	45.07	12.75	17.97	5.91	6.57	39.43	69.61	71439.73

1. Ashtabula has been exempted from the metropolitan planning process and therefore does not have a Plan or a separate TIP. However, the mobile inventory, including VMT growth, is shown for Ashtabula.

2. These are the current budgets for the area as defined in the May 7, 1996 redesignation announcement.

Table 11: Cleveland/Akron TIP Action/Baseline Comparison

	NOACA (tons/day)		AMATS (tons/day)		Ashtabula (tons/day)		Total (tons/day)	
	HC	NOx	HC	NOx	HC	NOx	HC	NOx
1997 TIP Action	52.94	76.12	27.96	31.76	6.85	7.84	87.75	115.72
1997 TIP Baseline	54.32	76.25	28.02	31.93	6.85	7.84	89.19	116.02
2006 TIP Action	24.30	48.89	14.75	19.45	5.99	6.59	45.04	74.92
2006 TIP Baseline	29.83	49.06	14.86	19.67	5.99	6.59	50.68	75.32
2010 TIP Action	20.77	45.07	12.75	17.97	5.91	6.57	39.43	69.61
2010 TIP Baseline	26.40	45.19	12.94	18.52	5.91	6.57	45.25	70.28

**APPENDIX 2
SFY 1997 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY NETWORKS SUMMARY**

1990 Baseline: This is equivalent to the 1990 Cordon area portion of the network used in the 1990 SIP Baseline Inventory;

1997 Baseline*: This network is equivalent to the 1990 Baseline Network (transportation system which was open to traffic in 1990) plus completed or programmed, federally funded network changes which will be open to traffic during 1997;

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
2006A	1997B	CUYAHOGA	SR 252 - 4.34	PID 8406 (SOLD)
2006A	1997B	LAKE	CENTER ST. EXTENSION	LOCAL PROJECT
(SOLD)				
2006A	1997B	LAKE	SR 640 - 1.18	PID 10778 (OPEN)
2006A	1997B	LORAIN	IR 80/BAUMHART RD.	TURNPIKE PROJECT
(OPEN)				

1997 Action*: This network is equivalent to the 1997 Baseline plus regionally significant, non-federally funded projects which will be open to traffic in 1997;

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
	1997A	LORAIN	IR 80 - SR 57 to 1-480	TURNPIKE PROJECT
1996A	1997A	LORAIN	IR 80 - SR 58 INTERCHANGE	TURNPIKE PROJECT

2006 Baseline*: The 2006 networks are required because analysis years may not be more than ten years apart according to the regulations. This network is equivalent to the 1997 Baseline plus programmed TIP projects which meet one or more of the following criteria:

- acquisition;
- 1) Projects which are currently under construction or are undergoing right-of-way
 - 2) Projects which were programmed in the first three years of the SFY 1996 TIP;
 - 3) Projects which have completed the NEPA process, and are expected to be open to traffic in 2006;

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
2006A	2006B	CUYAHOGA	IR 71 - 00.00	PID 15717
2006A	2006B	CUYAHOGA	IR 71 - 03.32	PID 15717
2006B	2006B	CUYAHOGA	IR 271 - 05.26 (SECT. 9A)	PID 11039
2006B	2006B	CUYAHOGA	IR 271 - 05.34 (SECT. 6)	PID 11037
2006A	2006B	CUYAHOGA	IR 480 - 23.45/IR 480N - 00.00 (SECT. 9B)	PID 11040
2006A	2006B	CUYAHOGA	MILES RD.	PID 5314
1996A	2006B	CUYAHOGA	MILLER RD.	LOCAL PROJECT
2006B	2006B	CUYAHOGA	SNOW RD./ROCKSIDE RD.	PID 5248
2006B	2006B	CUYAHOGA	SR 91 - 00.00	PID 7900
2006A	2006B	CUYAHOGA	SR 176F - 10.14	PID 8448 (sold)
2006A	2006B	CUYAHOGA	SR 176F - 10.88	PID 12345
2006B	2006B	LAKE	IR 90 - 06.71	PID 5774
2006B	2006B	LAKE	SR 615 - 04.93	PID 11103
2006A	2006B	LORAIN	IR 90 - 13.01	PID 11385
2006A	2006B	LORAIN	IR 90 - 19.95	PID 5984
2006A	2006B	MEDINA	IR 71 - 15.94	PID 7885*

* These networks are forecasts.

SFY 1997 - 2000 TIP

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Draft Final: June 1996

2006 Action*: This network is equivalent to the 2006 Baseline plus 1997 Action projects plus any projects which do not meet the Baseline criteria and are expected to be open to traffic in 2006;

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
2006A	2006A	CUYAHOGA	BAGLEY RD./PLEASANT VALLEY RD.	PID 10900
2006B	2006A	CUYAHOGA	COCHRAN RD. - RELOCATED	PID 5357
2010A	2006A	CUYAHOGA	CROCKER-STEARN'S RD. EXTENSION	PID 8517
2010A	2006A	CUYAHOGA	GREEN RD.	PID 9698
2006A	2006A	CUYAHOGA	HILLIARD BLVD.	PID 8534
	2006A	CUYAHOGA	IR-80 - 1-71 to SR-21	TURNPIKE PROJECT
	2006A	CUYAHOGA	IR-80 - 1-480 to 1-71	TURNPIKE PROJECT
2006A	2006A	CUYAHOGA	PLEASANT VALLEY RD.	PID 10901
2006A	2006A	CUYAHOGA	SR 291 - 00.88	PID 9283
2006A	2006A	LAKE	SR 84 - 8.14	PID 9670
2010A	2006A	LORAIN	COLORADO AVENUE (1)	PID 8844
2006A	2006A	LORAIN	COOPER FOSTER PARK RD. (2)	PID 7467
2006A	2006A	LORAIN	COOPER FOSTER PARK RD. (1)	PID 7466
2006B	2006A	LORAIN	E. BROAD ST.	PID 6170
	2006A	LORAIN	IR-80,W.CO.LINE to BAUMHART	TURNPIKE PROJECT
	2006A	LORAIN	IR-80,BAUMHART to SR-57	TURNPIKE PROJECT
2010A	2006A	LORAIN	SR 611 - 04.38	PID 4062
2010A	2006A	LORAIN	SR 611 - 05.66	L RTP PROJECT
2006A	2006A	LORAIN	TOWER BLVD. (1)	PID 7311

2010 Baseline*: This network is equivalent to the 2006 Baseline plus any projects which meet the Baseline criteria but are not expected to be open by the end of 2006; and

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
2006B	2010B	CUYAHOGA	HARVARD RD. (SECT. 8)	PID 11038
2006A	2010B	CUYAHOGA	IR 90 - 00.00	PID 11738
2006B	2010B	CUYAHOGA	IR 271 - 06.53 (SECT. 7)	PID 9300
2006A	2010B	CUYAHOGA	SR 87 - 11.88/US 422 - 11.22	PID 9445
2006B	2010B	CUYAHOGA	SR 175 - 02.05 (SECT. 11)	PID 11042
2006B	2010B	CUYAHOGA	SR 175 - 03.14 (SECT. 5A)	PID 11035
2006B	2010B	CUYAHOGA	SR 175 - 03.66 (SECT. 10)	PID 11041
2006A	2010B	CUYAHOGA	SR 175 - 12.21	PID 14171
2006A	2010B	CUYAHOGA	SR 252 - 8.04	PID 9628
2006B	2010B	LAKE	IR 90 - 09.26/SR 615 - 01.83	PID 9331
2006B	2010B	LAKE	SR 615 - 02.82	PID 9332

2010 Action*: This network is equivalent to the 2010 LRTP Minimum Build Highway Network plus other regionally significant, federally or non-federally funded projects with clear funding sources which are expected to be open in 2010. The use of this network accounts for those LRTP projects which are not currently programmed but are expected to be complete by 2010.

96 TIP	97 TIP	COUNTY	ROUTE SECTION	PID
2006A	2010A	CUYLAKE	US 6 - 28.16/00.00	PID 9246
2010A	2010A	CUYAHOGA	CLAGUE RD.	L RTP PROJECT
2010A	2010A	CUYAHOGA	E. 98TH ST. EXTENSION	PID 5369
2010A	2010A	CUYAHOGA	SPRAGUE RD.	L RTP PROJECT
2006A	2010A	CUYAHOGA	SR 82 - 00.00	PID 7848
2006A	2010A	CUYAHOGA	SR 82 - 3.66	PID 9222
2006A	2010A	CUYAHOGA	SR 82 - 4.23	PID 5557
2006A	2010A	CUYAHOGA	SR 82 - 4.87	PID 9005
2006A	2010A	CUYAHOGA	SR 82 - 8.16	PID 9223
2006A	2010A	CUYAHOGA	SR 175 - 10.98	PID 6504
2010A	2010A	CUYAHOGA	YORK ROAD	L RTP PROJECT
2006A	2010A	GEAUGA	SR 306 - 11.89/US 322 - 00.59	PID 6485
2006A	2010A	LAKE	IR 90 - 00.54/SR 84 - 00.43	PID 9247
2010A	2010A	LORAIN	ELYRIA INDUSTRIAL PARKWAY (3)	L RTP PROJECT
2006A	2010A	LORAIN	ELYRIA INDUSTRIAL PARKWAY (2)	PID 3938

SFY 1997 - 2000 TIP

A2 - 3

Draft Final: June 1996



State of Ohio Environmental Protection Agency

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May 1, 1996

John Beeker, Environmental Planning Director
Northeast Ohio Areawide Coordinating Agency
668 Euclid Ave.
Cleveland, Ohio 44114-3000

RECEIVED

MAY 3 - 1996

NOACA

Dear Mr Beeker:

Ohio EPA has reviewed NOACA's 1997-2000 TIP and finds the air quality analysis procedures and results for both Cleveland and Akron to demonstrate conformity with Cleveland's 2006 maintenance plan budget for both VOC and NOx.

Conformity testing was based on a combination of urban transportation modeling, non-modeling techniques, and off model analyses. Off model credits include Congestion Mitigation Projects and bus replacements. Although Ashtabula County emissions were included in the area total, no change between Ashtabula's baseline and action scenario occurred due to all air quality exempt projects being programmed.

On June 15, 1995 Federal EPA proposed to redesignate the Cleveland area to attainment. On April 4, 1996 the Administrator signed the final notice yet to appear in the Federal Register. Upon publication, redesignation becomes effective immediately.

Once redesignation occurs, the 2006 Emission Budget becomes the standard for which all conformity analyses must be compared. Also, as a result of final conformity rule approval, conformity in attainment areas must be demonstrated for both VOC and NOx.

NOACA's conformity analyses contain both build/no build analyses and conformity comparisons with both the 1996 Budget (from the 15% Plan) and the 2006 maintenance budget (from the Redesignation Plan). All analyses demonstrate conformity for both VOC and NOx.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon

George V. Voinovich, Governor
Nancy P. Hollister, Lt. Governor
Donald R. Schwegardus, Director

APPENDIX B

INTERIM TIP PREPARATION POLICY FOR SFY 1997

NOTE: The following policy was adopted by the NOACA Governing Board on March 8, 1996 (Resolution 96-023). This policy, which was drafted in February, 1996, provided for the preparation of the SFY 1997 NOACA TIP consistent with current federal, state and local requirements. The Interim TIP Preparation Policy for SFY 1997 includes an executive summary and contains the Assessment of Reasonable Progress and Strategic Programming Targets, which were also used in the development of the SFY 1997 TIP.

Interim TIP Preparation Policy for SFY 1997

APPROVED with Amendment (pg. 14)
NOACA Board Resolution 96-023

Prepared for
The NOACA Governing Board

by
The TIP Prioritization Task Force

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Executive Summary

In August 1995, the President of the NOACA Governing Board, with the concurrence of the NOACA Governing Board, established a task force to develop recommendations to amend the policy manual for the development of the Transportation Improvement Program (TIP), the financially constrained list of projects that programs and schedules the use of federal transportation funds in the NOACA region.

In February 1996, the Task Force reported to the Governing Board that, due to time and data constraints, a new policy and system would not be completed in time to develop the State Fiscal Year 1997 TIP. The Governing Board President then directed the Task Force to develop an Interim Policy for March 1996 Board approval. It is expected that the Task Force will continue to work on completing the entire new policy and system for the November 1996 Board meeting.

This Interim TIP Preparation Policy divides the development of the TIP into four distinct phases:

- Phase 1: Project Planning Assessment
- Phase 2: Project Evaluation (Scoring)
- Phase 3: TIP Development
- Phase 4: Public Comment and Final Approval

Each of the phases have distinct steps, or tasks, that must be performed. Since the Board must develop a draft SFY 1997 TIP by early April, the above phases will be implemented on a staged basis. For example, Step 1.3 (Identification of alternatives) will not be used to develop the SFY 1997 TIP, but will be used to begin planning for the SFY 1998 TIP.

For the SFY 1997 TIP projects will be scored using a draft scoring system developed by staff. However, as will be seen, the project score will not be the sole determinant of whether a project is placed on the TIP, but will be a preliminary assessment of the project's merit in relation to all of the other projects that are eligible for funding and will be used to draw a distinction between the projects during Phase 3.

The table below lists the phases and steps that must be completed in developing the TIP. An estimated percentage of each step's affect on the final TIP is listed. Note that the current, interim and proposed system are compared.

Phase/Step	Current System	Interim System	Proposed Draft System
	Estimated % of affect on final TIP	Estimated % of affect on final TIP	Estimated % of affect on final TIP
Phase 1: Project Planning Assessment			
Step 1.1: Initial review	5%	5%	5%

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Phase/Step	Current System	Interim System	Proposed Draft System
	Estimated % of affect on final TIP	Estimated % of affect on final TIP	Estimated % of affect on final TIP
Step 1.2: Consistency review	5%	5%	5%
Step 1.3: Identification of alternatives	0%	0%	10%
Phase 2: Project Evaluation			
Step 2.1: Readiness evaluation/ Guideline evaluation	75%	15%	10%
Step 2.1: Ranking of projects (scoring)	0%	5%	15%
Phase 3: Program Development			
Step 3.1: Assessment of Reasonable Progress	0%	15%	15%
Step 3.2: Strategic Programming Targets	0%	20%	15%
Step 3.3: Final Draft Development: Committee review	5%	20%	10%
Phase 4: Final Approval			
Step 4.1: Public Involvement	5%	5%	5%
Step 4.2: Board review and approval	5%	10%	10%
Totals	100%	100%	100%

As can be seen, the interim and proposed draft system offer greater balance among technical, policy and procedural criteria than the current system, which is weighted heavily toward project readiness. As noted above, the major reasons for developing this system is to remove the emphasis on project readiness and focus instead on implementing the region's LRP. (The Enhanced Planning Review conducted by federal officials also suggested a de-emphasis of project readiness as the major criteria for selecting projects.)

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I. MISSION STATEMENT

In August 1995, the President of the NOACA Governing Board, with the concurrence of the NOACA Governing Board, established a task force to develop recommendations to amend the policy manual for the development of the Transportation Improvement Program (TIP), the financially constrained list of projects that programs and schedules the use of federal transportation funds in the NOACA region.

The MISSION of the TIP Prioritization Task Force is to construct a process for linking the policies of the NOACA Board (as described in the Statement of Planning Principles, the Long Range Transportation Plan and the Ozone Attainment SIP Submittal) to the multi-modal projects in the fiscally constrained NOACA TIP.

As a PROCESS, the Task Force will provide reports to the Transportation Advisory Committee which will make recommendations to the NOACA Board.

The PRODUCT of the Task Force will be a revision to the NOACA TIP Preparation Policy and Manual.

Interim Policy Development

In February 1996, the Task Force reported to the Governing Board that, due to time and data constraints, a new policy and system would not be completed in time to develop the State Fiscal Year 1997 TIP. The Governing Board President then directed the Task Force to develop an Interim Policy for March 1996 Board approval. It is expected that the Task Force will continue to work on completing the entire new policy and system for the November 1996 Board meeting.

Task Force Members

Chair: Mayor Walter Ehrnfelt, City of Strongsville

Thomas Neff, Cuyahoga County Engineer

Kenneth Carney, Lorain County Engineer

Mayor Michael White, City of Cleveland

Mayor Gerald Boldt, City of Parma

Timothy Hagan, Cuyahoga County Commissioner and NOACA Board President

Mayor David Anderson, City of Willoughby and TAC Chair
Ronald Tober, General Manager, GCRTA
Frank Polivka, General Manager, LAKETRAN
Bryan Groden, ODOT 12 District Deputy Director

II. FOUNDATION

The enactment of the *Intermodal Surface Transportation Efficiency Act* (ISTEA) in 1991 radically altered the method of planning and structure of the nation's transportation infrastructure by placing an emphasis on metropolitan planning and local control in project selection. Flexible funding was added to many modes of transportation in order to encourage the development of a multimodal, integrated transportation system.

These two concepts, inclusive planning and multimodal flexibility, were conceived to stop the traditional transportation conflicts that had developed between state and local governments, rural communities and urban communities, urban communities and suburban communities, highway engineers and transit providers, and engineers and planners.

ISTEA contains sixteen factors that must be considered in the transportation planning process. These factors emphasize:

- Improvement of existing transportation systems;
- Identification of transportation needs through management systems;
- Relationship of transportation investment decisions in a metropolitan region with land use, development, society, the economy, energy use and the environment;
- Integration of highway and transit planning and strengthening the regional economy; and
- Use of life cycle costs in the design and engineering of transportation facilities.

With statutory responsibility derived from ISTEA to develop both a Long Range Transportation Plan (LRP) and a Transportation Improvement Program (TIP), the NOACA Governing Board adopted a *Statement of Principles*. The adoption of these *Principles* mandate their use in all matters deliberated by the Governing Board, its advisory committees and the staff.

The *Statement of Principles* reflects the vision for the Northeast Ohio region

Principle 1: Comply with the language and spirit of the Intermodal Surface Transportation Efficiency Act of 1991.

Principle 2: Comply with the language and spirit of the Clean Air Act of 1990

Principle 3: Enhance the natural environment of the NOACA region and minimize the adverse impact of incremental transportation investments on the

environment

Principle 4: Enhance the quality of life of communities within the NOACA region and minimize the adverse impact of incremental transportation investments on existing communities within the region.

Principle 5: Support the planning activities of the counties and communities within the NOACA region and ensure that transportation investments authorized by the Board are consistent with the policies and plans adopted by these agencies both individually and severally.

Principle 6: Ensure that all transportation funds potentially available to the region are sought and that these funds are used prudently to meet the transportation needs of the region. To this end, the Board will, when evaluating TIP amendments, all other factors being equal, give higher priority to projects addressing a greater level of hazard, a poorer level of service, or a more persistent hardship on the region's transportation system

Principle 7: Maximize the efficiency of the existing transportation system.

Principle 8: Encourage the use of public transportation within the region. To this end the NOACA Board will:

- evaluate the impact of capacity adding highway improvements on the operations of transit systems;
- encourage transportation investments which improve the efficiency of public transit;
- encourage communities within the region to adopt land use plans and zoning codes which result in development densities that support the efficient use of public transportation; and
- encourage cooperation among the region's several counties, communities and transit systems to improve transit services, region-wide.

Principle 9: Decisions regarding TIP amendments will be fully informed and deliberated

Principle 10: Encourage efficient, compact land use development that facilitates mobility, saves infrastructure costs, preserves environmentally sensitive and agricultural lands, and enhances the economic viability of existing communities within the region

Principle 11: Ensure that transportation system investments enhance racial and cultural harmony

The NOACA Long Range Plan (1994) was prepared to meet the requirements of ISTEA, the Clean Air Act and the Statement of Principles. The Long Range Plan is first and foremost a strategic framework for the expenditure of federal and state funding. With its focus on "Mobility Management" the Long Range Plan recognizes the effect that transportation planning decisions have on the environment and development. Mobility Management's three goals are to:

1. Maintain the existing system;
2. Improve the efficiency of the existing system; and
3. Reduce peak demand on the existing system.

Federal law and guidance emphasize that the TIP is the implementation of the Long Range Plan. Consequently, the Interim TIP Preparation Policy was developed to assist the region in achieving its long-term goals.

III. THE TRANSPORTATION IMPROVEMENT PROGRAM

AUTHORITY

ISTEA states that the Metropolitan Planning Organization (MPO) of an area shall, in cooperation with the State and affected transit operators, develop a Transportation Improvement Program (TIP).

DESCRIPTION

The TIP identifies federally funded (and some non-federally funded) highway, transit, and bikeway improvements, along with various transportation plans and management actions. These improvements are to be implemented by the Ohio Department of Transportation (ODOT), transit agencies, local governments and other project sponsors.

DEVELOPMENT AND SELECTION

Projects must comply with various federal, state and local statutory requirements, planning regulations, policies and principles. The TIP must:

- 1 Be consistent with the: ISTEA sixteen (16) planning factors, NOACA Statement of Principles, NOACA Long Range Plan, requirements of the Clean Air Act and be found to conform with the State Implementation Plan (SIP) for air quality;
- 2 Ensure early and continuing public involvement;
- 3 Be financially constrained and include a financial plan that contains only projects for which construction and operating funds can reasonably be expected;
- 4 Provide documentation that the region's transit operators have the financial capacity to carry out the projects contained in the TIP and that the region's privatization policy was adhered to;
- 5 Contain sufficient descriptive material to identify projects and phase of work;
- 6 List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;
- 7 Give priority to the timely implementation of Transportation Control Measures; and
- 8 Be consistent with the region's Congestion Management System.

POLICY AND PROCEDURE MODIFICATIONS

Due to the complexities and changes that may occur at the federal, state and local levels, the NOACA Governing Board reserves the right to modify the policies, requirements and procedures outlined in this document. Project sponsors will be informed of any proposed changes in a timely manner and proposed changes will be processed through public involvement.

IV. THE TIP DEVELOPMENT PROCESS

The development of the TIP is divided into four distinct phases:

- Phase 1 - Project Planning Assessment
 - Phase 2 - Project Evaluation
 - Phase 3 - Program Development
 - Phase 4 - Public Involvement Coordination and Final Approval
-

PHASE I: PROJECT PLANNING ASSESSMENT

(Completed by NOACA staff)

The purpose of the Project Planning Assessment (PPA) is to distinctly link a proposed project to transportation planning processes, including the LRP. Using information obtained from the project sponsor, management systems, plans and studies, solutions to transportation problems are identified.

For example, a proposed project needs to be assessed as to how and to what degree it solves a transportation problem that exists. Therefore, project sponsors are required to define the transportation problem they are planning to solve. The proposed solution is then analyzed with respect to identified solutions developed from the LRP, management systems and other plans.

Step I.1 Initial Review

All submitted projects will be reviewed by the NOACA staff for compliance with the application requirements (See Chapter V: TIP Preparation Guidelines and Requirements). Project applications that do not fulfill the application requirements, do not include the necessary data or do not comply with the TIP policies and requirements will be returned to the applicant.

For purposes of review and evaluation, projects will be placed into one of four Mobility Management classifications:

1. System Preservation - the project preserves an existing transportation facility
2. System Efficiency - the project will improve the efficiency of the existing

- system by reducing congestion and improving the level of service (LOS)
3. Demand Reduction - the project will reduce peak demand on the existing transportation system
 4. Capacity Improvements - the project will increase the capacity of the existing system.

Step 1.2 Consistency Review

Proposed projects evolve from the NOACA LRP, ISTEA's 16 factors, and the NOACA Statement of Principles, as well as from state and local plans (including land use plans). State and/or local plans will be assessed as to their consistency with the NOACA LRP and Principles. If the project does not comply with the LRP, ISTEA's 16 factors or the NOACA Principles, it will be returned to the applicant.

Step 1.3 Identification of alternatives

The NOACA staff will review projects and identify alternatives to the proposed project to ensure that the problems identified or the solutions proposed further the policies and plans of NOACA. Staff will work with the project sponsor regarding any modifications.

PHASE 2: PROJECT EVALUATION

(Completed by NOACA staff)

The Project Evaluation Phase is the assessment of only those projects on the TIP that are ready to proceed and eligible for funding in the current fiscal year. Project sponsors must provide assurance that they will be able to obligate the funds in the year their projects are listed. (A transfer of funds from one federal category to another does not constitute an obligation of funds.)

Using a multimodal scoring system that provides "cross-modal" comparisons, the NOACA staff will evaluate and score the ready projects.

Step 2.1 Ranking of Projects

Using information obtained from project sponsors, staff will assess which projects are ready to sell. At this point, staff will also assess projects regarding relevant specific policies listed in Chapter V.

All ready projects will be ranked using their Project Score. The project score will not be the sole determinant of whether a project is placed on the TIP, but will be a preliminary assessment of the project's merit in relation to all of the other projects that are eligible for funding and will be used to draw a distinction between the projects during Phase 3.

PHASE 3: PROGRAM DEVELOPMENT

(Completed by the NOACA staff and Advisory Committees)

Phase 3 consists of three major tasks: assessment of reasonable progress, development of strategic programming targets, and final program development.

Step 3.1 Assessment of Reasonable Progress

The definition of "reasonable progress" will be based in part, upon the mix and quality of projects that are scored in Phase 2 - Project Evaluation. Because the TIP originates from the LRP, the TAC, with assistance from the NOACA staff, will develop an "assessment of reasonable progress" which will address progress being made toward the major LRP goals of system preservation, system efficiency, demand reduction, and system expansion.

Step 3.2 Strategic Programming Targets

Based on the progress determined in Step 3.1, NOACA staff will prepare background information and develop "strategic programming targets" for approval by the Governing Board. These targets would identify the level, type and mix of investment that is needed to implement the LRP within a given four-year period of the Plan's horizon year.

For example, preservation of the existing system is one of the goals of the LRP. The current mix of projects may emphasize a need for maintenance despite a historic expenditures of NOACA Attributable Funds on maintenance of 80 - 85%. The assessment of reasonable progress, noted above, may determine that more than 85% of the funds in the TIP should be programmed for maintenance projects and the funds allocated to capacity adding projects should be reduced.

Step 3.3 Final Program Development

The goal of this step is to ensure that the TIP leverages federal and state resources properly.

Based upon the strategic programming targets developed in Step 3.3, projects will be assessed as to the appropriate category of funding. Projects eligible under more than one category will be assigned the most strategically appropriate category.

Staff will develop an obligation management policy (see Chapter V) that the Board will approve as part of the TIP. The final action within this step will be review of the draft TIP by NOACA standing committees. This draft TIP will be then be submitted for public involvement.

PHASE 4 FINAL APPROVAL AND SUBMITTAL

(Completed by Governing Board)

Step 4.1 Public Involvement Coordination

In order to assist in the development of the State Transportation Improvement Program (STIP), staff will coordinate with the Ohio Department of Transportation in processing the draft TIP through the public involvement process, using Board-approved guidelines.

Step 4.2 Final Approval and Submittal of the TIP

Upon completion of the public involvement, the TIP will be presented to the NOACA Governing Board for final approval and will be forwarded to the appropriate State and Federal agencies for final approval.

V. TIP PREPARATION GUIDELINES AND REQUIREMENTS

APPLICATION REQUIREMENTS

A project application and TIP preparation schedule will be mailed to all potential project sponsors at the beginning of each calendar year. (For CY 1996, this will occur after the Board has approved the Interim Policy.)

The burden of proof of how a project addresses the LRP, ISTEA's 16 factors, and the NOACA principles lies solely with the project sponsor

The application information requested will include:

- An explanation of the project scope, its limits, concept and justification. This information should reference, where applicable, existing management systems, performance-based standards, capital improvement reports that outline the problem and demonstrate its need.
- Supporting legislation from the Council or Board of the project sponsor
- A cost estimate of the project and a project schedule.
- Verification of public involvement. A public hearing is not required, but all projects must be presented at a public meeting where public participation was invited and considered.
- An outline of the funding for the project. Although the local match is not required to be in hand it should be specified and must be documented.
- The following data:
 - Current conditions (pavement condition ratings, bridge sufficiency ratings, transit facility useful life ratings, average daily traffic, persons carried on the facility, percent trucks, current signal systems, intersection configurations, level of service, presence of wetlands)
 - Projected conditions (traffic volumes, service life of the project)
 - Location conditions (local land use plans, development status, local zoning, right of way, current bike lanes/paths, bus stops and/or sidewalks, utilities, environmental status)

APPLICANT'S SHARE OF THE PROJECT (SOFTMATCH CREDIT AND "G" FUNDING)

In this era of fiscal constraint, it is recommended that no projects be programmed at a federal share greater than 80% of project cost for components eligible for federal aid.

For the SFY 1997 TIP, the Task Force recommends that projects previously listed as 100 percent CMAQ funds, which are expected to sell within SFY 1997, be funded at 90 percent federal share. Table 1 in the Appendix lists the effected projects.

ISTEA permits the use of a softmatch credit in order to allow a state, MPO, county, local public agency or transit authority to use federal dollars to cover all or a portion of the local share of any eligible project. So called "G" funding allows certain projects to receive 100% federal match.

If a project sponsor can clearly demonstrate a financial need/economic distress that precludes it from providing the minimum local match they will be eligible for consideration for softmatch or "G" funding. NOACA will establish criteria for what constitutes "financial need/economic distress".

For the SFY 1997 TIP, the goal was to use an easy to obtain source to measure financial need/economic distress. Consequently, staff recommends using the "community-level percentage of persons living below the poverty level". These data are available from the 1990 Census of Population and Housing and will be used to assess any request received for a softmatch credit. Table 1 in the Appendix lists the "poverty/economic index" for projects previously listed at 100 percent funding.

COORDINATION WITH THE STATE TIP AND BIENNIAL TIP

NOACA will develop the TIP for projects using NOACA Attributable Funds and will consider the advice of ODOT Districts 3 and 12 in the use of these funds. ODOT will develop the financial plan and priority list for projects using "State-controlled" funds. NOACA and the State will jointly select projects using these funds. It is recommended that the cooperative process include the consideration of both the NOACA Four Step Process and the ODOT's project prioritization process

ENHANCEMENT PROJECTS

The intent of enhancement projects is to more creatively integrate transportation facilities into their surrounding communities and natural environment. ISTEA authorizes funding for projects that "humanize" the transportation system and improve its environmental quality through landscaping and scenic protection, historic preservation and archaeological projects, and bicycling and pedestrian facilities.

Enhancement projects are selected by ODOT in cooperation with MPO's

Currently, ODOT's policy is to select enhancement projects every two years, using significant input from the MPO.

NOACA will establish Enhancement Task Forces for Districts 3 and 12 respectively comprised of NOACA TAC members, ODOT District and NOACA staff to review enhancement projects and make recommendations to the NOACA TAC and Governing Board. The Governing Board will send its selection of projects with regional significance to the ODOT District offices, who will forward them to the ODOT Central Office.

FUNDING FOR STATE ROUTES

In a time of difficult choices, it is recommended that, for the SFY 1997 TIP, projects on State Routes requesting NOACA-attributable funds be placed behind all other ready projects not on State routes. That is, projects on State routes will be placed on the SFY 1997 TIP priority list only if there is sufficient unused obligating authority and if the project does not negatively affect fiscal balancing as required by ISTEA. If the above projects are not placed on the priority list, they will be listed in the "information-only" section of the TIP.

Additionally, staff will review the obligation status and fiscal balance of the TIP quarterly. If sufficient obligating authority exists and the projects would not negatively affect the fiscal balance, staff would recommend to the TAC Subcommittee that the project (s) on State routes may be submitted to the Board as TIP amendments.

To assist the Board, Table 2 in the Appendix contains a list of projects and communities that will be impacted in SFY 1997 by this policy.

OBLIGATION MANAGEMENT POLICY

NOACA is responsible for managing the obligation ceiling for its Attributable Funds. This means that NOACA, given a certain funding level, must effectively manage the sale of projects. This management should include not only the sale of prioritized projects for a specific year, but also the development of strategies to account for upcoming high cost or high priority projects.

Obligation management is complicated by the fact that the Federal Fiscal Year (FFY) is from October 1 to September 30. Federal obligation ceilings are issued according to the federal calendar. The TIP is developed on a State Fiscal Year (SFY): July 1 to June 30.

At the time of TIP development when projects are selected, staff will develop a draft obligation management strategy for TAC and Governing Board consideration. This strategy will provide information regarding the most effective and strategically sound approach to obligation management, and couple the federal requirement of fiscal constraint with fund management. It should be noted that at times, it may be strategically appropriate to either borrow or lend obligation authority to another MPO in order to effectively manage the sale of projects.

PROJECT MODIFICATIONS: COST AND SCOPE

For the SFY 1997 TIP, no changes in cost and scope will be accepted, unless necessary for emergency purposes (see definition under TIP Amendment section). For purposes of managing the obligation ceilings, NOACA will not use obligating authority for project bids greater than 10 percent of the project cost listed in the SFY 1997 TIP. The 10 percent must not exceed \$500,000.

RIGHT OF WAY AND PRELIMINARY ENGINEERING

NOACA attributable funds are not permitted to be used for project-level preliminary engineering. To assist the Board, Table 3 in the Appendix contains a list of projects and communities that will be impacted in SFY 1997 by this policy.

With respect to Right of Way, the Task Force recommends that when the cost of right of way is greater than \$50,000 for a NOACA-attributable project, NOACA will pay 50 percent of the right of way cost. NOACA will not pay for right of way less than \$50,000. Table 3 in the Appendix contains a list of projects and communities that will be impacted in SFY 1997 by this policy.

TIP AMENDMENTS

The SFY 1997 TIP will only be amended at the January 1997 Board meeting, except in the case of emergency projects.

In order for a project to be considered as an amendment to the SFY 1997 TIP, complete project packages must be submitted by October 1, 1996.

Project sponsors can request and complete project applications at any time. In order for a project to be considered for the SFY 1998 TIP, complete project packages must be submitted by January 1, 1997.

Emergency projects are defined as those projects necessary for the safety of the

traveling public and projects of regional economic impact. In all cases the burden of proof rests with the project sponsor. Emergency projects may be added as amendments to the SFY 1997 TIP after having been deliberated by the NOACA Governing Board.

The TIP may be amended without Board approval for clerical errors/bookkeeping reasons that do not impact policy implementation or funding balances. The Board will be informed of any clerical TIP amendments.

Appendix

TABLE 1

PROJECTS FUNDED WITH 100% ("G") CMAQ FUNDS EXPECTED TO SELL PRIOR TO SFY 1998 (07/01/97) *
Federal and Non-Federal Participation Rate Comparison
(x \$1,000)

PID NO.	PROJECT	SPONSOR	P.I. **	SFY 1996 CMAQ POLICY				SFY 1997 CMAQ POLICY				Result of Policy Change	
				TOTAL COST	CURRENT			TOTAL COST	CURRENT				
					100% Federal Share	100% Federal Share	0% Local Share		100% Federal Share	90% Federal Share	10% Local Share		
11841	CUY SR003-1.51 ³	N. Royalton	2.5%	\$1,440	\$1,440	\$1,440	\$0						
11842	CUY US006-4.89 ³	Bay Village	2.8%	1,004	1,004	1,004	0						
12639	CUY MAIN ST ³	Chagrin Falls	2.0%					500	500	450	50		50
14688	CUY US006-15.55	Cleveland	28.7%					2,500	2,500	2,250	250		250
14818	CUY SR008-04.15 ⁴	Maple Heights	4.0%					2,025	2,025	1,822.5	202.5		202.5
14939	CUY SR010-06.00 ⁴	Fairview Park	4.1%					650	650	585	65		65
14689	CUY SR010-08.96 ⁴	Cleveland	28.7%					2,760	2,760	2,484	276		276
14892	CUY US020-00.00	Westlake	2.1%					2,500	2,500	2,250	250		250
14943	CUY US042-00.00	Strongsville	2.3%					1,950	1,950	1,755	195		195
12728	CUY US042-05.46	Middleburg Hts.	2.4%					2,100	2,100	1,890	210		210
12789	CUY US042-08.33 ³	Parma Heights	3.7%					1,500	1,500	1,350	150		150
15377	CUY SR043-9.950 ⁴	Bedford Heights	6.8%					250	250	225	25		25
GRAND TOTALS				\$2,444	\$2,444	\$2,444	\$0	\$16,735	\$16,735	\$15,062	\$1,674		\$1,674

* - Based on readiness.

** - P.I. (Poverty Index) is the % of persons in the community below poverty level. Taken from the 1990 Census of Population and Housing.

¹ - The proposed policy recommends that projects expected to sell prior to July 1, 1996 (SFY 1997) should be 100% federally funded.

² - The proposed policy recommends that projects expected to sell between July 1, 1996 and June 30, 1997 (SFY 1997) should be 90% federally funded and 10% locally funded. This would provide an additional \$1,674,000 in federal funds for SFY 1997.

³ - Listed in the NOACA State Implementation Plan (SIP) for reasonable further progress.

⁴ - Listed in the NOACA State Implementation Plan (SIP) for air quality maintenance.

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TABLE 2

PROJECTS ON STATE ROUTES USING NOACA ATTRIBUTABLE STP FUNDS
 EXPECTED TO BE OBLIGATED PRIOR TO SFY 1998 (07/01/97) *
 (x \$1,000)

PID NO.	PROJECT	SFY 1996			SFY 1997		
		PE	RW	C	PE	RW	C
9760	LAK SR084-08.14		500			6,700	
7900	CUY SR091-00.00					240	
15098	LAK US020-05.80					24	
11103	LAK SR615-04.93					160	
14199	LAK SR 640-01.74					240	
GRAND TOTALS			\$500			\$664	\$6,700

* - Based on readiness.

NOTE: The proposed policy recommends that projects on State routes be placed on the SFY 1997 TIP priority list only if there is sufficient unused obligating authority and if the project does not negatively affect fiscal balancing as required by ISTEA. The impact of this policy could be as much as \$7,864,000.

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TABLE 3

PROJECTS USING NOACA ATTRIBUTABLE STP FUNDS
for PRELIMINARY ENGINEERING (PE) and RIGHT-OF-WAY (RW)
EXPECTED TO BE OBLIGATED IN SFY 1997 (July 1, 1996 - June 30, 1997)*
(x \$1,000)

PID NO.	PROJECT NAME	PE POLICY					RW POLICY								
		TOTAL COST	CURRENT		PROPOSED ¹		Result of Policy Change	CURRENT			PROPOSED ²			Result of Policy Change	
			80% Federal Share	20% Local Share	0% Federal Share	100% Local Share		TOTAL COST	80% Federal Share	20% Local Share	TOTAL COST	Federal Share	Local Share		
3938	LOR ELYRA INDUSTRIAL PARKWAY (PH II)	188	150	38	0	188	150								
14821	MED N CARPENTER RD	516	413	103	0	516	413								
8538	CUY CEDAR RD (CLEVELAND HEIGHTS)							50	40	10	50	0	50	40	
11433	CUY CEDAR RD (HUNTING VALLEY)							5	4	1	5	0	5	4	
8517	CUY CROCKER/STEARNS EXTENSION							750	600	150	750	350	400	250	
N/A	CUY CROCKER/STEARNS WETLANDS							320	256	64	320	135	185	121	
7001	CUY DENISON AVE							80	64	16	80	15	65	49	
5302	CUY DUNHAM RD							50	40	10	50	0	50	40	
10897	CUY E 71ST ST							5	4	1	5	0	5	4	
8541	CUY LEE RD (MAPLE HEIGHTS)							5	4	1	5	0	5	4	
8418	CUY MADISON AVE							60	48	12	60	5	55	43	
5272	CUY MEMPHIS							100	80	20	100	25	75	55	
10901	CUY PLEASANT VALLEY							240	192	48	240	95	145	97	
15356	CUY QUINCY AVE							50	40	10	50	0	50	40	
11423	CUY RICHMOND RD							5	4	1	5	0	5	4	
8800	CUY STOKES BLVD							60	48	12	60	5	55	43	
13604	CUY W 44TH ST (OVER TRAIN AVENUE)							70	56	14	70	10	60	46	
8416	CUY W 65TH ST							60	48	12	60	5	55	43	
9672	CUY WAGAR							5	4	1	5	0	5	4	
7900	CUY SR091-0.00							300	240	60	300	125	175	115	
13919	LAK ERIE							40	32	8	40	0	40	32	
N/A	LAK PARK & RIDE LOT (SR 2 & HEISLEY RD)							625	500	125	625	287.5	337.5	212.5	
6308	LAK PELTON							200	160	40	200	75	125	85	
5669	LAK VROOMAN							110	88	22	110	30	80	59	
11103	LAK SR 615-4.93							200	160	40	200	75	125	85	
14199	LAK SR 640-1.74							300	240	60	300	125	175	115	
15098	LAK US 020-5.80							30	24	6	30	0	30	24	
8893	MED DURLING DR							28	22.4	5.6	28	0	28	22.4	
GRAND TOTALS		\$704	\$563	\$141	\$0	\$704	\$563	\$3,748	\$2,998	\$750	\$3,748	\$1,363	\$2,386	\$1,636	

* Based on readiness.

¹ - The proposed policy recommends that all project PE phases be 100% locally funded. This would provide an additional \$563,000 in federal funds.

² - The proposed policy recommends that all project RW phases with a total cost of \$50,000 or less be 100% locally funded. For those project RW phases with a total cost of more than \$50,000, the first \$50,000 will be locally funded. The remaining amount will be 50% federally funded and 50% locally funded. This would provide an additional \$1,636,000 in federal funds.

NOTE: The combined result of the proposed PE and RW policies is an additional \$2,199,000 in federal funds.

Assessment of Reasonable Progress and Strategic Programming Targets

Draft
February 22, 1996

Prepared for
The NOACA Governing Board

by
The TIP Prioritization Task Force

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Introduction

The inherent assumption of the project evaluation and scoring system used Phase 2 of the *Interim TIP Preparation Policy for SFY 1996* is that a project's merit is equivalent to a project's score. A great deal of research and testing went into the development of the scoring system that rewarded projects that were consistent with the LRP and the Board's policies and principles. At the same time, it is recognized that no scoring system can be perfect; any scoring system will have its limitations.

One specific limitation is that the only projects that can be scored are those that are currently in development. At first glance, this may not appear to be a significant problem. However, when it is understood that the TIP is the NOACA Board's implementation of the LRP, the potential problem comes into focus. The mix and quality of projects in development within a four-year time period may be pivotal in the long-term implementation of the LRP. In other words, because the TIP is the enactment of the LRP, projects selected for programming must not only be individually consistent with the LRP, but also must collectively attempt to make "reasonable" progress toward LRP and Board policy goals.

Consequently, the four-year TIP needs to be assessed as to its overall strategic implementation of the 20-year LRP. Questions that need to be asked include: Do the scored projects, as a whole, indicate that "reasonable" progress is being made in achieving LRP goals regarding demand management? Is reasonable progress being made regarding system preservation, system efficiency, system expansion? Does the "universe of projects" in development indicate that reasonable progress is being made to achieve the Board's policies and principles?

Based upon the need to evaluate the TIP as the strategic implementation of the LRP, the *Interim Policy* recommends that an "Assessment of Reasonable Progress" (ARP) and "Strategic Programming Targets" (SPT) be developed. In the ARP, staff assesses the progress being made toward the major LRP goals. The SPTs identify the level, type and mix of investment needed to implement the LRP within a given four-year period of the Plan's horizon year.

Assessment of Reasonable Progress

Spending Analysis

The first step in developing the ARP is to perform a spending analysis. This involves the reviewing of transportation projects sold in the region during specific time period. For the purposes of this ARP, project sales were researched from January 1992 to the present. This date was chosen for a number of reasons. First, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law in December of 1991. Second, while the LRP being assessed was not formally drafted until October 1993, the NOACA Board had already begun to make decisions consistent with the letter and spirit of ISTEA. For example, the first transfer of "traditional" highway dollars took place in mid-1992.

Table 1 below lists total spending (including State and local match) in the NOACA region since January 1992.

Table 1
Total Spending
By LRP Category
All Modes
January 1992 to present

	All funds	ODOT Controlled Funds ¹	NOACA Controlled Funds ¹	Other Funds ¹
Preservation	492,854,654	274,155,569	108,745,016	109,954,069
Efficiency	52,031,706	10,874,895	29,743,740	11,413,071
New Capacity	200,377,969	118,896,071	27,706,954	53,774,944
Grand Totals	745,264,329	403,926,535	166,195,710	175,142,084

Source: NOACA TIP data base; highway spending does not account for all preliminary engineering and right of way phases; transit spending includes projects with grant approved status

- 1.) Includes federal and 100 percent State-funded projects
- 2.) Includes Attributable STP, DX/MPO/MA, and sub-allocated CMAQ
- 3.) Includes all other fund categories, including Federal FTA and State and local matches

As can be seen, the spending was classified according to the LRP categories of system preservation, system efficiency and new capacity. Table 2 shows the total spending percentages over the time period

Table 2
Total Spending Percentages
By LRP Category
All Modes
January 1992 to present

	All funds	ODOT Controlled Funds	NOACA Controlled Funds	Other Funds
System Preservation	66.13%	67.87%	65.43%	62.78%
System Efficiency	6.98%	2.69%	17.90%	6.52%
New Capacity	26.89%	29.44%	16.67%	30.70%
Grand Totals	100.00%	100.00%	100.00%	100.00%

Table 2 indicates that approximately 66 percent of all funds spent in the region were spent on system preservation. With respect to NOACA controlled funds, close to 65 percent was spent on preservation with the remaining being fairly evenly split between efficiency and new capacity.

Table 3 provides a breakdown by work type.

Table 3
Total Spending
By LRP Category
and Work Type
January 1992 to present

	All funds	ODOT Controlled Funds	NOACA Controlled Funds	Other Funds
Preservation				
Roads	180,017,841	111,935,073	68,082,768	
Bridges	136,931,499	135,470,872	1,460,627	
Bus Replacements	65,857,030		35,735,961	30,121,069
Other Transit Preserv.	105,908,660	22,610,000	3,465,660	79,833,000
Misc:erosion, painting,etc	4,139,624	4,139,624		
Preservation Totals	492,854,654	274,155,569	108,745,016	109,954,069
Efficiency				
Park and Ride	18,777,000		7,412,000	11,365,000
CNG Facilities	3,000,000		3,000,000	
Podestrian Accessways	10,810,000		10,810,000	
Signal Improvements	8,591,409	69,669	8,521,740	
Bikeway	3,566,694	3,566,694		
Misc:Noise Barriers, Bike racks,etc.	7,286,603	7,238,532		48,071
Efficiency Totals	52,031,706	10,874,895	29,743,740	11,413,071
New Capacity				
New Roads & Add lanes	144,408,794	118,896,071	25,512,723	
New Transit Routes	43,700,000			43,700,000
New Transit Facilities/ Equip	6,926,000			6,926,000
Additional Buses	5,343,175		2,194,231	3,148,944
Capacity Totals	200,377,969	118,896,071	27,706,954	53,774,944
Grand Totals	745,264,329	403,926,535	166,195,710	175,142,084

Tables 4 and 5 show the spending by mode: highway, transit and bikeway

Table 4
Total Spending since 1992
By LRP Category and Mode

	All funds	ODOT Controlled Funds	NOACA Controlled Funds	Other Funds
Preservation				
Highway Preservation	321,088,964	251,545,569	69,543,395	
Transit Preservation	171,765,690	22,610,000	39,201,621	109,954,069
Efficiency				
Highway Efficiency	15,878,012	7,308,201	8,521,740	48,071
Transit Efficiency	32,587,000		21,222,000	11,365,000
Bikeways	3,566,694	3,566,694		
New Capacity				
Highway Capacity	144,408,794	118,896,071	25,512,723	
Transit Capacity	55,969,175		2,194,231	53,774,944
Total Highway Spending	481,375,770	377,749,841	103,577,858	48,071
Total Transit Spending	260,321,865	22,610,000	62,617,852	175,094,013
Total Bikeway Spending	3,566,694	3,566,694		
Grand Totals	745,264,329	403,926,535	166,195,710	175,142,084

Table 5
Total Spending Percentages since 1992
By LRP Category and Mode

	All funds	ODOT Controlled	NOACA Controlled	Other
Preservation				
Highway Preservation	65.15%	91.75%	63.95%	0.00%
Transit Preservation	34.85%	8.25%	36.05%	100.00%
Total Preservation	100.00%	100.00%	100.00%	100.00%
Efficiency				
Highway Efficiency	30.52%	67.20%	28.65%	0.42%
Transit Efficiency	62.63%	0.00%	71.35%	99.58%
Bikeways	6.85%	32.80%	0.00%	0.00%
Total Efficiency	100.00%	100.00%	100.00%	100.00%
New Capacity				
Highway Capacity	72.07%	100.00%	92.08%	0.00%
Transit Capacity	27.93%	0.00%	7.92%	100.00%
Total New Capacity	100.00%	100.00%	100.00%	100.00%
Total Highway Spending	64.59%	93.52%	62.32%	0.03%
Total Transit Spending	34.93%	5.60%	37.68%	99.97%
Total Bikeway Spending	0.48%	0.88%	0.00%	0.00%
Grand Totals	100.00%	100.00%	100.00%	100.00%

LRP Progress Analysis

Financial Benchmarks

To assess the progress of the region in implementing the LRP, it is first necessary to review some of the financial benchmarks developed in the LRP. Table 6 below lists the per year estimates as noted in the plan.

Table 6
Per Year Cost Estimates
Long Range Plan
Mobility Management

Preservation	Per Year Cost Estimate
Roads	106 million
Bridges	76 million
Bus Replacements	11.8 million
Efficiency	
Intelligent Transportation Systems	11.8 million
Signalization/Operational strategies	11.8 million
New Capacity¹	35.3 million
Totals	252.7 million

Source: NOACA LRP
 1.) Minimum System

Strategic Mix

A major assumption of the above financial estimates were that ISTEA would be fully funded. This has not been the case. Table 7 attempts to show the progress made by the region in reaching the above estimates. (It should be noted, however, that the LRP estimates were not developed as *targets*.)

Table 7
Comparing LRP Cost Estimates
and Spending since January 1992

Preservation	LRP Per Year Cost Estimate	Per Year Spending	Per Year Difference
Roads	106 million	45 million	-61 million
Bridges	76 million	34 million	-42 million
Bus Replacements	12 million	16 million	+4 million
Other Preservation	N/A	28 million	+28 million
Total Preservation	194 million	123 million	-71 million
Efficiency			
Intelligent Transportation Systems	12million	0	-12 million
Signalization/Operational strategies	12 million	13 million	+1 million
Total Efficiency	24 million	13 million	-11 million
New Capacity	35 million	50 million	+15 million
Totals	253 million	186 million	-67 million

It is safe to say that the region has not been receiving sufficient funds per year with which to implement the LRP. Much of this is a result of ISTEA not being funded.

It also appears that the region is not meeting the yearly average regarding highway

system (roads and bridges) preservation. Additionally, average yearly new capacity spending is well above the yearly average, while per year bus replacements, and signalization/efficiency spending since 1992 are slightly above.

Staff believes, however, that the above information in Table 7 should be interpreted carefully. As noted above, the LRP estimates were not developed at targets. The LRP did not have "performance measure" benchmarks. Additionally, per year estimates or "benchmarks" of capital purchases must be cautiously reviewed. In general, capital purchases are not consistently the same year-by-year. However, yearly averages can be used to develop and/or assess target ranges, as will be seen later.

Using information from Table 7, Table 8 shows the LRP share of funds per category/year and compares them with actual spending per year.

Table 8
Comparing LRP Share of Funding
with Spending since January 1992

Preservation	Per year LRP Percent of funding	Per Year Percent Spending since January 1992	Per Year Difference
Roads	42%	24%	-18%
Bridges	30%	18%	-12%
Bus Replacements	5%	9%	+4%
Other Preservation	N/A	15%	+15%
Total Preservation	77%	66%	-11%
Efficiency			
Intelligent Transportation Systems	5%	0%	-5%
Signalization/Operational strategies	5%	7%	+2%
Total Efficiency	10%	7%	-3%
New Capacity	14%	27%	+13%
Totals¹	100%	100%	N/A

1.) Percentages may equal 100 percent due to rounding

Conclusions: ARP

Throughout this Assessment of Reasonable Progress, staff made note of the complexities involved. For example, the current LRP did not set performance targets which would be useful in performing this analysis. Also it was noted that per year estimates or "benchmarks" of capital purchases must be cautiously reviewed. In general, capital purchases are not consistently the same year-by-year

However, we believe an assessment can be made regarding certain key issues. First, it appears that the NOACA region is not receiving sufficient funds with which to implement the region's LRP. Much of this is the result of ISTEA not being fully funded.

At this time, system preservation spending is not keeping pace with LRP yearly "benchmarks", especially with respect to road and bridge preservation. While system efficiency spending also falls behind the LRP benchmarks, the situation is not as severe as with system preservation.

Since the passage of ISTEA, an average of \$50 million per year has been spent on capacity projects. Highway capacity accounted for 72 percent of the capacity spending, and transit 28 percent. The \$50 million yearly average is about \$15 million more per year than the LRP benchmark.

During the study period, ODOT controlled spending was basically split among two LRP categories: system preservation and system capacity. Approximately 68 cents of every ODOT controlled dollar was spent on system preservation while close to 30 cents was spent on capacity. Just a little over 2 cents per dollar went to system efficiency.

NOACA controlled spending was allocated differently. Close to two-thirds of every NOACA dollar went to system preservation. System efficiency accounted for approximately 18 cents and new capacity was close to 17 cents per dollar.

With respect to all other funds, 31 cents of every dollar went to new capacity. The majority of this was transit capacity. Sixty-three cents of the "other" funds went to system preservation, with only 6 cents of every dollar going to system efficiency.

Does all the above point to "reasonable" progress being made toward LRP implementation? The answer, staff believes, is a qualified "yes." First, as noted above, the region needs additional funds to implement the LRP. Second, it is recommended that new capacity spending should continue to be closely reviewed, especially with respect to system preservation. If the new capacity per year spending trend were to continue, it appears that system preservation would suffer.

Third, staff believes that all future projects (including ODOT and FTA) should be processed through the NOACA prioritization system (interim and proposed). This policy has been noted in the Interim and Proposed systems. This policy is fully supported by the Enhanced Planning Review of NOACA conducted by Federal officials. Only in this way can the TIP strategically serve as the implementing tool of the LRP.

Strategic Programming Targets

The goal of Strategic Programming Targets (SPTs) is to identify the level, type and mix of investment needed to implement the LRP within a given four-year period of the Plan's horizon year. The SPTs are to use the information from the Assessment of Reasonable Progress. This year the SPTs will focus only on attributable funds.

As was noted above, approximately two-thirds of NOACA-controlled funds were spent on system preservation since 1992. The other third was almost evenly divided among system efficiency and capacity.

At the same time, the historical ratio might be slightly modified to: 70% preservation/ 20% efficiency/10% capacity. This modification would be to put more emphasis on system preservation as a strategic target. This is consistent with the ARP performed previously.

The latest information indicates that the total attributable funds available for the 1997 annual element are \$26 million, the ratio would offer the targets listed in Table 9.

(Please note the \$26 million estimate is a \$13 million reduction (-33%) from last year's total. In other words last year, the NOACA region was allocated \$39 million, compared with next year's estimate of \$26 million.)

Table 9
Strategic Programming Targets
for the Annual Element
of the SFY 1997 TIP

System Preservation	
Highways	\$12.1 million
Transit	\$6.1 million
Subtotal (70%)	\$18.2 million
System Efficiency	
Highways	\$1.7 million
Transit	\$3.5 million
Subtotal (20%)	\$5.2 million
System Capacity	
Highways	\$2.6 million
Transit	0
Subtotal (10%)	\$2.6 million
Total	\$26 million

The above, of course, is a starting point. The project mix must be assessed. In reviewing the draft list of ready projects, it appears that there may not be sufficient transit efficiency projects for 1997. If this is the case, a ready highway efficiency project could be sold.

It must be noted that the above targets do not determine the exact projects that will be in the annual element. As noted in the interim policy, committee review, project scores, public involvement and Board review will all impact individual project selection.

APPENDIX C

TIP FINANCIAL PLANNING

NOTE: The following includes the Fiscal Constraint Analysis for the NOACA-Administered funds for SFYs 1997 - 2000 and the TIP Obligation Management for State and Federal Fiscal Years 1997 (April 1, 1996).

TIP Financial Planning

Introduction

As required by law, the NOACA TIP must contain a financial plan that indicates how currently programmed projects are to be funded. As per the *Interim TIP Preparation Policy*, the financial plan is to contain:

- 1) A financial constraint analysis for NOACA-administered funds for SFYs 1997-2000; and
- 2) An obligation management plan for NOACA-administered funds for State and Federal fiscal year 1997.

(State Fiscal Year (SFY) is from July 1 to June 30; the Federal Fiscal Year (FFY) is from October 1 to September 30.)

In this section you will first find the fiscal constraint analysis followed by the obligation management plan.

Fiscal Constraint Analysis

For SFYs 1997-2000, the NOACA administered funds are Surface Transportation Program (STP), Donor State Bonus, Hold Harmless, Interstate Reimbursement, Minimum Allocation (MA) and Congestion Mitigation Air Quality (CMAQ).

Table 1 summarized the projects programmed using STP/Combined Sources and CMAQ funds. In the TIP project listings, projects eligible for STP, MA, Donor State Bonus, Hold Harmless and Interstate Reimbursement are listed as "STP" projects. This is done for two reasons, First, for these funds, NOACA has project selection authority. Second, there is no way to ascertain which funding categories will be used in a certain year; projects that may use any of the above funds are simply programmed as STP.

Table 2 contains estimates for the various accounts provided by the Ohio Department of Transportation. Tables 3 and 4 provide an estimated fiscal balance of the STP and CMAQ programs, respectively. Any funds that are "carried over" from one year to the next are assumed to be minimum allocation funds.

It should be noted that projects do not have to be listed in the current fiscal year in order to be obligated. Consequently, since a project listed in SFY 1998 could conceivably be sold in SFY 1997, the obligation management strategy that follows is of prime importance for the annual element.

In summary, this analysis demonstrates that the NOACA TIP is in fiscal balance for SFYs 1997-2000.

Adequate Funding for Operations and Maintenance

Current regulations require that the TIP Financial Plan demonstrate that the preservation of the existing system is given priority.

As noted in the *Assessment of Reasonable Progress and Strategic Programming Targets* (See Appendix B) system preservation is the major emphasis of the region's Long Range Transportation Plan (LRP). The ARP noted that progress was being made toward implementation of the LRP.

Additionally, the Strategic Programming Targets for NOACA-administered funds stated that 70 percent of the funds should go toward for system preservation. As will be seen by reviewing the obligation management strategy, this target was achieved.

Consequently, it can be demonstrated that preservation of the existing system is given priority with respect to NOACA-administered funds.

TABLE 1
PROJECTS PROGRAMMED
(x 1000)
STATE FISCAL YEARS

FUNDING CATEGORY	1997	1998	1999	2000	TOTAL
STP/COMBINED SOURCES ¹	\$18,492	\$18,913	\$16,344	\$18,820	\$72,569
CMAQ	\$10,309	\$10,568	\$9,688	\$8,630	\$39,195
TOTAL	\$28,801	\$29,481	\$26,032	\$27,450	\$111,764

TABLE 2
PROJECTED FEDERAL FUNDING
(x 1000)
FEDERAL FISCAL YEARS

FUNDING CATEGORY	1997	1998	1999	2000	TOTAL
STP ²	\$18,162	\$18,162	\$18,162	\$18,162	\$72,648
MINIMUM ALLOCATION (MA)	\$753	\$753	\$753	\$753	\$3,012
COMBINED SOURCES SUBTOTAL	\$18,915	\$18,915	\$18,915	\$18,915	\$75,660
CMAQ	\$10,597	\$10,597	\$10,597	\$10,597	\$42,388
(COMBINED SOURCES & CMAQ) TOTAL	\$29,512	\$29,512	\$29,512	\$29,512	\$118,048

TABLE 3
ESTIMATED FISCAL BALANCE
STP/COMBINED SOURCES PROGRAM
(x 1000)

	1997	1998	1999	2000
1) PROJECTED FEDERAL FUNDING	\$18,915	\$18,915	\$18,915	\$18,915
2) CARRYOVER FROM PREVIOUS YEAR	N/A	\$423	\$425	\$2,996
3) TOTAL AVAILABLE FUNDS (1+2)	\$18,915	\$19,338	\$19,340	\$21,911
4) PROGRAMMED PROJECTS	\$18,492	\$18,913	\$16,344	\$18,820
5) CARRYOVER TO NEXT YEAR ³	\$423	\$425	\$2,996	\$3,091

TABLE 4
ESTIMATED FISCAL BALANCE
CMAQ PROGRAM
(x 1000)

	1997	1998	1999	2000
1) PROJECTED FEDERAL FUNDING	\$10,597	\$10,597	\$10,597	\$10,597
2) PROGRAMMED PROJECTS	\$10,309	\$10,568	\$9,688	\$8,630
3) BALANCE ³	\$288	\$29	\$909	\$1,967

¹ – Includes Donor State Bonus, Hold Harmless, Interstate Reimbursement and Minimum Allocation funds.

² – Includes Donor State Bonus, Hold Harmless and Interstate Reimbursement funds.

³ – Carryover refers to unobligated MA.

TIP Obligation Management

Introduction

On March 8, 1996 the NOACA Governing Board approved the *Interim TIP Preparation Policy* for drafting the SFY 1997 TIP. The policy requires that an obligation management strategy be developed at the time of TIP development.

The Obligation Management strategy below couples the federal requirement of fiscal constraint with obligation account management. In other words, it is concerned with the actual selling of projects in the combined Federal and State fiscal years 1997.

TIP Financial Capacity

On February 27, 1997, an ODOT Inter Office Communication (IOC, attached) was issued to all District Deputy Directors regarding SFY 1997 TIP Fiscal constraint. After review by NOACA staff, it was determined that the funding capacity for NOACA administered funds for the SFY 1997 TIP is as listed in Table 1.

**Table 1: Financial Capacity for Fiscal Constraint of
NOACA-administered funds**

Account	SFY 1997	SFY 1998	SFY 1999	SFY 2000
STP/Combined Sources*	18,162	18,162	18,162	18,162
Minimum Allocation	753	753	753	753
Subtotal	18,915	18,915	18,915	18,915
CMAQ	10,597	10,597	10,597	10,597
Totals	29,512	29,512	29,512	29,512

*may include Donor State Bonus, Hold Harmless and Interstate Reimbursement funds

TIP Obligation Management

for State and Federal Fiscal Years 1997

Third Draft

April 1, 1996

The projects programmed in the TIP cannot exceed the amounts listed above.

The *Interim TIP Preparation Policy* set strategic programming targets for SFY 1997 based upon the Long Range Transportation Plan (LRP) categories of system preservation, system efficiency and system capacity. The policy states that 70% of the funds should be targeted to system preservation, 20% to efficiency and 10% to new capacity. The policy also states that these targets should have approximately 20 percent affect (weight) in the development of the final TIP. Table 2 shows the targets based upon the funding in Table 1.

Table 2: Strategic Programming Targets¹
(thousands)

LRP Category	SFY 1997	SFY 1998	SFY 1999	SFY 2000
System Preservation (P)	20,658	20,658	20,658	20,658
System Efficiency (E)	5,902	5,902	5,902	5,902
System Capacity (C)	2,951	2,951	2,951	2,951
Total	29,512	29,512	29,512	29,512

1.) These targets are based on the State Fiscal Year. Using obligation authority available (discussion to follow), the targets increase slightly to \$24.2 million for system preservation, 6.9 million for efficiency and 3.5 million for capacity for 1997.

Obligation Management Strategy

The Interim Policy states that at the time of TIP development, staff will develop a draft obligation management strategy. As noted in the policy, obligation management is complicated by the fact that the obligation ceilings are issued according to the Federal Fiscal Year (FFY).

The TIP is developed according to the SFY (July 1 to June 30). The goal of the obligation management strategy is to "couple the federal requirement of fiscal constraint with fund management."

As of March 14, 1996, the remaining Federal funding capacity (obligation authority) for the NOACA region was \$11,131,726. It should be noted that obligation authority is not restricted by federal funding category. In other words, CMAQ obligation authority can be used for STP

projects, and vice versa.

Using available information, staff developed Table 3 which shows obligations which will occur in the near term. (Please note that the Appendix contains the most recent information regarding recent and/or pending obligations.)

Table 3:
Expected Obligations through 6/30/96
(thousands)

Project Description	Amount
Snow Rd bridge over CUY 291	\$2,400
Ozone Action	131
Heisley Rd. p. e.	152
ODOT O/D survey	125
GCRTA CNG buses	1,373
Riverview Road	1,840
Total	\$6,021
Total Obligation Authority	\$11,132
Available Authority until 9/30/96	\$5,111

Given the above table, the remaining available obligation authority is approximately \$5.1 million. As will be seen, this amount will be pivotal in both fund management and fiscal constraint. It will be this number which will "couple" the two.

NOTE: Total Obligation Authority available from March 14, 1996 through September 30, 1997 is estimated to be \$34.6 million. (The \$5.1 million above plus \$29.5 million from Table 1.) This amount will be used in the development of the scenarios which follow. Using this amount, the Strategic Programming Targets (70/20/10) for 1997 are: \$24.2 million for system preservation, 6.9 million for efficiency and 3.5 million for capacity.

Project Selection

The next step in developing a financial plan is to assess the mix of ready projects. Table 4 is a list of projects ready to sell in SFY 1997. Included also is the draft project score, when available. (Right of way was not scored.) Note that the grand total of the projects is close to \$80 million.

Right of way (ROW) and signal construction costs have been modified from previous TIP listings as a result of the *Interim Policy*. The *Interim Policy* states that when the cost of right of way is greater than \$50,000 for a NOACA attributable project, NOACA will pay 50 percent of the right of way cost that is greater than \$50,000. NOACA will not pay for ROW less than \$50,000. CMAQ-funded signal construction projects are now listed at 90% federal funds.

TABLE 4

NOACA ADMINISTERED PROJECTS
FOR SFY 1997TOTAL
PROJECT
SCORE =
Cat I Pts. +
Cat II Pts. +
Cat III Pts. +
Cat IV Pts.

PID	COUNTY-ROUTE-SECTION	SFY 1997		PH	TYPE OF WORK	WORK CAT.	TYPE OF FED FUNDING	FEDERAL SHARE	SFY YEAR	TOTAL PROJECT SCORE	
		Qtr.	SPON								
1	5314 CUY MILES RD		CUY CO	C	Widen, Reconstruct & Replace Bridge	C	STP	7,727,000	97	28	
2	11103 LAK SR615-4.93 ^R		Mentor	RW	Widen to 4 Lanes & Reconstruct & Bkwy	C	STP	24,750	97	N/A	
3	7900 CUY SR091-0.00 ^R		Solon	RW	Widen to 4 lane and Reconstruct	C	STP	62,500	97	N/A	
4	8517 CUY CROCKER/STEARNS EXTENSION ^R		Cuy Co	RW	New Constr & Bkwy Widen/Reconstruct	C	STP	336,000	97	N/A	
5	N/A CUY CROCKER/STEARNS WETLANDS ^R		Cuy Co	RW	Construct Wetland Mitigation Site	C	STP	129,600	97	N/A	
6	9670 LAK SR084-8.14 ^R		Mentor	RW	Widen from 2 to 4 Lanes	C	STP	144,000	97	N/A	
7	10901 CUY PLEASANT VALLEY ^R		Cuy Co	RW	Widen, Rehab. Add LT lane & Replace Bridge	C	STP	55,100	97	N/A	
8	14199 LAK SR640-1.74 ^R		Eastlk	RW	Widen Lanes, Upgrade & Reconstruct	C	STP	62,500	97	N/A	
								Total	8,541,450	10.3 %	
1	N/A CUY GCRTA CNG FUELING FACILITY		GCRTA	C	Construct CNG Fueling Facility	E	CMAQ	2,000,000	97	45	
2	15318 CUY E. 9TH ST		Cleve	C	Widen Sidewalk	E	STP	720,000	97*	36	
3	11842 CUY US006-4.89		Bay Vllg	C	Signal Upgrade	E	CMAQ	903,600	97*	25	
4	14689 CUY SR010-08.96		Cleve	C	Signal Synchronization	E	CMAQ	2,484,000	97	23	
5	N/A LAK LKTRN P & R LOT SR-2 & HEISLEY RD		Lktrn	C	Construct Park & Ride Lot (400 Spaces)	E	CMAQ	400,000	97	23	
6	14688 CUY US006-15.55		Cleve	C	Signal Synchronization	E	CMAQ	2,250,000	97	23	
7	14892 CUY US020-0.00 (Westlake Signals)		Westlake	C	Traffic Signal Upgrade	E	CMAQ	2,250,000	97	23	
8	14818 CUY SR008-04.15		Map Ht	C	Signal Synchronization	E	CMAQ	1,822,500	97	21	
9	11841 CUY SR003-1.51		N Ryltn	C	Signal Upgrade	E	CMAQ	1,571,047	97*	21	
10	N/A LAK LKTRN P & R LOT SR-2 & SR-306		Lktrn	C	Construct Park & Ride Lot (250 Spaces)	E	CMAQ	600,000	97	21	
11	14939 CUY SR010-06.00		Frvw Prk	C	Signal Synchronization	E	CMAQ	585,000	97	19	
12	12789 CUY US042-08.33		Parma Ht	C	Signal Upgrade	E	CMAQ-G	2,093,114	97	19	
13	13992 LAK US020-14.24		Painvl	C	Signal Upgrade	E	STP	1,520,000	97	17	
14	15377 CUY SR043-9.950		Bdfrd Ht	C	Signal Synchronization	E	CMAQ	225,000	97	17	
15	12728 CUY US042-05.46		Midbg Ht	C	Signal Upgrade	E	CMAQ	1,890,000	97	13	
16	14943 CUY US042-0.00		Strngs	C	Traffic Signal Upgrade	E	CMAQ	1,755,000	97	13	
17	12639 CUY MAIN ST		Chgn Fls	C	Signal Upgrade	E	CMAQ	450,000	97	13	
18	N/A LAK LKTRN P & R LOT SR-2 & HEISLEY RD		LKTRN	RW	Construct Park & Ride Lot (400 Spaces)	E	CMAQ	225,000	97	N/A	
								Total	23,744,261	28.7 %	
1	N/A CUY GCRTA REPLACEMENT CNG BUSES ¹		GCRTA	C	Purchase 67 CNG Buses	P	CMAQ	16,080,000	97	45	
2	8536 CUY W 117TH ST		CUY CO	C	Rehabilitation	P	STP	8,000,000	97	43	
3	5375 CUY WARRENSVILLE CENTER RD	1Q	CUY CO	C	Reconstruction	P	STP	5,680,000	97*	41	
4	14917 CUY HURON/PROSPECT	1Q	Cleve	C	Repair 30 Bridges	P	STP	1,840,000	97	39	

**TABLE 4
NOACA ADMINISTERED PROJECTS
FOR SFY 1997**

**TOTAL
PROJECT
SCORE =
Cat I Pts.+
Cat II Pts.+
Cat III Pts.+
Cat IV Pts.**

PID	COUNTY-ROUTE-SECTION	SFY 1997				TYPE OF WORK	WORK CAT.	TYPE OF FED FUNDING	FEDERAL SHARE	SFY YEAR	
		Qtr.	SPON	PH							
5	7894 LAK STEVENS BLVD	3Q	Eastlk	C	Reconstruction	P	STP	3,192,000	97	38	
6	5360 CUY E 200TH ST	4Q	Eucl	C	Reconstruct & Widen Lanes	P	STP	2,640,000	97	37	
7	5237 CUY LANDER RD	4Q	CUY CO	C	Reconstruction	P	STP	3,760,000	97	32	
8	12719 MED CR097-06.53	3Q	Seville	C	Widen Lanes & Rehabilitate	P	STP	1,044,000	97	31	
9	11830 LOR BAINBRIDGE RD	4Q	N Rdgvl	C	Reconstruction	P	STP	2,400,000	97	31	
10	14210 CUY VAN AKEN BLVD	1Q	Shaker Ht	C	Repair and Resurfacing	P	STP	1,192,000	97	27	
11	15634 CUY S WOODLAND RD	3Q	Shaker Ht	C	Repair and Resurfacing	P	STP	464,000	97	26	
12	11407 CUY SNOW RD	1Q	CUY CO	C	Rehabilitation	P	STP	2,000,000	97*	26	
13	14520 LOR BAUMHART RD	3Q	Lorain	C	Rehabilitate & Resurface	P	STP	168,000	97	24	
14	10511 LOR LORAIN RD	2Q	N Rdgvl	C	Widen & Rehabilitate Bridge	P	STP	995,000	97	22	
15	15222 LOR S BROADWAY	2Q	LOR CO	C	Resurfacing	P	STP	242,000	97	20	
16	8800 CUY STOKES BLVD		Cleve	RW	Bridge Replacement	P	STP	5,000	97	N/A	
17	6308 LAK PELTON		LAK CO	RW	Realign Roadway and Replace Bridge	P	STP	75,000	97	N/A	
18	5669 LAK VROOMAN		LAK CO	RW	Reconstruction & Relocation	P	STP	30,000	97	N/A	
19	7001 CUY DENISON AVE		Cleve	RW	Bridge Rehab & Reconstruct	P	STP	15,000	97	N/A	
20	11103 LAK SR615-4.93 ^R		Mentor	RW	Widen to 4 Lanes & Reconstruct	P	STP	50,250	97	N/A	
21	N/A CUY CROCKER/STEARNS WETLANDS ^R		Cuy Co	RW	Construct Wetland Mitigation Site	P	STP	5,400	97	N/A	
22	8418 CUY MADISON AVE		Cleve	RW	Bridge Rehab & Reconstruct	P	STP	5,000	97	N/A	
23	13604 CUY W. 44TH ST (Over Train Avenue)		Cleve	RW	Bridge Rehab & Reconstruct	P	STP	10,000	97	N/A	
24	14199 LAK SR640-1.74 ^R		Eastlk	RW	Widen Lanes, Upgrade & Reconstruct	P	STP	62,500	97	N/A	
25	5272 CUY MEMPHIS		Cuy Co	RW	Lane Widening & Reconstruction	P	STP	25,000	97	N/A	
26	8416 CUY W. 65TH ST		Cleve	RW	Bridge Rehab & Reconstruct	P	STP	5,000	97	N/A	
27	7900 CUY SR091-0.00 ^R		Solon	RW	Widen to 4 lane and Reconstruct	P	STP	62,500	97	N/A	
28	10901 CUY PLEASANT VALLEY ^R		Cuy Co	RW	Widen, Rehab, Add LT lane & Replace Bridge	P	STP	39,900	97	N/A	
29	9670 LAK SR084-8.14 ^R		Mentor	RW	Widen from 2 to 4 Lanes	P	STP	144,000	97	N/A	
30	8517 CUY CROCKER/STEARNS EXTENSION ^R		Cuy Co	RW	New Constr & Bkwy Widen/Reconstruct	P	STP	14,000	97	N/A	

NOTE: Readiness based on coordination which began in November 1995. "SFY 1997 Qtr." indicates the quarter of the SFY 1997 in which the project is estimated to sell (i.e. 1Q:7/96 - 9/96, 2Q:10/96 - 12/96, 3Q:1/97 - 3/97 and 4Q:4/97 - 6/97).

Total 50,245,550 60.8 %

^R - Indicates that project is portrayed in more than one work category (i.e. Preservation, Efficiency or Capacity).

Grand Tot. 82,531,261

97* - Project may not sell before the end of SFY 1996 (June 30, 1996).

97** - Project may sell before SFY 1997 (July 1, 1996).

¹ - GCRTA's request as per 11/21/95 correspondence.

P - Preservation
E - Efficiency
C - Capacity

Project Selection Scenarios

Scenario Building

Five project selection scenarios were built using the *Interim TIP Policy*. The Policy estimated the percent of influence ("weight") that various factors were to have in the development of the final TIP. For example, individual project scores were estimated to have 5 percent weight on TIP development, while the Strategic Programming Targets were to assert a 20 percent influence, according to the policy.

The scenarios were built from the ground up, so to speak. Scenario 1 uses the Strategic Programming Targets and individual project scores. Scenario 2 introduces the Assessment of Reasonable Progress to the mix. Scenario 3 adds a "readiness" component, while Scenario 4 incorporates Task Force input and Scenario 5 includes TAC recommendations. Table 5 lists the estimated weight the various factors are to have in TIP development, as per the Interim Policy. (It should be noted that additional factors, not included in this Table, include Public Involvement and Board review and approval. These will take place after the development of the first draft of the TIP.)

Table 5: Estimated Percent of Influence on final TIP

Phase/Factor	Estimated % of affect on final TIP
Strategic Programming Targets	20 percent
Project Scoring	5 percent
Assessment of Reasonable Progress	15 percent
Project Readiness/Guideline Review	15 percent
Committee Review*	20 percent

* Includes TIP Task Force, TAC Subcommittee, TAC, EAC and CPAC.

Scenario 1

Table 6 was built using the Strategic Programming Targets (Table 2) and individual project scores (Table 4). Please note that the targets of 70/20/10 are based on obligation authority available for the time period.

Table 6: Scenario 1: Targets and Project scores

Phase 1: System Preservation Projects	(thousands)	Funding Category
OCRTA Buses	16,080	CMAQ
Miles Road (40%)	3,091	STP
Total Preservation	19,171	
Preservation Target	24,236	
Percent of Target	79%	
STP Subtotal	3,091	
CMAQ Subtotal	16,080	
STP remaining for SFY 1997	15,071	
CMAQ remaining for SFY 1997	(5,483)	
Phase 2: System Efficiency Projects		
OCRTA Fueling Facility	2,000	CMAQ
East 9th	720	STP
Bay Village Signals	904	CMAQ
Clov Signals	2,250	CMAQ
Lakotran Park and Ride Lot	400	CMAQ
Westlake Signals	2,250	CMAQ
Total Efficiency	8,524	
Efficiency Target	6,925	
Percent of Target	123%	
STP remaining for SFY 1997	14,351	
CMAQ remaining SFY 1997	(13,387)	
Phase 3: System Capacity		
Miles Road (60%)	4,636	STP
Capacity Target	3,462	
Percent of Target	134%	

Table 6: Scenario 1: Targets and Project scores

SIP remaining for SFY 1997	9,715	
CMAQ remaining for SFY 1997	(13,387)	
Estimated obligation authority used between July 1, 1996 and June 30, 1997	33,331	
Estimated obligation authority available	34,623**	
Projected excess authority	1,292	

** Includes \$5.1 million available until September 30, 1996 (Table 3) and \$29,512,000 from Table 1.

Under this scenario, the system preservation target would not be reached. The reason for this is that the next preservation project on the scoring list is \$8 million. In order to meet the other targets, and not exceed funds available, a preservation project would have to be selected "out of scoring order."

The negative balance of CMAQ projects (13,387) means that a certain amount of projects would have to be listed in the TIP in SFY 1998 in order to achieve fiscal balance. However, as per ODOT policy, they can be sold in SFY 1997, when a letter of concurrence is given.

It should be noted that the table assumes that the \$5.1 million in authority (see Table 3) will be used by September 30, 1996. The \$1.2 million of projected excess authority cannot be carried over to another fiscal year unless they are minimum allocation funds. It is possible that if excess authority were available, the region could loan it out to other MPOs as per an Ohio Association of Regional Councils (OARC) policy. Additionally, excess authority could be used in other ways such as the purchase of ROW. In either event, the obligation authority needs to be monitored.

It must also be strongly emphasized at this time that estimating and managing obligation authority is a combination of art and science. The obligation estimates change over time as a result of project cost modifications and changes at the State level. Staff recommends that obligation status reports be given to the Board quarterly in order to help manage fiscal balance and disseminate important information.

Assessment: Scenario 1

Scenario 1 shows the project list if only the programming targets and scores were used. As noted above, the *Interim Policy* stated that for SFY 1997, the scoring system would only have an

estimated weight of 5 percent. (The weight was kept low because the scoring system is in the developmental stage.) *It should also be noted that the scoring system did not state that the purchase of 67 buses at \$16 million was best for the region. The scoring system results are that the CNG replacement buses score high; the number of buses, their cost or cost effectiveness was not accounted for within the limits of the scoring system. CNG bus replacements receive the same score whether one or 67 buses are purchased.*

Scenario 2

The next scenario is similar to the previous one with one exception, it introduces information obtained from the Assessment of Reasonable Progress (ARP). The ARP introduced the concept of Long Range Transportation Plan (LRP) benchmarks. To summarize, the ARP noted that certain yearly benchmarks regarding capital purchases need to be achieved in order for the region to implement its LRP. For example, the ARP analyzed that, according to LRP estimates, the region should be spending 93.5 percent of its system preservation funds on roads and bridges, and 6.5 percent on bus replacements. (See *Assessment of Reasonable Progress and Strategic Programming Targets*, Tables 7 and 8, pgs. 8-10)

The ARP noted that since 1992, road and bridge preservation was 43 percent less per year than LRP benchmarks suggest is necessary to maintain the current system. In contrast, bus replacements have averaged 133 percent ahead of yearly LRP benchmarks.

It needs to be noted that the ARP stated that the benchmarks must be interpreted carefully. The bus replacement estimates listed in the LRP, for example, have been called into question as being too low to maintain an adequate fleet for the region. Future LRP's will undoubtedly address this issue. Additionally, the LRP estimates include all funds, not just the NOACA attributable funds that are being allocated per the *Interim Policy*. At the same time the ARP does offer a way to guide regional investments, when used in association with other factors as per the *Interim Policy*.

The main difference between Scenarios 1 and 2 is in the system preservation area, although the project mix in the efficiency section does change also. As noted above, the LRP benchmarks for preservation spending to maintain the current system are 93.5 percent of system preservation targets should go toward road and bridge preservation and 6.5 percent. These percentages were generally used to allocate system preservation funds, in addition to the project scores, as noted above.

Table 7: Scenario 2: Targets, Scores and ARP

<i>Phase 1: System Preservation Projects</i>		
GCRTA Buses	1,631 ¹	CMAQ
Miles Road (40%)	3,091	STP
West 117 ²	8,000	STP
Waconsville Contr.	5,680	STP
Huron/Prospect	1,840	STP
Stevens Blvd.	3,192	STP
Total Preservation	23,434	
Preservation Target	24,236	
Percent of Target	96.7%	
STP Subtotal	21,803	
CMAQ Subtotal	1,631	
STP remaining (SFY)	(2,888)	
CMAQ remaining(SFY)	8,966	
<i>Phase 2: System Efficiency Projects</i>		
GCRTA Fueling Facility	2,000	CMAQ
East 9th	720	STP
Bay Village Signals	904	CMAQ
Clev Signals	2,250	CMAQ
Lakotran Park and Ride Lot	400	CMAQ
Total Efficiency	6,274	
Efficiency Target	6,925	
Percent of Target	90.6%	
STP remaining	(3,608)	
CMAQ remaining	3,412	
<i>Phase 3: System Capacity</i>		
Miles Road (60%)	4,636	

Table 7: Scenario 2: Targets, Scores and ARP

Capacity Target	3,462	
Percent of Target	134%	
STP remaining	(8,964)	
CMAQ remaining	2,246	
Estimated obligation authority used between July 1, 1996 and June 30, 1997	34,344	
Estimated obligation authority available	34,623	
Estimated excess authority	279	

- 1.) Using ARP estimates, the bus replacement target for attributable funds should be \$1.3 million. (6.5 percent of 20.7 million) The \$1.6 million for bus replacements is slightly above the ARP benchmark because staff used the bus replacement figure for GCRTA approved by the NOACA Board for the SFY 1996 TIP.)
- 2.) The cost estimate for this project is uncertain at this time. It has been suggested that the project may cost in excess of \$16 million.

Assessment: Scenario 2

Scenario 2 provides a greater focus on the preservation of the region's highway system. This is in keeping with the ARP's recommendations.

Scenario 3

Table 8: Scenario 3 continues with the building in of the different factors as per the *Interim Policy* (see Table 5). It includes two preservation projects that are projected to be ready before the end of the first quarter of the State Fiscal year (before 10/1/96).

**Table 8:
Scenario 3: Targets, Scores, ARP and Readiness**

<i>Phase 1: System Preservation Projects</i>		
GCRTA Buses	1,631 ¹	CMAQ
Miles Road (40%)	3,091	STP
West 117 ²	8,000	STP
Huron/Prospect	1,840	STP
Warrenville Cntr.	5,680	STP
Van Alen Blvd	1,228	STP
Snow Road	2,000	STP
Lorain Rd. (Lor. Co.)	995	STP
S. Broadway (Lor. Co.)	242	STP
Total Preservation	24,707	
Preservation Target	24,236	
Percent of Target	101.9%	
STP Subtotal	23,076	
CMAQ Subtotal	1,631	
STP remaining (SFY)	(4,161)	
CMAQ remaining(SFY)	8,966	
<i>Phase 2: System Efficiency Projects</i>		
GCRTA Fueling Facility	2,000	CMAQ
East 9th	720	STP
Bay Village Signals	904	CMAQ
Clov Signals	2,250	CMAQ
SR2/Halsley PNR lot	400	CMAQ
Total Efficiency	6,274	
Efficiency Target	6,925	
Percent of Target	90.6%	
STP remaining	(4,881)	
CMAQ remaining	3,412	

**Table 8:
Scenario 3: Targets, Scores, ARP and Readiness**

<i>Phase 3: System Capacity</i>		
Miles Road (60%)	4,636	STP
Capacity Target	3,462	
Percent of Target	134%	
STP remaining	(9,517)	
CMAQ remaining	3,412	
Estimated obligation authority used between July 1, 1996 and June 30, 1997	35,617	
Estimated obligation authority available	34,623	
Projected authority needed	994	

- 1.) Using ARP estimates, the bus replacement target for attributable funds should be \$1.3 million. (6.5 percent of 20.7 million) The \$1.6 million for bus replacements is slightly above the ARP benchmark because staff used the bus replacement figure for GCRTA approved by the NOACA Board for the SFY 1996 TIP.)
- 2.) The cost estimate for this project is uncertain at this time. It has been suggested that the project may cost in excess of \$16 million.

Assessment: Scenario 3

Scenario 3 adds the dimension of readiness. However, this is not as simple as it may appear. Project readiness is difficult to predict. With readiness introduced as a factor, staff recommends a quarterly review of project status to inform the Board and Committees of possible changes in project status.

In this scenario, approximately \$994 thousand would have to be borrowed from other MPOs. This could be done via the OARC policy noted above.

Scenario 4

At a TIP Prioritization Task Force, the issue of projects listed in the State Implementation Plan for Air Quality was discussed. Four signal projects are listed in the SIP as being necessary for

"reasonable further progress." This means that the projects should be in operation by November 1996. Scenario 4, then, modifies the system efficiency projects to include those listed in the SIP. A few projects that were listed under system preservation must be removed to help manage the obligation account.

Table 9: Scenario 4: Targets, Scores, ARP, Readiness and SIP

<i>Phase 1: System Preservation Projects</i>		
OCRTA Buses	1,631 ¹	CMAQ
Miles Road (40%)	3,091	STP
West 117 ²	8,000	STP
Huron/Prospect	1,840	STP
Warrensville Contr.	5,680	STP
Van Alen Blvd	1,228	STP
Snow Road	2,000	STP
Total Preservation	23,470	
Preservation Target	24,236	
Percent of Target	96.8%	
STP Subtotal	21,839	
CMAQ Subtotal	1,631	
STP remaining (SFY)	(2,924)	
CMAQ remaining(SFY)	8,966	
<i>Phase 2: System Efficiency Projects</i>		
OCRTA Fueling Facility	2,000	CMAQ
East 9th	720	STP
Bay Village Signals	904	CMAQ
North Royalton Signals	1,571	CMAQ
Parma Hh. Signals	2,093	CMAQ
Chagrin Falls Signals	450	CMAQ
Total Efficiency	7,738	
Efficiency Target	6,925	
Percent of Target	111.7%	

Table 9: Scenario 4: Targets, Scores, ARP, Readiness and SIP

STP remaining	(3,644)	
CMAQ remaining	(5,387)	
<i>Phase 3: System Capacity</i>		
Miles Road (60%)	4,636	
Capacity Target	3,462	
Percent of Target	134%	
STP remaining	(8,280)	
CMAQ remaining	(5,387)	
Estimated obligation authority used between July 1, 1996 and June 30, 1997	35,844	
Estimated obligation authority available	34,623	
Projected authority needed	1,221	

Assessment: Scenario 4

With the addition of the projects listed in the SIP, this scenario becomes the most expensive so far, given the current mix of projects. Over \$1 million of obligating authority would have to be borrowed.

Scenario 5

Scenario 5 was developed and recommended for Governing Board approval at the March 21, 1996 TAC meeting. While the scenario is the most expensive (\$2.4 million of authority will need to be borrowed), it will also allow for all the programming targets to be exceeded. Of main interest is the TAC's recommendation for GCRTA to use obligation authority from a previously approved project (East 21st Street realignment) in order to fund their CNG fueling facility. (When this \$2 million project is added to the other efficiency projects expected to sell next year, 112% of the efficiency target is achieved.)

Table 10: Scenario 5: Targets, Scores, ARP, Readiness; SIP and TAC Input

<i>Phase 1: System Preservation Projects</i>		
OCRTA Buses	1,631 ¹	CMAQ
Miles Road (40%)	3,091	STP
West 117 ²	8,000	STP
Huron/Prospect	1,840	STP
Waconville Cntr.	5,680	STP
Van Alton Blvd	1,228	STP
Snow Road	2,000	STP
Les Road	3,200	STP
Total Preservation	26,670	
Preservation Target	24,236	
Percent of Target	110.0%	
STP Subtotal	25,039	
CMAQ Subtotal	1,631	
STP remaining (SFY)	(6,124)	
CMAQ remaining(SFY)	8,966	
<i>Phase 2: System Efficiency Projects</i>		
East 9th	720	STP
Bay Village Signals	904	CMAQ
North Royalton Signals	1,571	CMAQ
Parma Hts. Signals	2,093	CMAQ
Chagrin Falls Signals	450	CMAQ
Total Efficiency	5,738	
Efficiency Target	6,925	
Percent of Target	82.9%	
STP remaining	(6,804)	
CMAQ remaining	3948	

Table 10: Scenario 5: Targets, Scores, ARP, Readiness; SIP and TAC Input

<i>Phase 3: System Capacity</i>		
Miles Road (60%)	4,636	
Capacity Target	3,462	
Percent of Target	134%	
STP remaining	(11,440)	
CMAQ remaining	3,948	
Estimated obligation authority used between July 1, 1996 and June 30, 1997	37,044	
Estimated obligation authority available	34,623	
Projected authority needed	2,421	

Conclusions

The implementation of any of the above scenarios requires that \$5.1 million be obligated by September 30, 1996, as the obligation authority is available according to the Federal Fiscal Year. *It must be stressed that predicting obligation authority is not an exact science. The estimates used in the above scenarios may change over time, as project cost modifications come in and the picture at the State level changes.*

Consequently, staff recommends that an obligation status report be given to the Board and Committees quarterly in order to help manage projects. This report will also include changes in the readiness status of projects as well as other relevant information.

Scenario 5 was recommended for Board approval at the March 21, 1996 TAC meeting. At that same meeting the possibility of moving a City of Cleveland sponsored signal project into the efficiency projects was discussed. Discussions will be held to determine if the project, or a portion of the project, can substitute for some of the projects that are listed in the SIP as necessary for reasonable further progress. The Board will be kept apprised of the status of the discussions.

Appendix

inter-office communication

to: All District Deputy Directors

date: February 27, 1996

from: Thomas C. Lunt, Division of Finance

subject: CMAQ Funding and SFY 1997-2000 TIP Fiscal Constraint

On February 15th we notified you of the FFY 1995 and 1996 Federal allocations for the MPOs and cities within your district, and of the FFY 1996 MPO obligation limit except for the CMAQ component. This IOO is to advise you of a proposed CMAQ funding policy revision, and the FFY 1996 obligation limit increase for the non-attainment MPOs which will result. The SFY 1997-2000 TIP fiscal limits will now also be set based on this CMAQ funding policy.

Enclosed is a copy of our February 28th letter to the Ohio Association of Regional Councils (OARC) summarizing the CMAQ funding policy issue, which is self explanatory. While some MPOs will not be happy with any policy change which reduces the level of CMAQ funding they anticipated having under our previous guidance, the need for the change should be evident. We have attempted to satisfy some of the MPO concerns, while assuring sufficient CMAQ funds will be available to meet ODOT's currently identified funding needs.

As reflected in the bottom right column in the CMAQ funding status table attached to the OARC letter, the FFY 1996 obligation limit for the ten non-attainment MPOs will increase by about \$30.4 million over the limits previously distributed in our February 15th IOO. Our accounting records for these MPOs will be adjusted accordingly.

Also enclosed is a table showing the projected Federal funding capacity for the MPOs for the SFY 1997 TIP fiscal constraint. It incorporates the CMAQ funding levels specified in the policy revision. The FFY 1997 MA allocations are based on our FFY 1996 MA apportionment level; the amounts for the individual MPOs vary from FFY 1996 because of the adjustments made in FFY 1996. The FFY 1997 STP, DSB and CMAQ allocations have been increased to compensate for the 12.54% cut in these apportionments in FFY 1996 due to ISTEA Section 1004(o). The projected FFY 1997 obligation limit has been reduced accordingly to 100.0% from the 105.4% FFY 1996 level. The FFY 1998-2000 funding levels should be resumed equal to FFY 1997. This will likely reflect TIP overprogramming based on popular opinion regarding the likely impact of deficit reduction on transportation funding in the coming years.

Please provide this funding input to the MPOs as quickly as possible. We regret the delay in setting these marks which the CMAQ issue caused.

TCL
MM:TCL

Enclosures

T. McPherson-J. Platt-G. Proctor-D. Moore-J



OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, 25 S. FRONT STREET, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

February 26, 1996

John Getchey, Chairman
Transportation Committee
Ohio Association of Regional Councils
c/o Eastgate Development and Transportation Agency
25 East Boardman Street, #400
Youngstown, Ohio 44503

Dear Mr. Getchey:

At the January 26th OARC meeting, Tom Lunt of our Division of Finance presented a draft Congestion Mitigation and Air Quality (CMAQ) funding proposal. This proposal allocated CMAQ funds to the MPOs after deducting for commitments already made by ODOT. The proposal was not received favorably since it departed from the previous planning guidance and resulted in a large CMAQ deduction in FFY 1996.

As a consequence we have further examined this issue. In the interim we set initial FFY 1996 obligation limits for the MPOs which excluded the CMAQ component, and we delayed setting the fiscal constraint marks for the SFY 1997-2000 TIPs.

There is a need to get the CMAQ funding back onto a specific accounting basis which recognizes the funding needs of ODOT and the MPOs, rather than continuing with policy guidance which is equivalent to allocating 100% to the MPOs. Our CMAQ funding commitments include urban freeway surveillance systems and innovative financing projects which benefit MPO areas, and must be met. There is no Federal requirement that these funds be suballocated, and it is not reasonable to expect us to provide all of this funding to the MPOs or to continue providing all of the related obligation authority to them to advance either CMAQ or STP projects. An alternative must be found.

In FFY 1992 and 1993 we allocated all of the CMAQ funds to the ten eligible MPOs based on their weighted non-attainment population. In FFY 1994 we only made allocations to AMATS, OKI and NOACA. We retained the remaining CMAQ since the others had applied for redesignation and, under the CMAQ guidance then in effect, would no longer be eligible for funding once redesignated. By FFY 1995 these three MPOs had also applied for redesignation, so no additional allocations have been made. NOACA is the only MPO which has used all of the CMAQ funds previously allocated.

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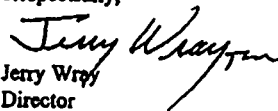
Our initial proposal was to revise the FFY 1994 CMAQ allocation to also include the maintenance MPOs and to make formal allocations to all maintenance and non-attainment MPOs each year thereafter, with the CMAQ annually needed by ODOT taken off the top. Two basic problems with this approach were that ODOT's funding draw was open-ended, and our estimated FFY 1996 funding demand was about \$16 million. That would have reduced the MPO allocation to about \$21 million.

We have revised the CMAQ funding policy proposal to address these problems. The ODOT CMAQ allocation will be fixed at \$8 million annually retroactive to FFY 1992. The prior allocations will be adjusted accordingly, the FFY 1994 allocation will be expanded to include all the maintenance and non-attainment MPOs, FFY 1995 and 1996 allocations will now be made which reflect the ODOT draw, and future allocations will also be made accordingly. This will spread ODOT's funding demand out over a longer period, allow some funds previously allocated to be redirected to meet current funding needs, limit ODOT's annual allocation, and reduce its impact on MPO funding in FFY 1996 and beyond. ODOT will make no further CMAQ funding commitments, and will only retain CMAQ funds to the extent needed to finance our current projects. All new CMAQ projects will be funded through the MPO allocations.

The attached table shows the revised allocations under this proposal, the FFY 1995 and 1996 allocations, the current CMAQ balances and net allocation increases, and projected allocations for FFY 1997-2000 based on current funding levels. While the \$8 million per year draw does not fully cover ODOT's funding demand through FFY 1996, we are comfortable with this funding level. The CMAQ program will have to be reevaluated once the Federal transportation program is reauthorized.

We would appreciate your input and that of individual MPOs who wish to comment regarding this CMAQ funding policy. It allows ODOT to meet our outstanding CMAQ funding commitments while reducing the impact on the MPOs. We will establish FFY 1996 obligation limits and the needed upcoming TIP funding levels based on this CMAQ funding approach.

Respectfully,



Jerry Wray
Director

JYM:rl
TMM:TCL

Attachment

c: Director's File-T. McPherson-J. Platt-C. Runyan-G. Proctor-D. Cores-J. Ray-File

CRQ FUNDING STATUS - 02/22/96

MPO (Non-attainment Counties)	Non-Attain. Population	Weighted Non-Attain. Population	(1) Adjusted FFY 1992 Allocation	(2) Adjusted FFY 1993 Allocation	(3) Adjusted FFY 1994 Allocation	(4) FFY 1995 Allocation	(5) FFY 1996 Allocation	(6) Total Allocated To Date	(7) Total Obligated To Date
TRACOG (LUC & WOO)	575,630	633,193	1,955,243	2,446,866	2,438,107	2,219,611	2,053,592	11,113,419	2,922,538
AMETS (SUM & FOR)	657,575	867,999	2,689,303	3,354,234	3,342,226	3,042,706	2,815,122	15,234,591	6,435,626
EDATA (TRU & MAH)	492,719	492,719	1,521,472	1,904,028	1,897,212	1,727,190	1,598,002	8,647,904	381,240
SCATS (STA)	367,585	367,585	1,135,070	1,420,469	1,415,384	1,288,542	1,192,163	6,451,628	500,000
MORPC (DEL & FRA)	1,028,366	1,028,366	3,175,502	3,973,945	3,959,719	3,604,861	3,335,229	18,049,256	6,140,935
MVRPC (MOT, GRE & MIA)	803,722	884,094	2,730,003	3,416,430	3,404,200	3,099,126	2,867,322	15,517,081	7,757,262
OKI (BUT, CLE, HAM & WAR)	1,421,803	1,563,983	4,829,439	6,043,745	6,022,110	5,482,426	5,072,359	27,450,079	13,527,452
NOBCA (CUY, GE, LAK, LOR & MED)	2,102,248	2,774,967	8,568,850	10,723,386	10,684,999	9,727,441	8,999,861	48,704,537	45,216,820
NEWARK-HEATH (LIC)	128,300	128,300	396,179	495,793	494,019	449,746	416,107	2,251,844	727,948
SPRINGFIELD (CLA)	147,548	162,303	501,177	627,192	624,947	568,941	525,386	2,848,643	99,000
Subtotal-	7,725,496	8,903,509	27,493,238	34,406,088	34,282,923	31,210,590	28,876,143	156,268,982	83,699,821
ODOT Administered*	99,821	109,803	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	40,000,000	43,952,135
Total-	7,825,317	9,013,312	35,493,238	42,406,088	42,282,923	39,210,590	36,876,143	196,268,982	127,651,956

*Population shown is Ashtabula County portion.

MPO (Non-attainment Counties)	(8) Current Unobligated Balance	(9) Previously Allocated To Date	(10) Proposed Additional Allocation	(11) Projected FFY 1997 Allocation	(12) Projected FFY 1998 Allocation	(13) Projected FFY 1999 Allocation	(14) Projected FFY 2000 Allocation	(15) FFY 1996 CRQ xl.054
TRACOG (LUC & WOO)	8,190,881	5,459,195	5,654,224	2,417,986	2,417,986	2,417,986	2,417,986	2,164,486
AMETS (SUM & FOR)	8,798,965	11,545,647	3,688,944	3,314,644	3,314,644	3,314,644	3,314,644	2,967,138
EDATA (TRU & MAH)	8,256,664	4,437,403	4,210,501	1,881,555	1,881,555	1,881,555	1,881,555	1,684,294
SCATS (STA)	5,951,628	3,159,204	3,282,424	1,403,704	1,403,704	1,403,704	1,403,704	1,256,540
MORPC (DEL & FRA)	11,908,321	8,866,254	9,183,002	3,927,041	3,927,041	3,927,041	3,927,041	3,515,332
MVRPC (MOT, GRE & MIA)	7,759,819	7,622,386	7,894,695	3,376,107	3,376,107	3,376,107	3,376,107	3,022,157
OKI (BUT, CLE, HAM & WAR)	13,922,627	20,833,247	6,646,832	5,972,412	5,972,412	5,972,412	5,972,412	5,345,267
NOBCA (CUY, GE, LAK, LOR & MED)	3,437,717	36,511,093	11,793,444	10,595,819	10,596,819	10,595,819	10,596,819	9,485,854
NEWARK-HEATH (LIC)	1,523,896	1,106,163	1,145,681	489,942	489,942	489,942	489,942	438,576
SPRINGFIELD (CLA)	2,758,643	1,399,226	1,449,317	619,790	619,790	619,790	619,790	554,811
Subtotal-	72,565,161	101,319,918	54,945,054	34,000,000	34,000,000	34,000,000	34,000,000	30,435,455
ODOT Administered*	(3,952,135)	94,949,064	(54,949,054)	8,000,000	8,000,000	8,000,000	8,000,000	
Total-	68,613,026	196,268,982	0	42,000,000	42,000,000	42,000,000	42,000,000	

MPO Federal Funding Capacity for TIP Fiscal Analysis - SFY 1997
(Thousands)

Area	MA Balance 09/30/95	FFY 96 MA Allocation	FFY 97 MA Allocation	Total MA Available *	Projected Allocations Subject to Ceiling **				Total Projected Funding Capacity *
					STP/DSB/RF	CMAQ	Total	x 100%	
TMACOG	\$4,497	\$223	\$196	\$4,916	\$4,742	\$2,418	\$7,160	\$7,160	\$12,076
AMATS	1,599	402	218	2,219	5,265	3,315	8,580	8,580	10,799
EDATA	4,224	147	147	4,518	3,464	1,882	5,346	5,346	9,864
SCATS	2,599	247	110	2,956	2,655	1,404	4,059	4,059	7,015
MORPC	4,108	488	383	4,979	9,235	3,927	13,162	13,162	18,141
MVRPC	5,168	514	270	5,952	6,506	3,376	9,882	9,882	15,834
OKI	10,868	745	485	12,098	11,696	5,972	17,668	17,668	29,766
NOACA	5,540	578	753	6,871	18,162	10,597	28,759	28,759	35,630
Subtotal - 8 Large MPO's:	\$38,603	\$3,344	\$2,562	\$44,509	\$61,725	\$32,891	\$94,616	\$94,616	\$139,125
Allen Co.	\$638	\$30	\$30	\$698	\$656	\$0	\$656	\$656	\$1,354
Richland Co.	0	34	34	68	792	0	792	792	860
Newark-Heath	564	55	21	640	515	490	1,005	1,005	1,645
Clark Co.	875	65	38	978	914	620	1,534	1,534	2,512
KYOVA	227	17	13	257	322	0	322	322	579
WWW	164	9	9	182	190	0	190	190	372
BHJ	560	18	18	596	365	0	365	365	961
BOM	240	12	12	264	255	0	255	255	519
Subtotal - 8 Small MPO's:	\$3,268	\$240	\$175	\$3,683	\$4,009	\$1,110	\$5,119	\$5,119	\$8,802
Total:	\$41,871	\$3,584	\$2,737	\$48,192	\$65,734	\$34,001	\$99,735	\$99,735	\$147,927

NOTE: For SFY 1998 - 2000 assume allocations will equal SFY 1997, and obligation limits will equal 100%.

* Actual MA available and total funding capacity must be reduced by any MA obligations between 9/30/95 and 6/30/96 and probable MA lapses on 9/30/96.

** STP includes both "Hold Harmless" and "Interstate Reimbursement" equity adjustment apportionments
CMAQ is based on weighted non-attainment population, less deduction for ODOT funding needs.

**TABLE 1
OBLIGATIONS FROM 7/01/95 TO 3/26/96**

13-Mar-96

PID NO. COU	PROJECT	SPONSOR	TYPE OF WORK	WORK		FEDERAL SHARE	EST. SALE DATE
				PHASE	CAT. TYPE		
4065 MED	W 130TH ST (BENNETT'S CORNERS)	MED CO	IMPROVE INTERSECTION & RECONSTRUCT	RW	P STP	\$382,815	07/06/95
4065 MED	W 130TH ST (BENNETT'S CORNERS)	MED CO	IMPROVE INTERSECTION & RECONSTRUCT		P STP	\$2,901,696	07/06/95
7561 CUY	SR 10 - 0.00 (N OLMSTED SIGNALS)	N OLMSTED	SIGNALIZATION IMPROVEMENTS		E CMAQ	\$1,683,771	08/02/95
9337 LOR	CR 39 (OBERLIN RD)	LOR CO	RECONSTRUCTION		P STP	\$315,775	08/30/95
8421 CUY	FRANKLIN BLVD	CLEVELAND	RESURFACING		P STP	\$3,545,136	09/27/95
5338 CUY	BARRETT RD / NOBOTTOM RD	CUY CO	RECONSTRUCT & ADD BIKEWAY	RW	P STP	\$144,576	10/25/95
5336 CUY	BARRETT RD / NOBOTTOM RD	CUY CO	RECONSTRUCT & ADD BIKEWAY		P STP	\$3,843,072	10/25/95
8190 LOR	CR 53 (W RIDGE RD)	LOR CO	RESURFACING		P STP	\$941,960	10/25/95
5240 CUY	SOLOM RD	CUY CO	BRIDGE REPLACEMENT	RW	P STP	\$24,000	11/07/95
9697 CUY	HARVARD AVE	CLEVELAND	BRIDGE REPLACEMENT	RW	P STP	\$24,000	12/11/95
5314 CUY	MILES RD	CUY CO	WIDEN, RECONSTRUCT & REPLACE BRIDGE	RW	C STP	\$349,600	12/11/95
10400 CUY	SR 3 - 2.74	N ROYALTON	RESURFACING		P STP	\$1,537,592	01/24/96
9641 CUY	US 6 - 25.94	EUCLID	RESURFACING		P STP	\$2,594,920	03/13/96
12344 GEA	SR 44 - 5.94	GEA CO	REALIGNMENT & PROFILE CHANGE		E STP	\$275,080	03/26/96
13931 LAK	LAKELAND BLVD	EASTLAKE	REPAIR & RESURFACE		P STP	\$1,054,744	03/26/96
7893 LAK	WILLOWICK DR	EASTLAKE	RECONSTRUCTION		P STP	\$2,754,615	03/26/96
14100 LAK	CURTIS BLVD	EASTLAKE	RECONSTRUCTION		P STP	\$829,840	03/26/96
7893 LAK	WILLOWICK DR	EASTLAKE	RECONSTRUCTION	RW	P STP	\$59,541	03/26/96
12842 LOR	E 31 ST ST	SHEFFIELD	RESURFACING		P STP	\$119,600	03/26/96
GRAND TOTAL						\$23,382,333	

**TABLE 2
OBLIGATIONS EXPECTED TO OCCUR PRIOR TO 7/01/96 (SFY 1997)**

PID NO. COU	PROJECT	SPONSOR	TYPE OF WORK	WORK		FEDERAL SHARE	EST. SALE DATE
				PHASE	CAT. TYPE		
15318 CUY	E 9TH ST (PHASE II A)	CLEVELAND	WIDEN BRIDGE SIDEWALK		E STP	\$720,000	05/28/96
5237 CUY	LANDER RD	CUY CO	RECONSTRUCTION	RW	P STP	\$120,000	06/18/96
11842 CUY	US 6 - 4.89 (BAY VILLAGE SIGNALS)	BAY VILLAGE	SIGNAL UPGRADE		E CMAQ	\$903,600	06/18/96
NA CUY	GCRTA PARATRANSIT VEHICLES	GCRTA	REPLACE 13 PARATRANSIT VEHICLES		P CMAQ	\$1,373,000	06/18/96
11435 CUY	RIVERVIEW RD	CUY CO	SLIDE REPAIR & RECONSTRUCTION		P STP	\$1,120,000	06/18/96
12293 CUY	SR 291 - 3.01 (SNOW RD OVER SR 291)	CUY CO	BRIDGE REHABILITATION		P STP	\$2,400,000	06/18/96
14174 LAK	HEISLEY RD	MENTOR	PRELIMINARY ALTERNATIVES STUDY	PE	C STP	\$152,000	06/18/96
NA MED	BOSTON RD	BRUNSWICK	RECONSTRUCT & WIDEN LANES	PE	P STP	\$230,000	06/18/96
NA STA	OZONE ACTION PROGRAM	NOACA	DEVELOP & IMPLEMENT OZONE ACTION PROGRAM		E CMAQ	\$131,000	06/18/96
NA STA	ORIGIN AND DESTINATION SURVEY	ODOT	DEVELOP, IMPLEMENT SURVEY & COLLECT DATA		E STP	\$125,000	06/18/96
GRAND TOTAL						\$7,274,600	

**TABLE 3
OBLIGATIONS EXPECTED TO OCCUR PRIOR TO 10/01/96 (FFY 1997)**

PID NO. COU	PROJECT	SPONSOR	TYPE OF WORK	WORK		FEDERAL SHARE	EST. SALE DATE
				PHASE	CAT. TYPE		
14210 CUY	VAN AKEN BLVD *	SHAKER HTS	REPAIR & RESURFACE		P STP	\$1,192,000	07/23/96
5375 CUY	WARRENSVILLE CENTER RD	CUY CO	RECONSTRUCTION		P STP	\$5,680,000	09/11/96
14917 CUY	HURON RD / PROSPECT RD	CLEVELAND	REPAIR 5 BRIDGES		P STP	\$1,840,000	09/11/96
11841 CUY	SR 3 - 1.51 (N ROYALTON SIGNALS)	N ROYALTON	SIGNAL UPGRADE		E CMAQ	\$1,296,000	09/11/96
11407 CUY	SNOW RD *	CUY CO	REHABILITATION		P STP	\$2,000,000	09/11/96
GRAND TOTAL						\$12,008,000	

* - Project not included in funding scenarios.

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FFY 1996 OBLIGATION STATUS - NOACA
March 14, 1996

PID	PROJECT	ACTION	DATE	STP, DSB & CMAQ	MA
Obligation Limit/MA Available-				\$26,105,929	\$6,118,347
Obligations Incurred or Submitted To Date:					
8421	CUY-Franklin Blvd.	PA-Cons	10/11/95		\$3,545,136
5336	CUY-Barrett Rd.	PA-RW	10/25/95	\$144,576	
5336	CUY-Barrett Rd.	PA-Cons	10/25/95	2,199,889	1,643,183
8190	LOR-CR 53 A&B	PA-Cons	10/25/95		941,960
5240	CUY-Solon Rd.	PS&E-RW	11/07/95	24,000	
9697	CUY-Harvard Rd.	PS&E-RW	12/11/95	24,000	
5314	CUY-Miles Rd.	PS&E-RW	12/11/95	349,600	
10400	CUY-3-2.84	PA-Cons	01/24/96	1,537,592	
5339	CUY-Bagley Rd.	PA Mod	02/02/96	204,686	
8373	CUY-6/20-5.34/2.54	PA Mod	02/02/96	425,400 ‡	
C-41	CUY-Harvard Rd.	FV-R/W	02/14/96		(429)
4067	MED-Boston Rd.	PS&E-FE	02/26/96	230,000	
5237	CUY-Lander Rd.	PS&E-R/W	02/28/96	159,200	
5559	CUY-2-17.12	FV-Cons	03/05/96		(11,503)
9641	CUY-6-25.94	PS&E-Cons	03/13/96	2,594,920	
12344	GEA-44-5.94	PS&E-Cons	03/26/96	275,080	
14100	LAK-Curtis Blvd.	PS&E-Cons	03/26/96	829,840	
13931	LAK-Lakeland Blvd.	PS&E-Cons	03/26/96	1,054,744	
7893	LAK-Willowick Rd.	PA Mod-RW	03/26/96	59,541	
7893	LAK-Willowick Rd.	PS&E-Cons	03/26/96	2,754,615	
12842	LOR-East 31st St.	PS&E-Cons	03/26/96	119,600	
9921	CUY-Clinton Blvd.	PS&E-Cons	05/08/96	1,986,920	
Net Obligated-				\$14,974,203	\$6,118,347
Remaining Federal Funding Capacity-				\$11,131,726	\$0

‡CMAQ funded.

APPENDIX D

TIP PUBLIC INVOLVEMENT PROGRAM

NOTE: The following policy was originally created in October, 1992 and approved by the NOACA Governing Board on November 13, 1992 (Resolution 92-135). The policy was reapproved by the NOACA Governing Board on March 10, 1995 (Resolution 95-023) following a forty-five day period during which it was made available for public comment.

NOACA TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC INVOLVEMENT PROGRAM

OCTOBER, 1992

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Objective: NOACA has always maintained a strong commitment to public participation in all its on-going activities. It is the objective of this public involvement program to continue the commitment through a specific program of activities designed to provide maximum opportunity for public involvement in developing a Transportation Improvement Program (TIP) and TIP amendments.

Background

The TIP is a document prepared each year by NOACA in cooperation with municipal, county, state, public transit agencies and other transportation system operators. The TIP lists needed projects to be started within a specific time period (currently five years), along with cost estimates, sources of financial support, air quality impacts and other planning considerations for each project.

The TIP is also amended at various times throughout the fiscal year (July-June). That is, the operators, as listed above, will ask the NOACA Governing Board to amend the current TIP. This request may be a new project, a new phase of work added to a current project, a change in funding, or other technical or clerical modifications.

Interim Guidance for the Intermodal Surface Transportation Efficiency Act (ISTEA) states the following:

"Consideration should ... be given to the need to establish or modify existing public involvement procedures so that citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties have a reasonable notice of and opportunity to comment on the proposed TIP."

Because the TIP is both produced annually and amended throughout the year, different public involvement procedures will be implemented to account for the two efforts. That is, the Public Involvement Program will use different techniques to involve the public at both the Annual Element and TIP amendment production stages.

The selection of certain techniques will also consider: 1) Public Participants and Issues; 2) Time Constraints; 3) Resources (staffing and money); 4) Magnitude and Type of Proposal; and 5) Federal and State Guidelines.

Phase I - Identification and Program Design Issues

Identification of Public Participants and Issues

Initially, the TIP Public Involvement Program will identify the public participants that may be interested in or affected by the activities associated with the TIP and TIP amendments. The goal of this identification phase will be to develop a mailing list which would be used, and updated, throughout the Public Involvement Program process as the means of direct contact with the public. Indirect contact with the general public will be accomplished by more generalized methods such as advertisements and notices in newspapers, press releases and other mass-media associated activities.

Identification of the "public" and thereby creation of a mailing list will primarily be accomplished through a "brainstorming" process seeking responses to the following questions.

- What geographical area will be involved?
- What local governmental groups will be involved?
- What regional, state or local group might be interested?
- What special interest groups are interested or involved?
- What state agencies have interest in TIP and TIP amendment issues?
- What federal agencies will be involved?
- What key individuals may be interested?

NOACA will also contact county and local planning commissions and transit agencies for input to this listing. Finally, general notices and materials will be produced which will include an invitation for the general public to be placed on the direct mail list.

The resulting list will be updated as necessary to assure maximum coverage and opportunity.

Time Constraints

The TIP Annual Element is normally approved by the NOACA Governing Board at its May meeting date. Consequently, the Public Involvement Program will be developed to account for this time schedule.

TIP amendments can be requested at various times throughout the fiscal year and are processed according to their type of work, type and level of information submitted by the applicant, and type and level of analysis required. Table 1 lists the types of work, estimated levels of analysis and estimated total days required for the analysis/processing.

In general, it can be assumed that projects requiring a good deal of analysis will be subject to additional public involvement activities. This topic will be addressed below.

TABLE 1

Type of Work	Estimated Level of Analysis	Estimated Total Days
Resurfacing	G	50
Lane Widening	G	50
Lane Addition	G, AQ, DI	140-230
Bridge Replacement	G	50
Bridge Decks and Rehabilitation	G	50
Reconstruction	G	50
New Location	G,AQ,DI	140-230
Freeway Point of Access	G, AQ, DI	140-230
Traffic Signals	G	50
Transit Improvements	G	50
Bikeway	G	50

Types of Analysis

General (G) -	information as requested by NOACA staff for appropriate TIP/IGR processes
Air Quality (AQ) -	analysis required by ISTEA and the Clean Air act for capacity-adding projects
Development Impact Analysis (DI) -	analysis required by NOACA Board for capacity-adding projects

Note: Projects using NOACA attributable funds must be prioritized and part of the financial plan.

Resources

Constraints such as staffing and available funds may influence the techniques used to involve the public for both the TIP Annual Element and TIP amendments. However, care will be taken to ensure that the objectives of the program are being met.

Magnitude and Type of Proposal

In general, the TIP Annual Element will require more public involvement activities than TIP amendments. Due to the TIP's complexity, sufficient notification, adequate information and opportunities for resolution of conflicts must be available.

With respect to TIP amendments, it is imperative to have early identification of public participants and issues. This can be accomplished, in general, by reviewing the type of work and the levels of information and analysis required.

Federal and State Guidelines

At the present time, the federal government has not issued specific guidelines with respect to TIP public involvement. ODOT has issued guidance concerning the TIP Annual Element (IOC: 5/11/92 by Thomas M. Singleton, See Appendix).

The techniques used in this plan will reflect ODOT guidance. If further guidance is issued by either the federal or state governments, this plan will be modified to reflect the guidance.

Information¹ and Education

One of the purposes of the TIP Public Involvement Program is to inform and educate the public regarding the purposes of the TIP and how a TIP is developed. Information distributed must be clear and concise, and it must provide a solid foundation for the public to develop informed judgement on projects that result from the planning process conducted by NOACA.

¹ As in all the materials developed throughout the Public Involvement Program, it is important to recognize that the language and descriptions used must be of a non-technical nature and capable of being generally understood by the average citizen.

Phase II - Program Development and Implementation

Table 2 includes techniques to be used in the TIP Public Involvement Program. The various techniques were chosen based upon the previously discussed identification and program design issues. The following publications were also used: "Adoption of Guidelines on Citizen Participation in Local Transportation Planning" USDOT, January 1981; and "Guidelines for Public Involvement" ODOT, June 1980.

TABLE 2

Element/Work Type	Direct Mailings	News-Letter	News Release	Legal Notice	Hot Line	Speaker's Bureau
TIP Annual Element	X	X	X	X	X	X
TIP Amendments:						
- Resurfacing			X		X	X
- Lane Widening			X		X	X
- Lane Addition	X	X	X	X	X	X
- Bridge Replacement			X		X	X
- Bridge Decks and Rehabilitation			X		X	X
- New Location/Highway and Rail	X	X	X	X	X	X
- Freeway Point of Access	X	X	X	X	X	X
- Traffic Signals			X		X	X
- Transit Improvement			X		X	X
- Bikeway Improvement			X		X	X

Below is a discussion of the techniques including the specific objective of each technique and procedures to be used in implementation.

Direct Mailings

Objective: To inform specific audiences through the distribution of pertinent information.

Procedures: Using the mailing list developed in Phase I, disseminate letters, newsletters, project information, etc. to inform the public and encourage response.

Newsletter

Objectives: To inform specific audiences through the distribution of pertinent information; to encourage involvement through promotion of opportunities for the general public to become active in the process.

Procedures: Using the mailing list developed in Phase I, distribute a newsletter. To involve the general public, distribute newsletter to libraries and/or community groups.

News Release

Objectives: To inform the general public through a wide-ranging distribution of pertinent information; to encourage involvement through promotion of opportunities for the general public to become active in the process.

Procedures: Distribute news releases to various media.

Legal Notice

Objective: To inform the general public through official notification of information available for review and/or public meetings to be held.

Procedures: Distribute legal notices to area newspapers.

Hot Line

Objective: To collect information regarding specific proposals and/or documents.

Procedures: Using Agency equipment, install hot line for receiving comments. Publicize hot line via news releases and other publications. Assign staff to follow-up on comments or make referrals to project sponsors.

Speaker's Bureau

Objectives: To inform specific and general audiences through the focused distribution of pertinent information; to encourage involvement through promotion of opportunities for the general public to become active in the process.

Procedures: Compile a list of speech topics. Create audio-visual aids to enhance presentation. Publicize speaker's bureau via news releases and other publications.

As can be seen, the direct mailings, newsletter, speaker's bureau and hot line will inform and attempt to involve the specific audience identified in Phase I. The newsletter, news releases, legal notices, hot line and speaker's bureau will be used to inform and attempt to involve the general public.

As Table 2 indicates, the TIP Annual Element will employ all of the public involvement activities. Major projects/work types - lane additions, new route locations, freeway point of access and transit projects - will, in most cases, employ all the activities. There will probably be exceptions with respect to certain minor transit projects.

The other relatively simple types of work will require fewer activities. These types of work will include resurfacing, lane widening, bridge replacement, bridge decks and rehabilitation, traffic signals and bikeway improvements.

In either case, a report to the NOACA Committees and Board concerning the level of public involvement employed for each project will be communicated.

Consideration of Public Comments

Public comments from the various sources will be organized and analyzed, where appropriate, so that the suggestions may be considered by project sponsors, staff and decision makers. Summaries will be prepared and disseminated to NOACA Committees and the Policy Board.

When possible, NOACA staff will respond to those who participated in order to demonstrate the results of their involvement. This will be done via direct mailings, the newsletter or news releases, or referrals to project sponsors.

Phase III - Evaluating the Program

Near the end of each fiscal year, NOACA staff will review the Public Involvement Program to determine if the objectives of the program were fulfilled. Effectiveness will be measured using the following criteria;

- 1) The number of citizen responses that occurred as a result of the various techniques;
- 2) The input received from the citizens demonstrating citizen understanding;
- 3) The process itself was responsive;
- 4) The input received from the citizens provided decision makers and funding agencies with reliable and useful information.

Using these criteria, the program can be evaluated and modified as necessary. An annual evaluation report will be made to NOACA Committees and Board.



inter-office communication

APPENDIX

to: *See Below _____ date: 5/11/92
from: Thomas M. Singleton, Acting Engineer of Planning
subject: MPO FY 1993 TIPs

*Norman R. Redick
James L. McCarty
Phillip A. Harwood
David R. Dreger
O. Cash Misel
Michael C. Flynn

Gerald B. Eynk
Gary M. Ketrone
James A. Watkins
John D. Dowler
John H. McClain
Bryan T. Groden

The ISTEA Interim Guidance for Metropolitan Planning requires MPOs to address the issues of project selection and prioritization, funding, and public involvement activities in developing the FY 1993 TIPs. In responding to these issues, the FHWA Ohio Division office is requesting the MPOs include the following information in copies of the final FY 1993 TIPs:

1. The current practice of listing projects, by Fiscal Year, project phase and funding source, should satisfy the Interim regulations for prioritization. AS TCMs are identified for the area through the SIP process, these projects will be prioritized in the TIP.
2. MPOs should develop a funding matrix which sums the project funding totals by individual funding source for each Fiscal Year included in the TIP. A comparison of these yearly totals should be made, for funding sources that the MPO controls such as STP, MA, and Congestion Management/Air Quality, to document that there is sufficient funding available to the region to support the projects listed in the TIP. The State will analyze the funding for the State selected projects.
3. MPOs will need to document in the TIP narrative the activities the MPO has pursued to satisfy the requirements for public input to the TIP development process. MPOs should follow their standard public involvement process such as taking the Draft TIP through the citizen involvement committee. In addition to this process, it is recommended that the MPO place advertisement in local publications, stating that the draft TIP is available for public review at the MPO offices.

Please forward this information to the MPO(s) in your District.

TMS:DAM:dm

c: Rodrigo - Platt - Zook - Hall - Cefaratti - Lunt - Proctor - Runyan - Schreck - Ligibel - Pate - Schafar - Charles - Longberry - Gephart - Morris - Vicksburg - Clarke - Taylor - Singleton - Saylor - Coburn - Stemen -

**RESOLUTION NO. 95-023
(TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC INVOLVEMENT POLICY)**

**RESOLUTION OF THE GOVERNING BOARD
OF THE
NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

WHEREAS, the Intermodal Surface Transportation Assistance Act (ISTEA) states that Transportation Improvement Program (TIP) shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program; and

WHEREAS, the ISTEA Metropolitan Planning Requirements state that consideration should also be given to the need to establish or modify existing public involvement procedures so that all interested parties have a reasonable notice of and opportunity to comment on the TIP; and

WHEREAS, the requirements further state that the public involvement procedures should include opportunities for early involvement in the TIP development process; and

WHEREAS, the NOACA staff is in the early stages of developing the Fiscal Year 1996 TIP; and

WHEREAS, the current Board-approved TIP Public Involvement Policy was made available for comment for a period of 45 days; and

WHEREAS, the Transportation Advisory Committee (TAC) and its Subcommittee have reviewed public comments regarding the TIP Public Involvement Policy; and

WHEREAS, the TAC has recommended for Board approval the TIP Public Involvement Policy (Exhibit 1).

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Northeast Ohio Areawide Coordinating Agency, consisting of thirty-seven principal officials of general purpose local government throughout and within the Counties of Cuyahoga, Geauga, Lake, Lorain and Medina Counties that:

SECTION 1: The Northeast Ohio Areawide Coordinating Agency hereby adopts the Transportation Improvement Program Public Involvement Policy.

SECTION 2: The Executive Director be and he is hereby authorized to transmit a certified copy of this resolution to appropriate Federal, State and local agencies.

Certified to be a true copy of a Resolution of the Governing Board of the Northeast Ohio Areawide Coordinating Agency adopted this 10th day of March, 1995.

Secretary: _____



Date Signed: _____

3/10/95

APPENDIX E

REGIONALLY SIGNIFICANT PROJECTS IN THE NOACA TIP SFY 1997 - 2000

**REGIONALLY SIGNIFICANT PROJECTS
IN THE NOACA TIP
SFY 1997-SFY 2000**

INTRODUCTION

On the accompanying list are projects in the SFY 1997-SFY 2000 TIP for which NOACA has been directly involved through a cooperative transportation planning effort. These include the 1995 amended Long Range Transportation Plan, the 1993 State Implementation Plan for Ozone, and the Transportation Enhancement Program for various years. NOACA's involvement has been the cooperative blend of its local governments with adjacent counties, the Ohio Department of Transportation and the Ohio Environmental Protection Agency.

**REGIONALLY SIGNIFICANT PROJECTS
IN THE NOACA TIP
SFY 1997 - SFY 2000**

PROJECT	DESCRIPTION	PHASE	FED-AID	PLAN DOCUMENT*
<u>CUYAHOGA COUNTY</u>				
City of Bedford, Minipark	Develop and Restore Hist. Bridge	Construct	Yes	TEP
City of Berea	Coe Lake Walkway	Construct	Yes	TEP
Big Creek Bikeway	Connect Reserv. with Zoo	Construct	Yes	TEP
City of Cleveland	East Ninth Street Pier	Construct	Yes	TEP
Crocker/Stearns Roads	Extension & New Bikeway/Widen	Acq. ROW	Yes	LRTP
GCRTA Bus Fleet	CNG Fueled Replacements	Purchase	Yes	SIP-RFP
Main Street (Chagrin Falls)	Traffic Signal Upgrade	Install	Yes	SIP-RFP
Miles Road	Widening-Reconstruction	Construct	Yes	LRTP
Village of Oakwood	All-Purpose Trail	Construct	Yes	TEP
Parmatown Transit Center	New GCRTA Facility	Construct	No	LRTP
Pleasant Valley Road	Widening-Reconstruction	Construct	Yes	LRTP
Towpath Trail Extension	Paved Trail along Ohio & Erie Canal	Construct	Yes	TEP

**REGIONALLY SIGNIFICANT PROJECTS
IN THE NOACA TIP
SFY 1997 - SFY 2000**

PROJECT	DESCRIPTION	PHASE	FED-AID	PLAN DOCUMENT*
<u>CUYAHOGA COUNTY (Continued)</u>				
Westgate Transit Center	New GCRTA Facility	Construct	No	LRTP
SR-3 - 1.51 (North Royalton)	Traffic Signal Upgrade	Install	Yes	SIP-RFP
US-6 - 4.89 (Bay Village)	Traffic Signal Upgrade	Install	Yes	SIP-RFP
US-6 - 15.55 (Cleve CBD II)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
SR-8 - 4.15 (Maple Heights)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
SR-10 - 6.00 (Fairview Park)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
SR-10 - 8.96 & Var. (Cleve)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
US-42 - 5.46 (Middleburg Hts)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
US-42 - 8.33 (Parma Hts)	Traffic Signal Upgrade	Install	Yes	SIP-RFP
SR-43 - 9.951 (Bedford Hts)	Traffic Signal Upgrade	Install	Yes	SIP-AQM
IR-71 - 0.00	Widening-Reconstruction	Construct	Yes	LRTP
IR-77 - 4.02	Widening-Reconstruction	Design	Yes	LRTP

**REGIONALLY SIGNIFICANT PROJECTS
IN THE NOACA TIP
SFY 1997 - SFY 2000**

PROJECT	DESCRIPTION	PHASE	FED-AID	PLAN DOCUMENT*
<u>CUYAHOGA COUNTY (Continued)</u>				
IR-271/480N (Sec 9A)	Interchange Reconstruction	Construct	Yes	LRTP
SR-291 - 0.88	Widening-Reconstruction	Construct	Yes	LRTP
IR-480/480N (Sec 9B)	Widening-Reconstruction	Construct	Yes	LRTP
<u>GEAUGA COUNTY</u>				
Geauga County Bikeway	Extension North of Chardon	Construct	Yes	TEP
<u>LAKE COUNTY</u>				
Lake Metroparks	Scenic Easement along IR-90	Acq. ROW	Yes	TEP
City of Wickliffe	Euclid Avenue Streetscape	Construct	Yes	TEP
SR-84 - 8.14	Widening-Reconstruction	Construct	Yes	LRTP
IR-90 - 6.71	Widening-Rehabilitation	Construct	Yes	LRTP
SR-615 - 4.93	Widen-Reconstruct-New Bikeway	Construct	Yes	LRTP

**REGIONALLY SIGNIFICANT PROJECTS
IN THE NOACA TIP
SFY 1997 - SFY 2000**

PROJECT	DESCRIPTION	PHASE	FED-AID	PLAN DOCUMENT*
<u>LORAIN COUNTY</u>				
IR-80 Ohio Turnpike	Widening Exit 8 to Exit 9A	Construct	No	LRTP
IR-90 - 13.01	Widening-Reconstruction	Construct	Yes	LRTP
IR-90 - 19.95	Widening-Reconstruction	Construct	Yes	LRTP
SR-254 - 0.87	Replace Garfield Bridge	Construct	Yes	LRTP
<u>MEDINA COUNTY</u>				
City of Medina	Public Square Streetscape	Construct	Yes	TEP
IR-71 - 15.94	Widening-Reconstruction	Construct	Yes	LRTP

***NOACA Approved Plan Document References**

LRTP = Long Range Transportation Plan (1995 Version)

SIP-RFP = Transportation Control Measure for Reasonable Further Progress in the State Implementation Plan for Ozone (1993)

SIP-AQM = Transportation Control Measure for Air Quality Maintenance in the State Implementation Plan for Ozone (1993)

TEP = Transportation Enhancement Program (Various)

APPENDIX F

TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

Sorted by County – Route – Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT		As Shown in SFY 1996 TIP (1996 – 1999)			As Shown in SFY 1997 TIP (1997 – 2000)		
		PE	RW	C	PE	RW	C
Pid No.	County – Route – Section						
15100	LAK LAKE METROPARKS ENHANCEMENT PROJECT		1996			1997	
12378	LOR SR 083 – 10.28 (PE STUDY ONLY)	1996			Supp		
14444	MED IR 071 – 20.90		1996			1997	
5336*	CUY BARRETT RD/NOBOTTOM RD			1996	===	Sold	===
14545	CUY BEDFORD ENHANCEMENT PROJECT			1996			1997
9921*	CUY CLINTON RD.			1996			1996
15333	CUY COE LAKE ENHANCEMENT PROJECT			1996	Oblig	1997	
15318*	CUY E. 9 ST (PHASE IIA)			1996			1998
5360*	CUY E. 200 ST.		Oblig	1996			2000
8800*	CUY FAIRHILL AVE			1996		1997	1997
N/A	CUY GCRTA BIKE RACKS ENHANCEMENT PROJ			1996	===	Sold	===
14917*	CUY HURON RD/PROSPECT RD			1996			1997
8418*	CUY MADISON AVE.		1996	1996		1998	1998
12639*	CUY MAIN ST.			1996			1997
N/A	CUY OAKWOOD ALL PURPOSE TRAIL			1996			1998
11407*	CUY SNOW RD		1996	1996			1997
5240*	CUY SOLON RD.		1996	1996		Oblig	1997
N/A	CUY TOWPATH TRAIL			1996			1997
5375*	CUY WARRENSVILLE CTR RD. (N Randall, Warrensville Hts, Highland Hills)			1996			1997
15269	CUY W. 44 ST. (Bridge Demolition)			1996			1996
13261	CUY YORK RD. (Parma Hts, N Royalton, Hinckley Twp, Parma, etc.)			1996			1996
11841*	CUY SR 003 – 01.51			1996			1997
10400*	CUY SR 003 – 02.74			1996	===	Sold	===
11842*	CUY US 006 – 04.89			1996			1997
5712	CUY US 006 – 19.98			1996			1996

* Project using NOACA attributable funds.

Projects have changed due to readiness status.

PE – Preliminary Engineering Oblig – Obligated RW – Right-of-Way C – Construction

Supp – Supplemental Highway and Bikeway Element Project Listing Beyond SFY 1999

for SFY 1996 TIP and Beyond SFY 2000 for SFY 1997 TIP (For Information Only)

TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

Sorted by County-Route-Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT		As Shown in SFY 1996 TIP (1996-1999)			As Shown in SFY 1997 TIP (1997-2000)		
		PE	RW	C	PE	RW	C
Pid No.	County-Route-Section						
11843*	CUY US 006-25.01 (EUCLID SIGNALS)			1996			2000
5708	CUY US 006-25.89			1996			1996
9641*	CUY US 006-25.94			1996	===	Sold	===
7561*	CUY SR 010-00.00			1996	===	Sold	===
10166	CUY SR 017-12.01			1996	===	Sold	===
5537	CUY SR 021-09.49			1996			1997
9870	CUY IR 071-14.96			1996			2000
9175	CUY IR 071-16.56			1996	===	Sold	===
12338	CUY IR 077-14.09			1996	===	Sold	===
8555	CUY SR 091-08.55			1996			1996
8406	CUY SR 252-04.34			1996	===	Sold	===
11037	CUY IR 271-05.34			1996	===	Sold	===
9869	CUY SR 322-01.08			1996	===	Sold	===
14509	CUY IR 480-00.00			1996			1997
5654	CUY IR 480-17.87			1996	===	Sold	===
12041	ERI US 006-25.12			1996			1997
13869	GEA BREWSTER RD			1996	===	Sold	===
14802	GEA CLARIDON TROY RD			1996			1997
N/A	GEA GEAUGA COUNTY METROPARKS ENHANCEMENT			1996			1999
13804	GEA NELSON RD			1996			1997
12344*	GEA SR 044-07.08			1996	===	Sold	===
10168	GEA SR 044-14.69			1996			1996
12034	GEA SR 700-03.31			1996			1997
N/A	LAK CENTER ST			1996			1996
14100*	LAK CURTIS BLVD			1996	===	Sold	===

* Project using NOACA attributable funds.

Projects have changed due to readiness status.

PE - Preliminary Engineering Oblig - Obligated RW - Right-of-Way C - Construction
 Supp - Supplemental Highway and Bikeway Element Project Listing Beyond SFY 1999
 for SFY 1996 TIP and Beyond SFY 2000 for SFY 1997 TIP (For Information Only)

TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

Sorted by County–Route–Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT		As Shown in SFY 1996 TIP (1996–1999)			As Shown in SFY 1997 TIP (1997–2000)		
		PE	RW	C	PE	RW	C
13931*	LAK LAKELAND BLVD			1996	===	Sold	===
7893*	LAK WILLOWICK DR.			1996	===	Sold	===
10652	LAK SR 002–09.55			1996	===	Sold	===
15338	LAK US 020–00.241			1996			1997
7794	LAK US 020–15.59			1996	===	Sold	===
5756	LAK SR 283–11.65			1996	===	Sold	===
8022	LAK SR 608–00.75			1996	===	Sold	===
12842*	LOR E 31 ST			1996			1996
10511*	LOR LORAIN RD.			1996			1998
11829	LOR MUSSEY AVE			1996	===	Sold	===
13358	LOR CR 003SP–0.96	1996		1996	Oblig		1999
9337*	LOR CR 039			1996	===	Sold	===
8190*	LOR CR 053			1996	===	Sold	===
9706	LOR SR 057–17.69A			1996	===	Sold	===
6094	LOR SR 252–03.25			1996	===	Sold	===
11464	LOR SR 301–09.18			1996	===	Sold	===
4032	LOR SR 301–24.32			1996			1996
11224	LOR SR 303–05.80			1996	===	Sold	===
8100	LOR SR 511–21.41			1996	===	Sold	===
14726	MED STREETScape ENHANCEMENT PROJECT			1996			1997
8101	MED SR 003–02.37			1996	===	Sold	===
11465	MED US 042–11.79			1996			1997
8487	MED US 042–25.87			1996			1997
10108	MED US 057–04.00			1996	===	Sold	===
10761	MED CR 097–02.44			1996	===	Sold	===

* Project using NOACA attributable funds.

Projects have changed due to readiness status.

PE – Preliminary Engineering Oblig – Obligated RW – Right-of-Way C – Construction

Supp – Supplemental Highway and Bikeway Element Project Listing Beyond SFY 1999
for SFY 1996 TIP and Beyond SFY 2000 for SFY 1997 TIP (For Information Only)

TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

Sorted by County–Route–Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT			As Shown in SFY 1996 TIP (1996–1999)			As Shown in SFY 1997 TIP (1997–2000)		
			PE	RW	C	PE	RW	C
10760	MED	CR 097–08.08			1996			1997
8799	CUY	ADELBERT RD.		1996	1997			1998
14975	CUY	BIG CREEK BIKEWAY ENHANCEMENT			1997			1997
8538*	CUY	CEDAR RD. (Cleveland Hts.)		1997	1997		Supp	Supp
7001*	CUY	DENISON AVE.		1996	1997		1998	1998
8421*	CUY	FRANKLIN BLVD			1997	=== Sold ===		
13603*	CUY	HARVARD AVE. (Cleveland)		1996	1997		1997	1997
9697*	CUY	HARVARD AVE. (Cuyahoga Hts)		1996	1997		Oblig	1997
5281*	CUY	LEE RD. (Cleveland)		1996	1997		1997	1998
11701	CUY	MARTIN LUTHER KING BLVD. BIKEWAY	Oblig		1997			1997
11435*	CUY	RIVERVIEW RD.		1996	1997			1996
14210*	CUY	VAN AKEN BLVD			1997			1997
13604*	CUY	W. 44 ST. (Bridge Rehab & Reconstruction)		1996	1997		1997	1998
8419*	CUY	W. 65 ST.		1996	1997		1999	1999
8536*	CUY	W. 117 ST.			1997			1998
10898	CUY	W. 140 ST.			1997			1998
10899	CUY	W. 150 ST.			1997			1998
14688*	CUY	US 006–15.55 (CLEVELAND SIGNALS)			1997			1997
14945*	CUY	SR 008–2.00 (BEDFORD SIGNALS)			1997			1999
14939*	CUY	SR 010–06.00 (FAIRVIEW PARK SIGNALS)			1997			1997
14689*	CUY	SR 010–08.96			1997			1998
12728*	CUY	US 042–05.46			1997			1999
12789*	CUY	US 042–08.33			1997			1997
13002	CUY	IR 071–09.62			1997			1998
9174	CUY	IR 071–09.94			1997			1997

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TIP PROJECT YEAR PRIORITY CHANGES AND MAJOR PROJECTS STATUS

Sorted by County–Route–Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT		As Shown in SFY 1996 TIP (1996–1999)			As Shown in SFY 1997 TIP (1997–2000)		
		PE	RW	C	PE	RW	C
Pid No.	County–Route–Section						
11530	CUY IR 071–11.14			1997			1998
11105	CUY IR 077–12.68	1996		1997	Oblig		1997
13523	CUY SR 087–06.01			1997			1997
11039	CUY IR 271–05.26		1996	1997		Oblig	1997
12293*	CUY SR 291–03.01			1997			1996
13000	CUY IR 480–10.38			1997			1998
7895*	LAK ERIE RD. (Eastlake)		1997	1997		Supp	Supp
7894*	LAK STEVENS BLVD.		1996	1997		Oblig	1999
11966	LAK SR 283–06.79			1997			1998
14099	LAK SR 283–16.33/SR 535–0.00			1997	===	Sold	===
13440	LOR E 4 ST			1997			1997
13841*	LOR LORAIN CNTY METROPARKS BIKEWAY			1997			1997
10238	LOR SR 006–18.47			1997			1997
4009	LOR US 020–12.62			1997			1997
6009	LOR US 020–16.76			1997			1998
12012	LOR SR 113–03.08			1997			1997
7461	LOR SR 113–06.64			1997			1998
8893*	MED DURLING DR		1996	1997		2000	2000
7885	MED IR 071–15.94			1997			1997
10338	MED SR 303–14.22		1996	1997		Oblig	1997
5307	CUY CEDAR POINT RD. BIKEWAY			1998			1998
11433*	CUY CEDAR RD. (Hunting Valley)		1998	1998		Supp	Supp
5404*	CUY EMERY RD		1997	1998		Supp	Supp
10897*	CUY E. 71 ST.		1997	1998		1997	1998
5237*	CUY LANDER RD.		1997	1998		Oblig	1998

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Sorted by County–Route–Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT		As Shown in SFY 1996 TIP (1996–1999)			As Shown in SFY 1997 TIP (1997–2000)		
		PE	RW	C	PE	RW	C
Pid No.	County–Route–Section						
15356	CUY QUINCY AVE		1997	1998		1997	1998
11423*	CUY RICHMOND RD.		1997	1998		1997	1998
9672*	CUY WAGAR RD.		1997	1998		Supp	Supp
10896*	CUY W. 220 ST.		1997	1998		Supp	Supp
5705	CUY US 006A–04.80			1998			1999
12829*	CUY SR 017–07.63	1996		1998	Oblig		1999
11231*	CUY US 020–06.64			1998			1999
14943*	CUY US 042–00.00 (STRONGSVILLE SIGNALS)			1998			1998
8744	CUY US 042–04.55			1998			1999
8195	CUY IR 071–05.72 (PART A)			1998			1997
10466	CUY IR 090–00.95			1998			2000
13187	CUY IR 271–01.46	Oblig		1998	Oblig		1999
12340	CUY IR 271–04.43			1998	Oblig		1998
12408	CUY IR 271–09.16/LAK IR271–00.66	Oblig	1998	1998		1998	1998
13223	CUY US 422–06.98/SR087–06.01			1998			1999
11040	CUY IR 480–23.45		Oblig	1998			1997
5231	GEA GEAUGA COUNTY BIKEWAY			1998			1998
12830	GEA SR 044–13.13	1998		1998	Oblig		1999
10789	GEA SR 086–01.12			1998			1998
13919*	LAK ERIE RD (Willoughby)		1997	1998		1997	1999
14110*	LAK JACKSON ST			1998			Supp
15098*	LAK US 020–06.14		1997	1998		1997	1999
13992	LAK US 020–14.24			1998			1998
9866	LAK SR 044–00.00			1998			1998
12037	LAK SR 086–08.25			1998			2000

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Sorted by County–Route–Section Within Original SFY 1996 TIP Construction (C) Year

PROJECT			As Shown in SFY 1996 TIP (1996–1999)			As Shown in SFY 1997 TIP (1997–2000)		
			PE	RW	C	PE	RW	C
Pid No.	County–Route–Section							
12833	LAK	SR 528–05.03	1996	1997	1998	Oblig	1998	1999
12834	LAK	SR 528–06.85	1996	1997	1998	Oblig	1998	1999
9332	LAK	SR 615–02.82		1997	1998		Supp	Supp
11418	LAK	SR 615–04.64			1998			1999
11103*	LAK	SR 615–04.93		1998	1998		1999	2000
13722	LAK	SR 640–02.14		1997	1998		1998	1999
14520*	LOR	BAUMHART RD			1998			1998
12042	LOR	SR 083–13.59			1998			1997
4028	LOR	SR 252–05.43			1998			1998
11466	MED	SR 083–01.71		1998	1998		Oblig	1997
13360*	MED	SR 094–12.52	1996	1998	1998	1997	2000	2000
12719*	MED	CR 097–06.53			1998			1999
11467	MED	SR 162–08.50		1998	1998		Oblig	1997
11468	MED	SR 162–21.95		1998	1998		Oblig	1997
13361	MED	SR 162–26.58	1997	1998	1998	1997	1999	1999
11469	MED	SR 252–02.15		1998	1998		Oblig	1997
13362	MED	SR 252–03.23	1996	1998	1998	1997	1999	1999
13364	MED	SR 421–01.91	1996	1998	1998	1997	1999	1999
9922*	CUY	BIDDULPH RD.			1999			2000
5302*	CUY	DUNHAM RD.		1998	1999		Supp	Supp
15355	CUY	E. 105 ST.		1999	1999		Supp	2000
N/A	CUY	LAKEFRONT BIKEWAY	1999		1999	1999		1999
5272*	CUY	MEMPHIS AVE		1997	1999		Supp	Supp
5248*	CUY	SNOW RD./ROCKSIDE RD.		1997	1999			Supp
8743	CUY	US 006–02.57			1999			2000

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PROJECT		As Shown in SFY 1996 TIP (1996 – 1999)			As Shown in SFY 1997 TIP (1997 – 2000)		
		PE	RW	C	PE	RW	C
Pid No.	County – Route – Section						
11527	CUY SR 008 – 01.27	1997		1999	1997		1999
14818*	CUY SR 008 – 04.15 (MAPLE HTS SIGNALS)			1999			1998
11528	CUY SR 010 – 15.91			1999			Supp
10787	CUY SR 087 – 04.24			1999			1999
7900*	CUY SR 091 – 00.00		1997	1999		Supp	Supp
9862	CUY SR 237 – 08.24			1999	1997		1999
9300	CUY IR 271 – 06.53		Oblig	1999			Supp
11529	CUY IR 271 – 08.13	Oblig		1999			2000
12409	CUY IR 480 – 23.44/IR 480N – 00.54	Oblig	1999	1999		1999	1999
10468	CUY IR 480 – 25.77			1999			2000
15017*	GEA WASHINGTON ST			1999			1999
6308*	LAK PELTON RD.		1998	1999		1999	2000
9331	LAK IR 090 – 09.26		1998	1999		Supp	Supp
9864	LAK SR 091 – 00.00			1999			1999
11967	LAK SR 283 – 07.97			1999			1999
12838*	LOR PARK ST./GRAFTON RD.			1999			Supp
13021	LOR SR 057 – 08.11	1996	1998	1999	1997	1999	1999
13359	LOR SR 082 – 07.86	1996	Oblig	1999	1997	1997	1999
4082	MED SR 018 – 16.08		1998	1999		Supp	Supp
13022*	MED SR 057 – 09.95	1996	1998	1999	1997	1999	1999
13363	MED SR 252 – 05.97/7.22/7.62/7.67	1996	1999	1999	1997	2000	2000
9699*	CUY BASSETT/CROCKER RD.		1999	Supp		Supp	Supp
8541*	CUY LEE RD. (Maple Hts)		1999	Supp		2000	Supp
9694*	CUY WARRENSVILLE CTR RD. (Cleveland Hts, S Euclid)		1999	Supp		Supp	Supp
14949	CUY IR 077 – 14.57	1996	Supp	Supp	1997	1997	1998

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		PE	RW	C	PE	RW	C
Pid No.	County – Route – Section						
5669*	LAK VROOMAN RD. (CR227)	Supp	1999	Supp	Supp	1999	Supp
9670*	LAK SR 084 – 08.14		1999	Supp		1998	1999
N/A*	LOR ELYRIA INDUSTRIAL PKWY (PHASE III)	1996		Supp	Supp		Supp
3938*	LOR ELYRIA INDUSTRIAL PKWY (PHASE II)	1996		Supp	1997		Supp
13969	LOR SR 254 – 00.87	1996	1998	Supp	Oblig	1999	2000
4067*	MED BOSTON RD	1996	Supp	Supp	Oblig	Supp	Supp
14821*	MED N CARPENTER RD	1997	Supp	Supp	1997	Supp	Supp

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