

Monday, February 2, 2004

## **VOINOVICH PRAISES PRESIDENT'S FUNDING FOR EUCLID CORRIDOR PROJECT**

### *Federal Funding to Help Complete Cleveland Project, Create Jobs*

WASHINGTON –U.S. Senator George Voinovich (R-OH) applauded President George W. Bush's budget request for \$25 million to fund Cleveland's long-pending Euclid Corridor Transportation Project. The President's request -- an increase from this year's \$12 million in funding -- is part of his 2005 budget proposal.

The project has also been placed on the Administration's proposed Full Funding Grant Agreement (FFGA) list for fiscal year 2005. If it receives an FFGA, the Federal Transit Administration (FTA) will work with the GCRTA to establish a funding schedule.

"The Euclid Corridor transit project is vital to Cleveland's continued renewal, which is why I fought so hard for it. The President understands that also, and I am very pleased he recommended such strong funding for the Euclid project" Voinovich said.

When fully completed, the Euclid Corridor Project will consist of a 6.7-mile bus rapid transit line between Public Square in downtown Cleveland to the Stokes/Windermere Red Line Rapid Transit Station in East Cleveland. It will also include a 2.7- mile transit zone encompassing the parallel arteries of St. Clair and Superior avenues in downtown Cleveland.

FFGAs are the funding mechanism established by Congress to support the multi-year capital needs of transit project construction. These funding commitments are made after costs, benefits, and impacts are most accurately known and project sponsors have demonstrated the technical and financial capacity to build and operate the project. By law, the FTA negotiates the details of FFGAs with project sponsors, including an annual schedule of when funds will be provided. Once FFGAs are executed, Congress appropriates funding for the project on an annual basis.

-#-

U.S. Senator George Voinovich

*A Record of Support for Cleveland's Euclid Corridor Project*

As United States Senator

*Fighting and Delivering Funds*

*When fully completed, the Euclid Corridor Transportation Project cost approximately \$168.4 million and consist of a 6.7- mile bus rapid transit line between Public Square in downtown Cleveland and the Stokes/Windermere Red Line Rapid Transit Station in East Cleveland. It will also include a 2.7-mile transit zone, encompassing the parallel arteries of St. Clair and Superior avenues in Downtown Cleveland.*

Since arriving in the Senate in 1999, Senator Voinovich has made the Euclid Corridor Transportation Project his top transportation funding priority. Currently, the Senator is working with the Cleveland community and the FTA towards a fall 2004 groundbreaking.

- In January 2004, Senator Voinovich succeeded in securing \$13 million for the Euclid Project in the FY2004 Omnibus Appropriations Bill. These funds will be used for construction management services, initial land acquisition, initial construction, and the new East Side Transit Center.

- Over the years, Senator Voinovich has personally lobbied the Chairman of the Transportation Appropriations Subcommittee, and the Administration, to provide funding for the Euclid Project. As a result of his efforts, the Senator has helped secure \$29 million over the last five years (FY2000 through FY2004);
- In October 2003, Senator Voinovich wrote and met with FTA Administrator Jennifer Dorn to urge the Administration to include funding for the Euclid Project in the President's FY 2005 budget submission to Congress (October 3, 2003 letter);
- In October 2003, Senator Voinovich wrote a letter to OMB Director Joshua Bolten and Karl Rove, requesting the Administration include funding for the Euclid Project in the President's FY 2005 budget (October 20, 2003);
- Requested a provision in the FY 2004 Transportation Appropriations Bill that would reprogram \$992,550 appropriated for the Red Line Extension project to be used in the Euclid Project.
- Expressed his and the Cleveland community's continued support for the Euclid Corridor project (August 7, 2003);
- Discussed the authorization of the Euclid Project in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) Reauthorization Bill and FY2004 appropriations for the Euclid Project and the East Side Transit Center (July 14, 2003);
- In July 2003, Senator Voinovich met with the Chairman of the authorizing committee to discuss authorization of the Euclid Project under the New Starts program in the reauthorization of the TEA-21. Proper authorization would ensure the Project's eligibility to receive federal funding for construction;
- In June 2003, Senator Voinovich met with Dorn about a Full Funding Grant Agreement (FFGA) for the construction of the Euclid Project. If the groundbreaking takes place in 2004, the Project could be completed by 2007.
- Requested authorization of the Euclid Project for the next six years in the TEA-21 Reauthorization Bill (April 4, 2003);
- Requested \$20 million for the Euclid Project in the FY2004 Transportation Appropriations Bill (April 2003);
- Wrote to Secretary Norman Mineta of the U.S. Department of Transportation, to urge the Administration to enter into a FFGA with RTA to fund the construction of the Euclid Project (December 12, 2002);
- Requested that the Senate Conferees to the FY2003 Transportation Appropriations Bill, support the Senate's recommendation of \$6 million in the final Conference Report (November 25, 2002);
- In June 2002, Senator Voinovich took Secretary Mineta on a personally guided tour of the Euclid Corridor. Later that year, Voinovich wrote to Secretary Mineta to request the Administration to include this project in the President's budget request to Congress and to enter into a FFGA with the GCRTA to construct the Euclid Project. A FFGA provides assurance and predictability of federal financial support for a New Starts program and is a crucial step towards project completion.
- In May 2002, Senator Voinovich wrote to Dorn to reaffirm both his and the Greater Cleveland community's support for the Project.
- Wrote to Dorn to express his support for the Euclid Project and reiterate the Cleveland community's support for the project (May 21, 2002);

- Requested \$20 million for the Euclid Project in the FY2003 Transportation Appropriations Bill (April 2002);
- Requested that the Senate Conferees to the FY2002 Transportation Appropriations Bill maintain the Senate's recommendation of \$7 million for the Euclid Project and reprogram the \$992,550 appropriated for the Red Line Extension project in FY1999 for the Euclid Project in the final Conference Report (August 16, 2001);
- Requested \$10 million for the Euclid Project in the FY 2002 Transportation Appropriations Bill (April 2001);
- Requested the reprogramming of \$992,550 appropriated for the Red Line Extension project in FY1999 for the Euclid Project (April 2001);
- Impressed that the Euclid Project was his top funding priority for the FY 2001 Transportation Appropriations bill. Voinovich asked to increase the amount provided for the Euclid Project above the \$3 million amount provided in the Senate-passed version of the FY2001 Transportation Appropriations Bill (July 20, 2000);
- Requested \$10 million for the Euclid Project in the FY2001 Transportation Appropriations Bill (March 2000);
- Requested \$16 million for the Euclid Project in the FY2000 Transportation Appropriations Bill (March 1999).

#### *As Governor of Ohio*

##### *Fighting and Delivering Funds*

In 1998, Governor Voinovich supported GCRTA's request for funding to the State Transportation Review Advisory Council (TRAC). The TRAC, with the Governor's support, committed \$70 million for the Project, including \$9 million for the East Side Transit Center and \$11 million for the West Side Transit Center.

##### *An Experienced Perspective*

Additionally, in 1998 Governor Voinovich had the opportunity to review the bus rapid transit (BRT) system in Curitiba, Brazil. After seeing the BRT system, Governor Voinovich remarked to a GCRTA official, "That's what you should use on Euclid Avenue."

#### *As Mayor of Cleveland*

##### *Leadership and Vision*

Under his guidance, Cleveland began a formal planning process with funds from the Urban Mass Transit Administration to plan the Project.

Under the Voinovich Administration, the City of Cleveland continued to head up the effort until the formal alternative analysis was turned over to the GCRTA in the late 1980s, with funding from the FTA.