

LEGISLATIVE SUMMARY  
Mayor's Office of Capital Projects

Reconnecting Cleveland I-90 (Superior Avenue to MLK Jr. Drive)

Ordinance No. 1187-2023

Purpose: This Department requests legislation to authorize the Director of the Mayor's Office of Capital Projects to apply, accept and expend grant assistance for a planning and preliminary engineering study for the I-90 corridor between Superior Avenue and MLK Jr. Drive; to enter into one or more Professional Services contracts; to enter into agreements with private utilities and to accept funds; to authorize the Division of Purchasing and Supplies to acquire, accept, and record all land necessary in making of the public improvement, including but not limited to gift, fee simple acquisitions, temporary easements, permanent easements, and work agreements; to add any and all funds as authorized by Director of Finance.

Description: In September 2023, the City applied for a planning grant through the USDOT's Reconnecting Communities Pilot (RCP) Program to address connectivity barriers posed by Interstate 90 through Downtown Cleveland and to the shore of Lake Erie. The planning and preliminary engineering study will perform a review of multiple planning efforts that have analyzed multi-modal traffic patterns, land use adjacent to I-90, and recommended interventions to mitigate the impact of I-90 on adjacent communities, such as freeway caps, having the highest impact; and assess the feasibility of these interventions at several locations.

The primary study area will be the alignment of I-90 from Superior Avenue to Martin Luther King Jr. Drive. This study builds upon several major infrastructure initiatives including ODOT's Innerbelt Project, Port of Cleveland and the Cleveland Metroparks' Cleveland Harbor Eastern Embayment Resilience Study (CHEERS), the 2015 Lakefront Greenway and Downtown Connector Study, and lakefront access and activation projects of the City of Cleveland, Cuyahoga County, and Northeast Ohio Area-wide Coordinating Agency (NOACA). Reconnecting Cleveland I-90 would maximize connectivity, safety, and economic benefits of the anticipated regional infrastructure investments for Clevelanders.

Award announcements are anticipated in Q1 of 2024 and funding will be awarded and administered through the United States Department of Transportation. The project will be paid for with USDOT grant funds, bond funds, and gifts or grants accepted from various public or private entities and any other funds approved by the Director of Finance.

Project Cost: \$2,000,000

Funding Sources: USDOT Reconnecting Communities Grant (pending \$1,600,000);  
Local match (pending \$400,000 from future bond sales)

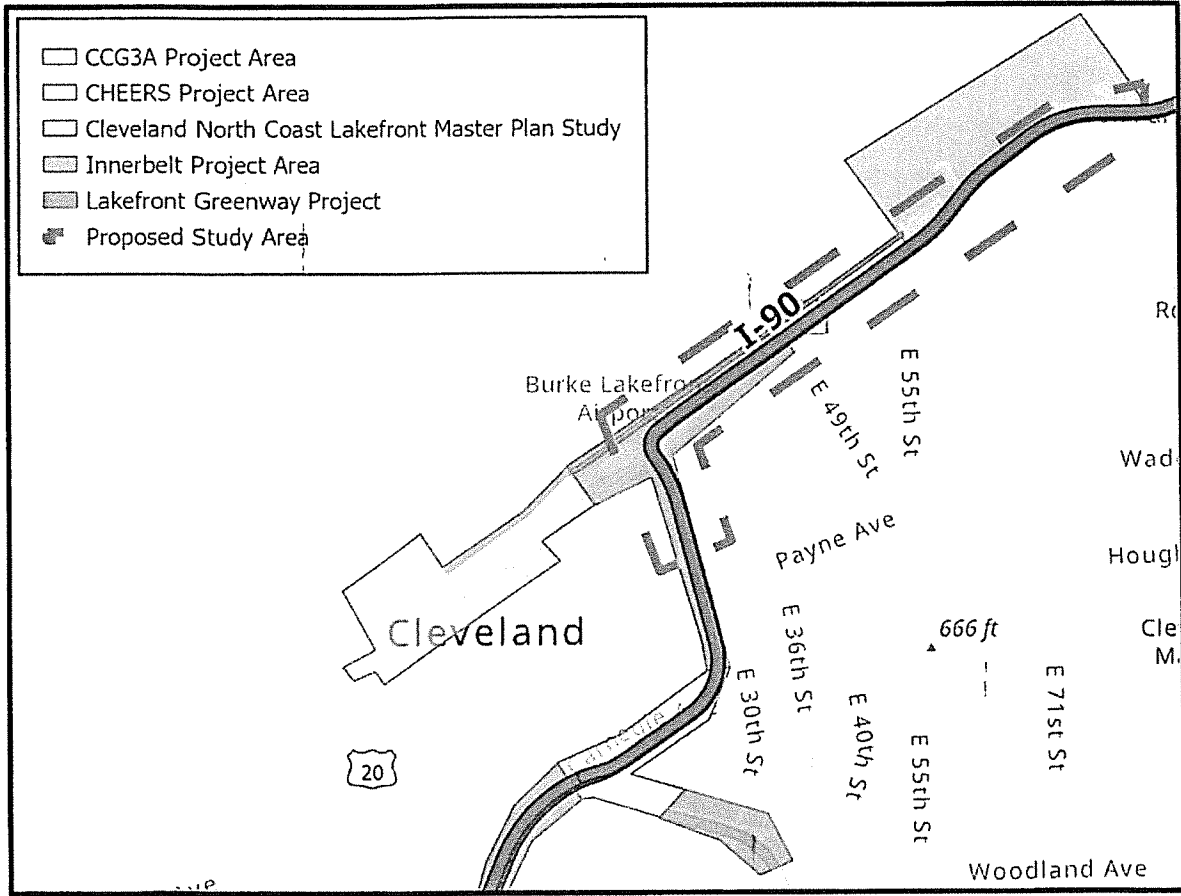
Schedule: Planning Phase: March 2024 – June 2025  
Preliminary Engineering: July 2025 – September 2026

Wards: Ward 3 (Council Member McCormack)  
Ward 5 (Council Member Starr)  
Ward 7 (Council Member Howse)  
Ward 10 (Council Member Hairston)

Attachments: Location Map  
Budget Narrative  
Letter of Financial Commitment

# LOCATION MAP

FY 2023 Reconnecting Communities Pilot Program- Community Planning Grant  
Reconnecting Cleveland I-90 Project Area



**2023 Reconnecting Communities Pilot Program-  
Community Planning Grant  
Reconnecting Cleveland I-90**

**BUDGET NARRATIVE**

**Project Budget Breakdown**

The total project budget for Reconnecting Cleveland I-90 is \$2,000,000, as detailed in Table 1. Work on this project is proposed to be conducted in two phases: (1) Community Visioning and Conceptual Design; and (2) Preliminary Engineering and Environmental Review. Costs per phase are provided in Table 1.

Table 1: Project Budget Breakdown

| <b>Reconnecting Cleveland I-90 Proposed Use of Funds</b> | <b>Cost</b>        | <b>% Cost</b> | <b>RCP Grant</b>   | <b>Other Federal</b> | <b>20% Local Match</b> |
|--|--------------------|---------------|--------------------|----------------------|------------------------|
| <b>Phase 1</b>   | <b>\$600,000</b>   | <b>30%</b>    | <b>\$480,000</b>   | <b>0</b>             | <b>\$120,000</b>       |
| Planning Review of Existing Conditions                   |                    |               |                    |                      |                        |
| Stakeholder Engagement/Participation                     |                    |               |                    |                      |                        |
| Community Participation/Involvement                      |                    |               |                    |                      |                        |
| Conceptual Design Development                            |                    |               |                    |                      |                        |
| Priority Corridor Identification                         |                    |               |                    |                      |                        |
| <b>Phase 2</b>   | <b>\$1,400,000</b> | <b>70%</b>    | <b>\$1,120,000</b> | <b>0</b>             | <b>\$280,000</b>       |
| Preliminary Engineering                                  |                    |               |                    |                      |                        |
| Environmental Review                                     |                    |               |                    |                      |                        |
| Public Involvement/Stakeholder Outreach                  |                    |               |                    |                      |                        |
| Benefit-Cost Analysis                                    |                    |               |                    |                      |                        |
| <b>Totals</b>  | <b>\$2,000,000</b> | <b>100%</b>   | <b>\$1,600,000</b> | <b>-</b>             | <b>\$400,000</b>       |

The City of Cleveland is committed to providing the 20% local match requirement for the eligible activities of the Community Planning Grant, as documented in the *Letter of Financial Commitment* included as an attachment.

To deliver the project, the City will hire a consultant to conduct the planning study and procurement will follow the City's standard procedures for professional services with enhancement as needed to meet all applicable USDOT requirements.

Envisioned as a two phase project, each phase will entail completion of several products with the schedule outlined in Table 2. Phase one is focused on community engagement and conceptual



planning. Anticipated products for this phase include a review of existing and ongoing planning efforts, extensive community outreach, stakeholder participation, and technical work to develop concepts for solutions for multi-modal connections. Activities within Phase one are planned to begin in early 2024 after finalizing contract details and will continue for approximately 15 months. Concepts developed through this process will consider interventions to mitigate the negative impacts of I-90 such as air pollution, excessive noise, and high speeds on exit ramps or adjacent streets. Phase two will advance the conceptual planning through to preliminary engineering and environmental review. The goal of this work is to prepare a project to submit for a Capital Grant Application.

Table 2: Reconnecting Cleveland I-90 Project Schedule

| Project Schedule                  | 2024 |    |    |    | 2025 |    |    |    | 2026 |    |    |    |
|-----------------------------------|------|----|----|----|------|----|----|----|------|----|----|----|
|                                   | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 |
| Award Notification                | ■    |    |    |    |      |    |    |    |      |    |    |    |
| Contracting with FHWA             |      | ■  | ■  |    |      |    |    |    |      |    |    |    |
| Consultant Procurement            |      |    | ■  | ■  |      |    |    |    |      |    |    |    |
| Phase 1 Tasks:                    |      |    |    |    |      |    |    |    |      |    |    |    |
| Review Existing Efforts           |      |    | ■  | ■  | ■    |    |    |    |      |    |    |    |
| Community Participation           |      |    |    |    | ■    | ■  | ■  |    |      |    |    |    |
| Conceptual Design                 |      |    |    |    |      | ■  | ■  |    |      |    |    |    |
| Community Review                  |      |    |    |    |      |    | ■  |    |      |    |    |    |
| Identify Priority Connections     |      |    |    |    |      |    | ■  | ■  |      |    |    |    |
| Phase 2 Tasks:                    |      |    |    |    |      |    |    |    |      |    |    |    |
| Preliminary Engineering           |      |    |    |    |      |    |    | ■  | ■    | ■  |    |    |
| Benefit-Cost Analysis             |      |    |    |    |      |    |    |    |      | ■  | ■  |    |
| RCP/NAE Capital Grant Application |      |    |    |    |      |    |    |    |      |    | ■  | ■  |



City of Cleveland  
Justin M. Bibb, Mayor

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Department of Finance  
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September 27, 2023

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program Grant Application  
Letter of Financial Commitment  
Reconnecting Cleveland Interstate 90, City of Cleveland, Ohio

Dear Secretary Buttigieg:

Advancing racial equity and supporting underserved communities through Federal investments enables communities to address the legacy of harm caused by transportation infrastructure. The Bibb administration is committed to reducing inequities in opportunity, wealth, and access through place-based initiatives promoting resilience and long term sustainability of overburdened communities. In this spirit, the City of Cleveland is pursuing a \$1,600,000 planning grant through the U.S. DOT's Reconnecting Communities Pilot Program. Reconnecting Cleveland Interstate 90 is a planning study to improve neighborhood connections to Downtown Cleveland and the shore of Lake Erie.

Subject to legislative approval, the City hereby commits to request appropriation of \$400,000 in non-federal sourced local contribution to be paid from an authorized source of funds.

Please let me know if additional documentation is needed.

Respectfully,

A handwritten signature in black ink, appearing to read "Ahmed A. Abonamah".

Ahmed A. Abonamah  
Chief Financial Officer and Director