



Prepared for:
Build Up Greater Cleveland

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**Capital
Contracting
in 2003**



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BUILD UP GREATER CLEVELAND CAPITAL CONTRACTING IN 2003

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INTRODUCTION

The Capital Contracting 2003 report provides a summary of the capital investment activity that was undertaken by Greater Cleveland infrastructure agencies during the 2003 calendar year. The report identifies capital investments made by each sector and agency with comparisons to historical levels. A background section includes the area of responsibility for each agency and a description of where their capital expenditures have been directed. Each section also describes the funding sources. The sewer section is broken down by agency; however the road and bridge section is not, since the lines of responsibility and sponsorship of projects are not always the same. Suburban municipality road projects administered by individual municipalities that received funding assistance from Cuyahoga County are reflected separately from other county road projects. Duplications between agencies for road and bridge projects have been eliminated.

This report also includes suburban municipalities' projects that are funded through the 2003 Issue 2 program (State Capital Improvement Program and Local Transportation Improvement Program). Awards were based on the Ohio Public Works Commission's district project files. Issue 2 projects for the City of Cleveland and the Cuyahoga County Engineer are identified on the traditional agencies' lists in the funding columns. The remainder of the projects are listed on page CL-11 in the Appendix.

The following Greater Cleveland infrastructure agencies provided the information necessary for the production of this report:

The City of Cleveland

Division of Engineering & Construction
Division of Water
Division of Water Pollution Control

Cleveland - Cuyahoga County Port Authority

Cuyahoga County

County Engineer
County Sanitary Engineer
County Planning Commission

Greater Cleveland Regional Transit Authority

Northeast Ohio Regional Sewer District

Ohio Department of Transportation - District 12





EXECUTIVE SUMMARY

Greater Cleveland infrastructure agencies contracted for \$348 million in capital improvements in 2003, the fifth highest total during the 21-year history of the BUGC program. The 2003 capital contracting total remains well above the annual average (\$277 million) seen over the 21 years of capital contracting data, despite a decrease of \$69 million in spending from the previous year's level (\$417 million).

The road and bridge sector again provided the largest amount of contracting in 2003 with projects totaling \$189 million, an increase from \$183 million in 2002, and \$132 million in 2001. The 2003 total for capital improvement spending is also well above the 21-year average of approximately \$127 million in the road and bridge sector. The City of Cleveland spent nearly \$34 million on capital improvements to roads and bridges in 2003, more than double the amount of capital contracts reported in 2002 (\$16 million).

Contracts let for sewer projects totaled the second highest contracting amount in 2003, at \$76 million in capital improvements. The 2003 total is the seventh highest total observed for the sewer sector during the 21-year history of the BUGC program. This year's sewer contracting total was also above the 21-year average of \$63 million for this sector, despite a decrease of about \$40 million from last year's total (\$116 million). Northeast Ohio Regional Sewer District projects accounted for approximately 92 percent of total sewer projects this year with \$69 million in contracts let.

The water sector contracted for nearly \$63 million in capital improvements in 2003, an increase from the 2002 total of \$57 million. The 2003 total is also well above the 21-year average of \$50 million, and is the seventh highest level observed during the past 21 years.

The transit sector contracting amount totaled more than \$20 million in 2003, a decrease from \$55 million in capital contracts recorded in 2002. The 2003 total is also well below the \$70 million in contracting reported in 2001, and has also fallen below the 21-year average of \$35 million.

The Cleveland-Cuyahoga County Port Authority, in its sixth year of being included in this report, contracted for only \$83,000 in capital improvements, well below the nearly \$6 million in contracts let in 2002. The 2003 total represents the lowest level of capital contracting activity for the Cleveland-Cuyahoga County Port Authority since this report began tracking this data in 1998.

The Ohio Public Works Commission (OPWC) Issue 2 awards to suburban municipalities are included in this report. In addition to the contracts already included above for the City of Cleveland and Cuyahoga County, awards to municipalities totaled



\$18 million for road, water, and sewer projects compared to \$22 million in 2002. It is assumed that these awards went to contract in 2003.

Since the inception of the BUGC program in 1983, Greater Cleveland area infrastructure agencies have contracted for \$5.8 billion to complete the interstate system, expand capacities, rehabilitate facilities, replace transit vehicles, and bring systems into compliance with state and federal mandates. During the past 21 years of the BUGC Community Capital Investment Strategy (CCIS) program, the roads and bridges sector has accounted for nearly half of all capital improvement expenditures (46 percent). Sewers (23 percent), water (18 percent), and transit (13 percent) account for most of the remainder of capital contracting during this period. The Cleveland Cuyahoga County Port Authority, (which has been included in this report for only the past six years), accounts for a very small portion of all capital contracting (0.4 percent) during this time.

Within the sector where the largest amount of capital improvement expenditures has occurred – roads and bridges – the Ohio Department of Transportation (ODOT) has accounted for nearly two-thirds of all capital contracting activity (63 percent) over the past 21 years. The respective 21-year capital contracting totals for the other infrastructure agencies within this sector are as follows: Cuyahoga County Engineer (21 percent), the City of Cleveland (14 percent), and the Greater Cleveland Regional Transit Authority (2 percent).



ALL SECTOR SUMMARY

2003 Contracting

Greater Cleveland area infrastructure agencies contracted for approximately \$348 million (excluding suburban municipal Issue 2 totals) in capital improvements in 2003 across all sectors: roads and bridges, transit, water, sewer, and port (see Table 1 on the following page). Capital contracting for 2003 was approximately \$69 million less than the 2002 amount of \$417 million. Still, the 2003 volume of capital contracting exceeded the 21-year average of \$277 million by \$71 million. In addition, the suburban municipalities were awarded \$18 million in projects in 2003, with funding derived from Issue 2 infrastructure awards.

The 10 largest projects contracted during 2003 totaled more than \$147 million, accounting for 42 percent of the year's contracting activity. The project sponsor, description, and dollar value are as follows:

City of Cleveland Division of Water

- Baldwin Water Treatment Plant: Chemical/Administration Building..... \$31 million

Ohio Department of Transportation (ODOT)

- Interstate 90, Euclid, Wickliffe: Add lane, decks \$17 million
- Bagley Road, Berea: New bridge \$16 million
- SOM Center Road, Mayfield: Widening \$13 million
- Interstate 480, North Olmsted, Fairview Park: Reconstruction \$12 million
- Interstate 77, Cuyahoga Heights, Cleveland:
Bridge replacement, lengthen \$10 million

Cuyahoga County Engineer

- Pleasant Valley Road, Parma: Rehabilitation \$14 million

Northeast Ohio Regional Sewer District

- Tuxedo, Improvement 230 ICRS: Design & Construction \$13 million
- Easterly/Southerly/Westerly, Skimmings Handling & Septage:
Unloading Improvements: CA/RE, Construction & THC/CO \$10 million
- Easterly/Southerly/Westerly/EMSC, Power Failure Evaluation:
Plant Automation: CA/RE, PA-3 PLCs & Ancillary Equipment
& Construction \$10 million

* ICRS – Inter-Community Relief Sewers; CA/RE – Construction Administration/Resident Engineering; THC/CO – Total Hydrocarbons/Carbon Monoxide Monitors; EMSC – Environmental Maintenance & Services Center; PA – Plant Automation; PLC – Programmable Logic Components.



2003 CAPITAL CONTRACTING SUMMARY

(\$ in Thousands)

Agency	2003 Contracts Let Total
Roads	
City of Cleveland	\$32,410
Cuyahoga County	34,787
ODOT	56,986
Other Municipalities	6,426
Subtotal Roads	\$130,609
Bridges	
City of Cleveland	\$1,316
Cuyahoga County	1,281
ODOT	55,046
GCRTA	662
Subtotal Bridges	\$58,305
Total Roads & Bridges	\$188,914
Total Transit	\$20,468
Total Water	\$62,941
Sewer	
NEORS	\$69,384
County Sanitary Engineer	1,125
Cleveland WPC	5,070
Total Sewer	\$75,579
Total Port	\$83
Total Municipal OPWC Awards*	\$17,935
Total All Projects	\$365,920
Total All Projects (less Municipal OWPC Totals)	\$347,985

Table 1

*It is assumed that these awards went to contract in 2003.



Background

A majority of the operations and capital activities in the five infrastructure areas--roads and bridges, port, transit, water and sewer--are conducted by nine agencies in Greater Cleveland. The City of Cleveland's Division of Engineering and Construction, the Cuyahoga County Engineer, and the Ohio Department of Transportation (ODOT) are responsible for maintaining most of the major roadways and bridges within the area. The Regional Transit Authority (RTA) operates virtually all of the public transportation within Greater Cleveland. Most of the water treatment and distribution is provided by the City of Cleveland's Division of Water. Wastewater collection and treatment is provided by the (1) Northeast Ohio Regional Sewer District (NEORS), which operates three major treatment plants and major interceptor systems; (2) County Sanitary Engineer, which is responsible for its own collection, pumping, and treatment facilities as well as those of subscribing municipalities; and (3) Division of Water Pollution Control, which handles local wastewater collection facilities in the City of Cleveland. The Cleveland-Cuyahoga County Port Authority is responsible for the maritime transportation and docks along Lake Erie.

Capital Contracting Trends

These agencies have contracted for nearly \$6 billion since 1983 to complete the interstate system, expand capacities, rehabilitate facilities, and bring systems into compliance with state and federal mandates. The total amounts contracted by sector over the past 21 years are as follows (Table 2):

ALL SECTORS Contracts Let 1983-2003 Total		
Sector	Amount	Percent of Total
Roads & Bridges	\$2,675.3 million	46.0%
Transit	\$ 732.0 million	12.6%
Water	\$1,047.9 million	18.0%
Sewer	\$1,330.5 million	22.9%
Port*	\$ 24.1 million	0.4%
Total	\$5,809.8 million	100.0%

*Sixth year of being included in this report.

Table 2



Overall, contracting levels have increased considerably over the past 21 years. Figure 1 reflects contracts let over the period as a three-year moving average that smooths out the dramatic year-to-year shifts due to the large scale and occasional nature of capital projects. As indicated by Figure 1, overall capital contracting in the 2001-2003 period has increased slightly from the 2000-2002 period, and is more than double the total from the 1983-1985 period.

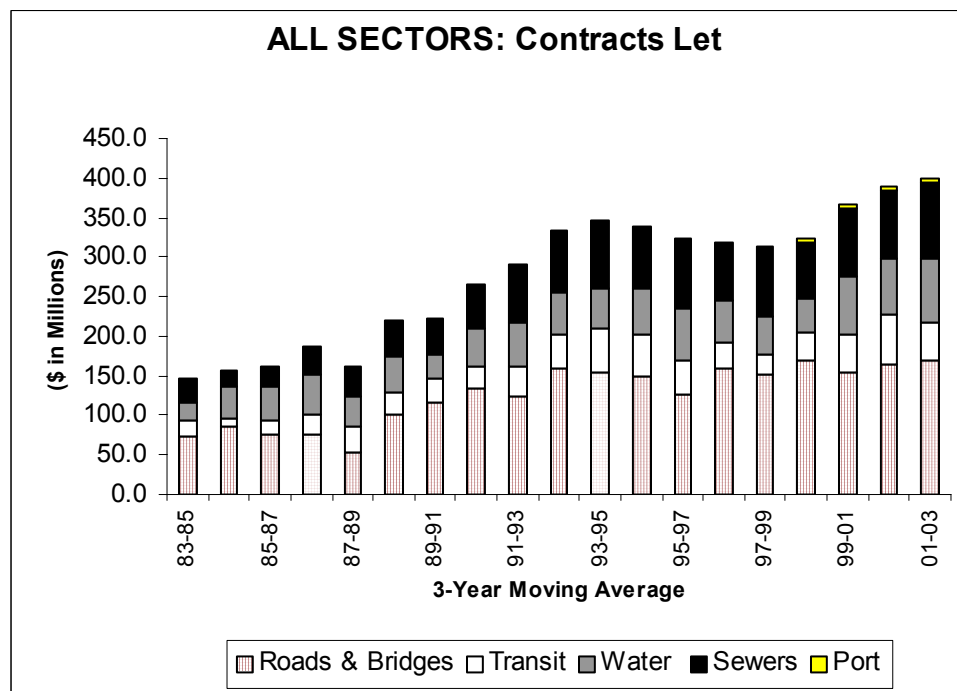


Figure 1



The year-by-year trend after adjusting for inflation (Figure 2 reflects the all sector annual total in 1983 dollars), shows a less dramatic increase since 1983. The peaks are not much higher than they were in the 1980's but the years between the peaks have increased. There is strong growth through the 1980's, leveling off after 1993 and peaking again in 2001.

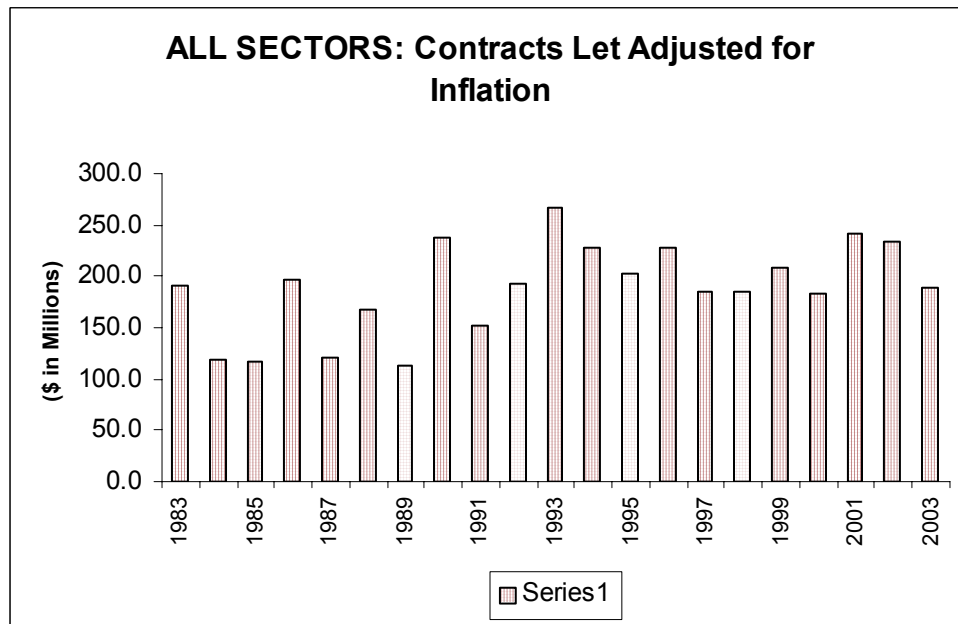


Figure 2



Contracting activity over the past 21 years for all sectors averaged \$277 million per year (see Table 3), not adjusting for inflation.

Year	ALL SECTORS Contracts Let (\$ in Millions)					Yearly Total	Constant \$ 1983 = 100
	Roads / Bridges	Transit	Water	Sewer	Port		
1983	\$87.3	\$37.8	\$5.9	\$59.4	\$0.0	190.4	190.4
1984	96.3	10.1	13.2	5.0	0.0	124.6	118.2
1985	38.3	13.9	46.2	30.3	0.0	128.7	117.7
1986	119.6	6.4	65.0	25.5	0.0	216.5	195.9
1987	69.9	32.9	14.5	23.0	0.0	140.3	121.7
1988	40.6	31.8	76.3	54.0	0.0	202.7	168.2
1989	48.7	31.3	27.3	35.9	0.0	143.2	113.6
1990	212.4	19.7	31.5	53.6	0.0	317.2	236.9
1991	89.5	40.7	29.7	48.7	0.0	208.6	151.3
1992	99.1	21.8	86.3	66.0	0.0	273.2	192.6
1993	182.0	54.4	50.8	100.6	0.0	387.8	266.1
1994	196.9	56.2	19.3	70.0	0.0	342.4	228.7
1995	81.5	61.0	78.8	89.1	0.0	310.4	202.3
1996	169.5	38.9	81.0	72.8	0.0	362.2	228.4
1997	127.9	28.3	41.5	99.5	0.0	297.2	184.3
1998	179.3	28.4	39.5	50.5	4.1	301.8	184.1
1999	151.3	15.1	61.9	115.9	7.2	351.4	208.9
2000	180.5	58.1	32.2	45.4	1.1	317.3	182.3
2001	132.3	69.9	126.7	93.8	5.9	428.6	242.0
2002	183.5	54.8	57.4	115.9	5.7	417.3	233.0
2003	188.9	20.5	62.9	75.6	0.1	348.0	189.1
Total	\$2,675.3	\$732.0	\$1,047.9	\$1,330.5	\$24.1	\$5,809.8	\$3955.7

Table 3

Funding

Funding sources for each sector vary considerably. The larger transportation projects (roads, bridges, transit) generally receive 50 to 90 percent of the construction cost from the federal government's Highway Trust Fund, which is derived from gasoline taxes. In contrast, the water and sewer agencies fund their capital programs from user fees, bond issues, and revolving loan funds, which are repaid with user fees and, to a minor extent, State Issue 2 funds. Please see the individual sector sections for more specific information regarding historical funding patterns.



ROADS AND BRIDGES

2003 Contracting

The road and bridge agencies' capital contracts totaled nearly \$189 million in 2003, a slight increase from \$183 million contracted in 2002. The 2003 contracting total is also well above the 21-year average of \$127 million. In particular, the City of Cleveland's capital spending for road and bridge projects in 2003 (\$34 million) was more than double the level from 2002 (\$16 million).

Four of the five largest road and bridge projects of 2003 were contracted by the Ohio Department of Transportation (ODOT), while the other project (Pleasant Valley Road) was contracted by the Cuyahoga County Engineer. These five projects together totaled approximately \$73 million and represented 39 percent of the total contracts let for the road and bridge agencies. These projects are as follows:

- **Interstate 90, Euclid, Wickliffe: SR-2 to west of SR-84, (Bridge) Add lane, decks.....\$17 million**
- **Bagley Road, Berea: West of Lindbergh over CSX, New Bridge..... \$16 million**
- **Pleasant Valley Road, Parma: York Road to State Road, Rehabilitation.....\$14 million**
- **SOM Center Road, Mayfield: Wilson Mills to NCL, Widening.....\$13 million**
- **Interstate 480, North Olmsted, Fairview Park: County Line to Rocky River Valley, Reconstruction.....\$12 million**

Background

The Ohio Department of Transportation (ODOT) District 12 is generally responsible for all interstate and federal highways and bridges within the district as well as all state routes that are within unincorporated areas. The Cuyahoga County Engineer is responsible for highway bridges over navigable waterways and county roads located in townships. Under Ohio Home Rule provisions, all roads and bridges within municipalities, including state and county routes, are the responsibility of the respective municipality. However, ODOT has implemented an urban pavement policy which reflects its willingness to share responsibility for state roads with municipalities.



The Cuyahoga County Engineer assists the municipalities in a similar nature by sponsoring the majority of the federal aid roadway projects in Cuyahoga County through the Northeast Ohio Areawide Coordinating Agency (NOACA). The County additionally offers funding programs to assist municipalities when federal funds aren't used. A list of local road projects administered by the individual municipalities that received funding assistance from Cuyahoga County is reflected in Appendix CL-3. These project totals are included with those of the county in Figure 3 and in Table 4.

The Greater Cleveland Regional Transit Authority has full or partial responsibility for many of the rapid transit system bridges. In practice, the lines of responsibility and sponsorship are less clear depending on the situation where the bridge is located.

In the 1980s and early 1990s, road and bridge capital projects were driven primarily by the completion of the interstate highway system, rehabilitation of some of the older, larger, and/or more expensive bridges, and expansion projects, such as the Interstate 271 dual lanes/new interchange and the Jennings Freeway. However, the current focus of many projects is the maintenance and rehabilitation of Greater Cleveland's aging roads and bridges.

To help address the transportation infrastructure needs within the state of Ohio, in August 2003 Governor Bob Taft announced a proposed 10 year \$5 billion construction program – the Ohio Jobs and Progress Plan. One large-scale local highway project that would receive funding under this plan is the Innerbelt renewal project in the City of Cleveland. However, a portion of the funding that would come from this plan is contingent upon adopted changes to existing federal laws that determine Ohio's share of federal funding for highway transportation projects. Changes to these laws would need to be addressed in new federal transportation legislation, which is currently being finalized by House and Senate conferees.

Capital Contracting Trends

The following graph is based on a three-year moving average that smooths out the dramatic year-to-year shifts due to the large scale and occasional nature of capital projects. As reflected here, contracting levels increased during the 1980's and have continued to be strong over the past decade (see Figure 3).

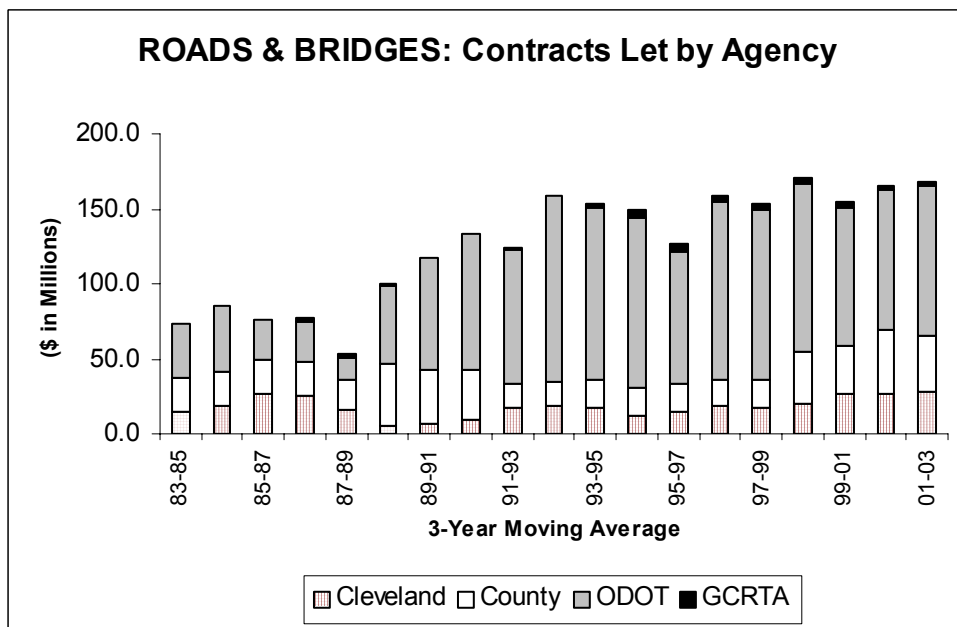


Figure 3



Over the last 21 years, contracts let for all road and bridge agencies have totaled nearly \$2.7 billion, an average of more than \$127 million per year (See Table 4).

ROADS & BRIDGES Contracts Let (\$ in Millions)					
Year	Cleveland	County	ODOT	GCRTA Roads & Bridges	Total
1983	\$19.1	\$32.9	\$35.3	\$0.0	\$87.3
1984	13.3	16.6	66.4	0.0	96.3
1985	11.8	20.0	6.5	0.0	38.3
1986	32.1	30.4	57.1	0.0	119.6
1987	36.1	19.0	14.8	0.0	69.9
1988	6.1	19.9	8.5	6.1	40.6
1989	4.3	23.4	20.6	0.4	48.7
1990	7.0	77.8	127.4	0.2	212.4
1991	8.4	8.9	72.2	0.0	89.5
1992	13.6	13.2	72.2	0.1	99.1
1993	30.8	23.9	126.2	1.1	182.0
1994	12.5	8.5	175.8	0.1	196.9
1995	7.6	23.9	44.0	6.0	81.5
1996	16.9	22.5	122.2	7.9	169.5
1997	21.2	7.2	97.8	1.7	127.9
1998	16.9	22.8	137.5	1.8	179.3
1999	15.5	24.2	103.2	8.4	151.3
2000	27.2	57.2	94.6	1.5	180.5
2001	36.3	17.1	77.6	1.3	132.3
2002	15.5	52.8	109.5	5.7	183.5
2003	33.7	42.5	112.0	0.7	188.9
Total	\$385.9	\$564.7	\$1,681.4	\$43.0	\$2,675.3

Table 4

Funding

Road and bridge projects are funded with a mix of federal, state, and local funds. The majority of state funds are derived from the state's gas tax with additional funds provided by the vehicle and driver license fees, the fuel use tax, and bond proceeds. Federal funding authorizations increased significantly under the Transportation Efficiency Act for the 21st Century (TEA-21). TEA-21 expired in September 2003 and a final transportation bill is currently being prepared by members of the House and Senate.



An overall breakdown of federal, state and local funding sources by agency for road and bridge projects is available beginning in 1995, through and including year 2003 (see Table 5). ODOT's primary funding resources for capital contracts during this eight-year span were federal funds (66 percent). State funds comprised 32 percent of ODOT's road and bridge contracts, with the local component comprising a minimal share (two percent). The City of Cleveland's primary funding sources were local funds (40 percent), with state funds comprising a moderate portion (39 percent) and federal funds accounting for a 21 percent portion. Capital contracting projects through the Cuyahoga County Engineer's Office were funded primarily through federal (51 percent) and local resources (45 percent). A minimal share (four percent) of County contracts were funded with state funds.

SHARE OF FUNDING RESOURCES BY AGENCY ROADS & BRIDGES, 1995-2003

Agency	Federal	State	Local	Total
City of Cleveland	21%	39%	40%	100%
County Engineer	51%	4%	45%	100%
ODOT	66%	32%	2%	100%
Total	56%	28%	16%	100%

Table 5

The GCRTA's bridge projects during this time period were funded through federal resources (55 percent), and a portion with state and local resources (45 percent).





TRANSIT

2003 Contracting

The Greater Cleveland Regional Transit Authority (GCRTA) contracted for more than \$20 million in 2003, a decrease from \$55 million in 2002, and the nearly \$70 million contracted in 2001. GCRTA's capital program emphasizes bus fleet expansion, rail improvements, and the development of the Euclid Corridor Transportation Project. The top five transit projects total \$14 million and represent 71 percent of the year's capital contracting total.

- **Euclid Corridor Transportation Project:**
Preliminary Engineering/Design\$ 7 million
- **Community Circulator Buses\$ 4 million**
- **Tie Plate Sets (Rail)\$ 1 million**
- **Pre-Wired Instrument House (Rail)\$ 1 million**
- **Low Mileage 451 Coaches (Commuter)\$ 1 million**

Background

The Greater Cleveland Regional Transit Authority was created in December 1974 and commenced operations in September 1975 after assuming the operation of two large municipally-owned public transportation systems, the Cleveland Transit System and the Shaker Rapid Transit System, and several smaller public and private bus systems. The transfer agreements were contingent upon the passage of a one percent county sales tax, which was approved by 70 percent of the voters in Cuyahoga County in July 1975. The RTA now provides virtually all mass transportation within Greater Cleveland, including community responsive transportation to the elderly and persons with disabilities.

RTA's long term priorities are to increase ridership while containing operating costs and adequately maintaining assets. RTA's current priorities are focused on providing superior customer service, enhancing the authority's financial health, and improving its image. To that end, it is focusing on rehabilitating and maintaining capital assets and delaying some of the more aggressive capital expansion plans that were developed previously.



RTA's most significant planned capital improvement over the short-term will be the Euclid Corridor Transportation Project (ECTP), which is now in its final design phase. When completed, this \$168 million project will provide improved access and connections to Cleveland's Central Business District, Playhouse Square, Cleveland State University, the Cleveland Clinic, University Circle, Case Western Reserve University, University Hospitals, and the Stokes-Windmere Rapid Transit Station in the City of East Cleveland.

Capital Contracting Trends

The following graph is based on a three-year moving average that smooths out the dramatic year-to-year shifts due to the large scale and occasional nature of capital projects. As reflected in Figure 4, the three-year moving average peaked in the 1993 to 1995 period, steadily declined afterward, and had begun to increase once again until peaking in the 2000 to 2002 period. The most recent period (2001 to 2003) indicates a declining trend.

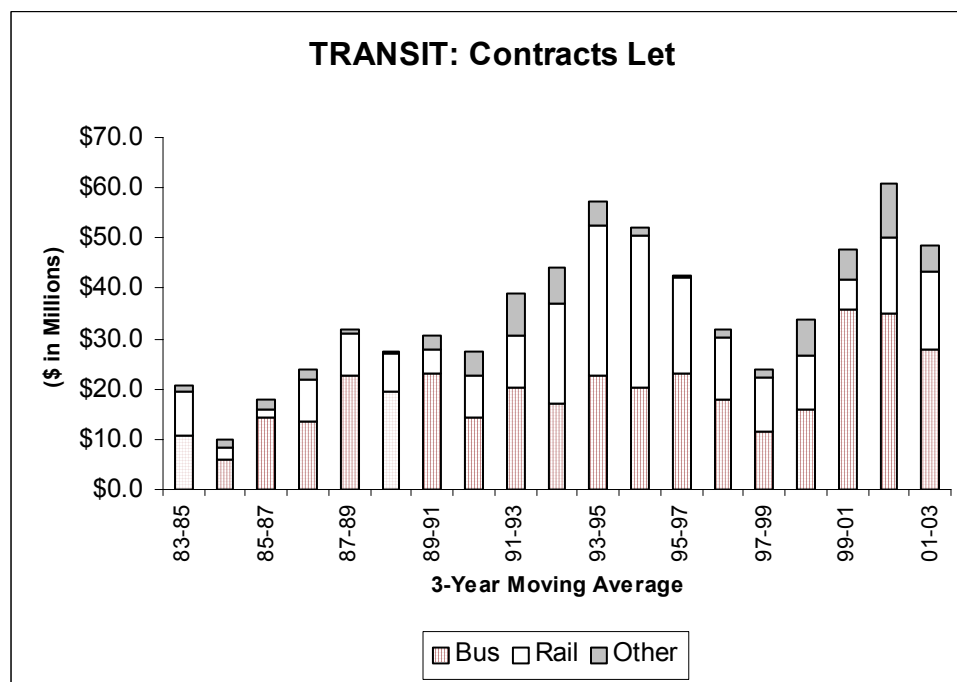


Figure 4



Over the past 21 years, RTA has contracted \$732 million to expand and improve its system, at an average of almost \$35 million per year (see Table 6).

TRANSIT Contracts Let (\$ in Millions)				
Year	Bus	Rail	Other	Total
1983	\$15.5	\$21.7	\$0.6	\$37.8
1984	2.7	5.0	2.4	10.1
1985	13.8	0.0	0.1	13.9
1986	1.9	1.4	3.1	6.4
1987	26.7	4.4	1.8	32.9
1988	11.6	19.6	0.6	31.8
1989	30.3	0.1	0.9	31.3
1990	16.6	2.8	0.3	19.7
1991	22.6	11.1	7.0	40.7
1992	4.3	10.5	7.0	21.8
1993	33.8	10.0	10.6	54.4
1994	13.7	39.0	3.5	56.2
1995	21.1	39.6	0.3	61.0
1996	26.4	11.8	0.7	38.9
1997	21.2	6.0	1.1	28.3
1998	6.3	18.8	3.3	28.4
1999	6.9	8.2	0.0	15.1
2000	34.1	6.2	17.8	58.1
2001	66.0	3.6	0.3	69.9
2002	13.8	36.1	4.9	54.8
2003	13.4	6.3	0.8	20.5
Total	\$402.7	\$262.2	\$67.1	\$732.0

Table 6

Funding

Larger transit capital projects receive 50 to 80 percent federal funding, with the remainder funded by state and local funds. Between 1995-2003, estimated revenues used for transit capital projects were derived from federal programs (58 percent), and state and local funds (42 percent).





WATER

2003 Contracting

The City of Cleveland's Division of Water ("the Division") contracted for nearly \$63 million in capital contracts in 2003. The \$63 million total is slightly higher than the \$57 million contracted in 2002, but still well below the total of \$127 million contracted in 2001. It is also above the \$50 million yearly average over the 1983 to 2003 period, due to the Division's ongoing renewal efforts focused on enhancing the facilities and equipment of the 150-year old water system. The Division's Plant Enhancement Program (PEP) is a multi-year, multi-phase program to upgrade and modernize its existing water treatment plants, and Phase II initiatives of this program were undertaken in 2002. The four largest projects sold in 2003 total \$50 million and account for 80 percent of the total contracts let in 2003.

- **Baldwin Water Treatment Plant:
Chemical/Administration Building Project.....\$31 million**
- **Water Tank Rehabilitation: Cycle D1\$9 million**
- **PEP Phase II Design: Baldwin Rapid Mix/Floculation
& Sedimentation Project.....\$5 million**
- **PEP Phase II Design: Morgan Filter Rehabilitation Project\$5 million**

Background

The City of Cleveland's Division of Water is responsible for treating, pumping, and distributing potable water and providing related water services to more than 1.5 million people in a 640-square-mile area, making it the eighth largest system in the country. The Division serves nearly 400,000 accounts in Cuyahoga and three other counties, while also selling water wholesale to five communities that operate their own distribution systems. Since its creation in 1853, the Division has provided an uninterrupted supply of high quality treated water to its customers at some of the lowest rates in the country.

Capital Contracting Trends

Over the 21-year period, more than \$1 billion has been spent to expand, improve, and maintain the region's facilities. The following graph (Figure 5) depicts the capital improvement trends as well as the overall contracting levels. As the graph



reflects, there is a cyclical fluctuation between primary station projects, which include Treatment Plant Improvements (TPI), and the secondary station projects, such as Reservoirs, Water Towers, Pump Stations and Supply Mains (RWPS), and Distribution Systems and Miscellaneous Projects (DS & Misc). The graph is based on a three-year moving average that smooths out the dramatic year-to-year shifts due to the occasional nature of large-scale projects. The 2001-2003 period average increased from the previous level observed in 2000-2002. The averages for the last three periods indicate a significant increase over 1998-2000 (due to emphasis on the PEP), and the highest peak since tracking the data began in 1983.

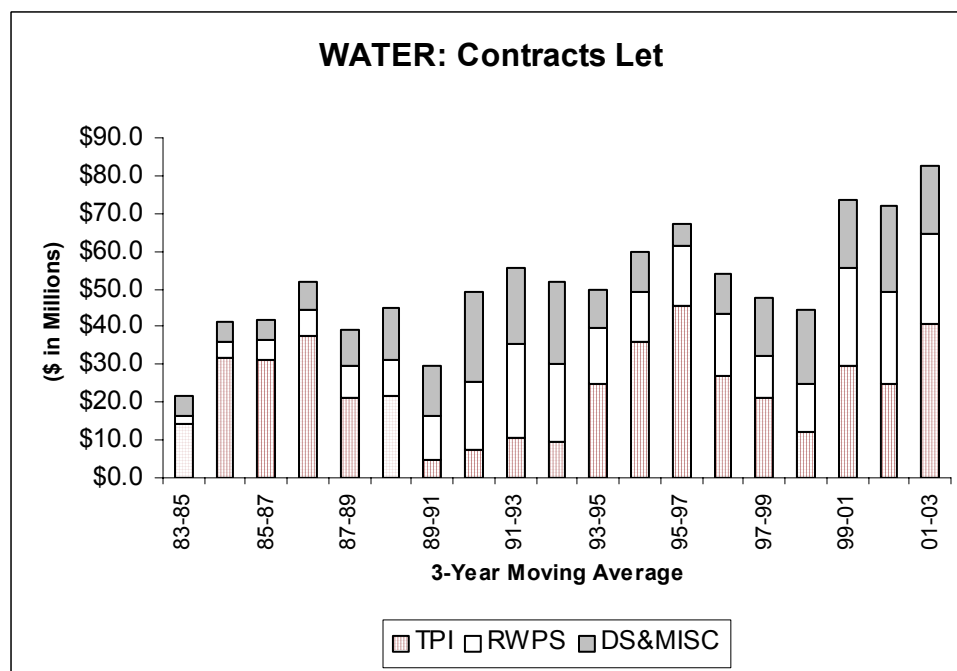


Figure 5

As Table 7 illustrates, the majority of the capital improvements made by the Division of Water in 2003 were for Treatment Plant Improvements (TPI) at \$48 million, while nearly \$15 million in contracts were let for improvements to Reservoirs, Water Towers, Pump Stations and Supply Mains (RWPS).



Water Contracts Let (\$ in Millions)				
Year	TPI	RWPS	DS & Misc	Yearly Total
1983	\$0.2	\$0.6	\$5.1	\$5.9
1984	6.1	1.2	5.9	13.2
1985	36.8	4.3	5.1	46.2
1986	52.0	8.0	5.0	65.0
1987	5.1	3.9	5.5	14.5
1988	55.6	9.3	11.4	76.3
1989	2.2	13.3	11.8	27.3
1990	7.8	5.7	18.0	31.5
1991	3.9	16.2	9.6	29.7
1992	10.9	31.1	44.3	86.3
1993	17.6	27.2	6.0	50.8
1994	0.3	3.7	15.3	19.3
1995	56.2	13.4	9.2	78.8
1996	52.0	22.4	6.6	81.0
1997	28.3	12.4	0.8	41.5
1998	0.3	15.2	24.0	39.5
1999	35.3	5.2	21.4	61.9
2000	1.2	16.7	14.3	32.2
2001	52.5	55.3	18.9	126.7
2002	21.2	1.1	35.1	57.4
2003	48.2	14.7	0.0	62.9
Total	\$493.7	\$280.9	\$273.3	\$1,047.9

Table 7

Funding

The City of Cleveland's Division of Water is a self-reliant entity in terms of programming and financing capital improvements. Little to no federal or state assistance is received in spite of government mandates that require additional testing and capital improvements. The Division's capital program is funded by operating revenues and revenue bonds. Since 1977, the Division has used revenue bonds as its principal source of funding for capital improvements. A five-year, 3.5 percent annual increase in water rates was approved in 2000 (effective January 1, 2001) by the Cleveland City Council. Metered water sales provide 90 percent of the revenues required to support operations, while miscellaneous revenue sources comprise the other 10 percent.





SEWERS

2003 Contracting

The three sewer agencies, the Northeast Ohio Regional Sewer District (NEORSD), the County Sanitary Engineer (Sanitary Engineer), and the City of Cleveland's Division of Water Pollution Control (Division) let contracts totaling nearly \$76 million in 2003, a decrease from nearly \$116 million in 2002. The contracting activity for 2003 is \$13 million more than the 21-year average of approximately \$63 million.

Capital contracting activities continue to improve the treatment process as required by mandates, complete the major interceptors, implement a Combined Sewer Overflow (CSO) program, and build Inter-Community Relief Sewers. The five largest sewer contracts were contracted by the Northeast Ohio Regional Sewer District and totaled \$46 million. This total represents 61 percent of the total sewer contracts let in 2003.

- **Tuxedo Improvement 230 ICRS: Additional Design and Construction.....\$13 million**
- **Easterly/Southerly/Westerly - Skimmings Handling, Septage Unloading Improvements: CA/RE*, Construction & THC/CO.....\$10 million**
- **Easterly/Southerly/Westerly/EMSC – Power Failure Evaluation Project: Plant Automation, CA/RE, PA-3 PLC's and Ancillary Equipment, Construction.....\$10 million**
- **Systemwide: Net Project Change Orders.....\$7 million**
- **Southerly – Gravity Belt Thickening Improvements: Construction.....\$6 million**

* ICRS – Inter-Community Relief Sewers; CA/RE – Construction Administration/Resident Engineering; THC/CO – Total Hydrocarbons/Carbon Monoxide Monitors; EMSC – Environmental Maintenance & Services Center; PA – Plant Automation; PLC – Programmable Logic Components.

Background

NEORSD provides the bulk of the wastewater treatment services in Greater Cleveland as well as a portion of the collection facilities. The County Sanitary Engineer provides a full range of sewerage services to communities within the county, including



the operation of wastewater treatment plants, pump stations, and sanitary sewer mains. The Division of Water Pollution Control is responsible for the sanitary sewer system in the City of Cleveland, which carries waste from points of origin to NEORSD's interceptors and treatment plants.

Over the past 21 years, capital contracting for these agencies has included projects to expand and improve treatment plants, primarily the three owned by NEORSD (Westerly, Southerly, and Easterly); construct major interceptors and inter-community relief sewers to take flow to the treatment plants; and to alleviate the problems caused by combined sewers.

Capital Contracting Trends

Overall, sewer contracting levels have increased substantially since 1983. The following graph uses a three-year moving average in order to smooth out the year-to-year fluctuations that are typical of capital projects. As reflected here, the overall trend has been a gradual but sporadic upward shift, particularly over the past decade.

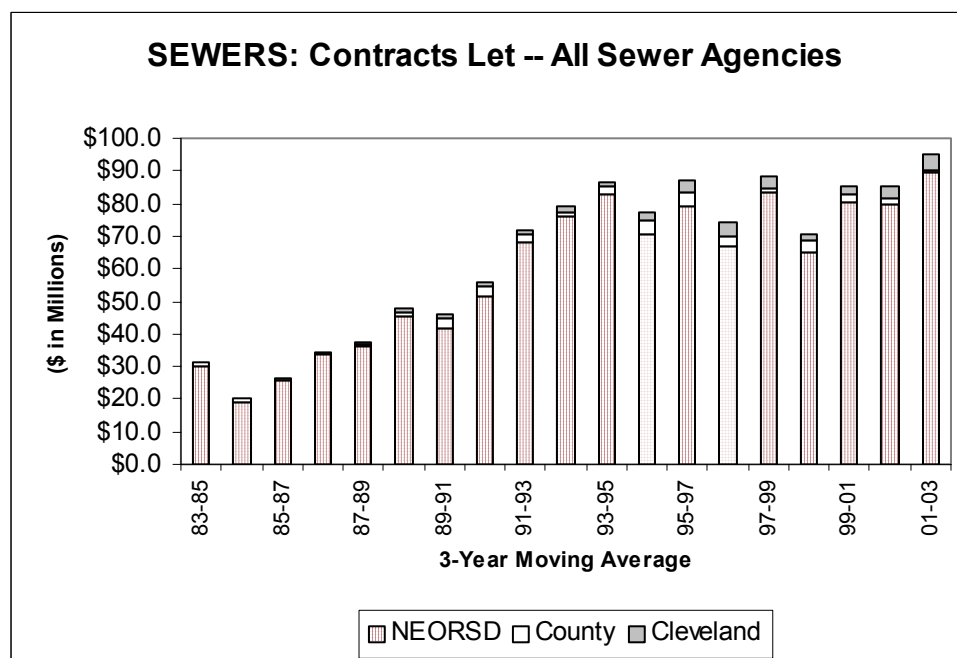


Figure 6



Contracting has totaled over \$1.3 billion over the 21-year period, including more than \$1.2 billion by the Northeast Ohio Regional Sewer District (NEORS), \$41 million by the City of Cleveland's Division of Water Pollution Control, and \$40 million by the Cuyahoga County Sanitary Engineer (see Table 8).

SEWERS Contracts Let (\$ in Millions)				
Year	NEORS	County	Cleveland	Total
1983	\$58.6	\$0.8	\$0.0	\$59.4
1984	2.9	2.1	0.0	5.0
1985	29.1	1.2	0.0	30.3
1986	25.4	0.1	0.0	25.5
1987	22.7	0.3	0.0	23.0
1988	52.6	0.1	1.3	54.0
1989	34.1	0.7	1.1	35.9
1990	49.7	3.1	0.8	53.6
1991	41.6	5.6	1.5	48.7
1992	62.6	1.6	1.8	66.0
1993	99.9	0.2	0.5	100.6
1994	65.9	1.1	3.0	70.0
1995	82.3	6.2	0.6	89.1
1996	63.3	5.7	3.8	72.8
1997	92.4	0.2	6.9	99.5
1998	44.7	2.7	3.1	50.5
1999	112.5	1.5	1.9	115.9
2000	38.8	5.5	1.1	45.4
2001	89.3	0.2	4.2	93.7
2002	110.9	0.3	4.8	116.0
2003	69.4	1.1	5.0	75.6
Total	\$1,248.7	\$40.3	\$41.4	\$1,330.5

Table 8



Funding

The Federal government provided financial assistance in the form of grants up to 1990, at which time it ceased grant funding for wastewater treatment projects. Federal assistance now takes the form of capitalization money to state-run revolving funds that provide loans to all three wastewater agencies. Local agencies have also been able to access the Issue 2 program, which began in 1988 as a means of providing state general fund revenues to local governments for infrastructure capital improvements. All other funds are provided through user fees, assessments, or bonds that are repaid with those revenues. A breakdown of funding sources is detailed for each agency in the following sections.



NORTHEAST OHIO REGIONAL SEWER DISTRICT

2003 Contracting

The Northeast Ohio Regional Sewer District's (NEORSD) 2003 capital contracts totaled \$69 million, a decrease from the 2002 level of \$111 million. The 2003 total still exceeds the annual average since 1983 (\$59 million) by \$10 million. NEORSD's priorities continue to be the improvement of treatment plants, the construction of major interceptors, combined sewer overflows, inter-community relief sewers, and other systemwide facilities.

Background

The NEORSD was formed in 1972 to assume the operation and management of certain wastewater collection and all wastewater treatment and disposal facilities owned by the City of Cleveland. The NEORSD now provides wastewater treatment and interceptor sewer facilities to the City of Cleveland and all or part of 51 suburbs, serving 295 square miles and over one million people.

The NEORSD's capital improvement plan has been driven primarily by the Clean Water Act of 1972 and other mandates. Large interceptors have been built to take suburban wastewater (collected via separate sewers) directly to treatment plants, bypassing the City of Cleveland, which is primarily served by combined sewers. This, plus government mandates, propelled NEORSD to expand and improve its treatment plants. As the emphasis shifts from point source to non-point source control of pollution, resources are being moved from interceptor construction to the combined sewer overflow program and watershed management.

Capital Contracting Trends

Figure 7 reflects the project emphasis and is based on a three-year moving average that smooths out the dramatic year-to-year shifts due to the large scale and occasional nature of capital projects. The 21-year period reflects contracting activity totalling over \$1.2 billion, for an average of \$59 million per year (see Table 9).

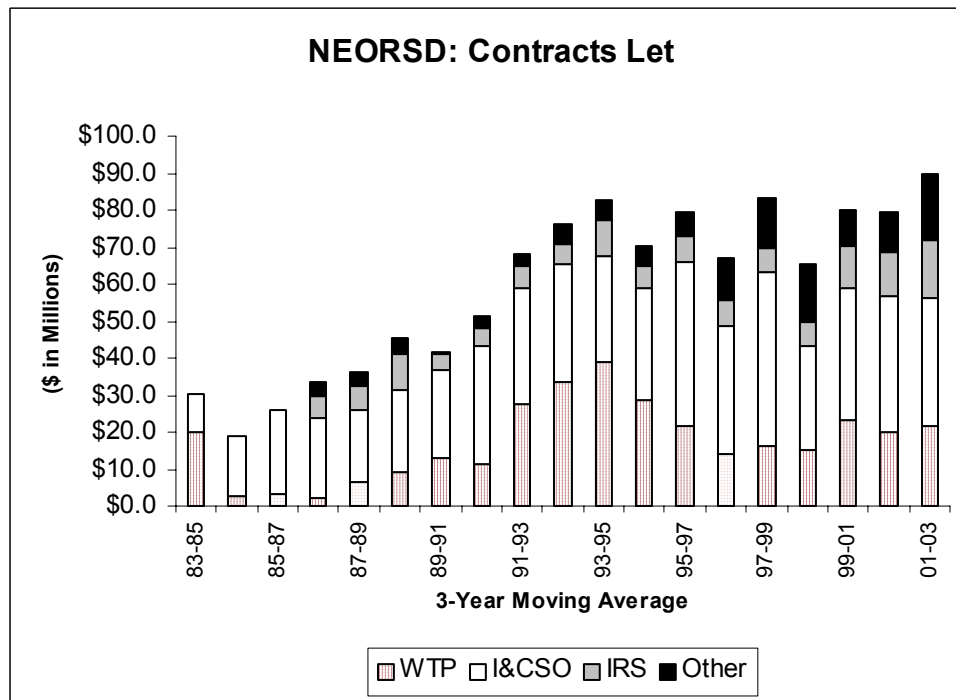


Figure 7

WTP – Wastewater Treatment Plants.
I&CSO – Interceptor & Combined Sewer Overflow.
IRS – Intercommunity Relief Sewer.



NEORSD Contracts Let By Project Type (\$ in Millions)					
Year	Wastewater Treatment Plants	Interceptor & Combined Sewer Overflow	Intercommunity Relief Sewer	Other	Total
1983	\$54.0	\$4.6	\$0.0	\$0.0	\$58.6
1984	0.3	2.6	0.0	0.0	2.9
1985	6.2	22.9	0.0	0.0	29.1
1986	2.2	23.2	0.0	0.0	25.4
1987	2.0	20.7	0.0	0.0	22.7
1988	2.1	21.4	17.6	11.5	52.6
1989	15.7	16.5	1.0	0.9	34.1
1990	9.8	28.1	10.9	0.9	49.7
1991	13.0	26.5	1.8	0.3	41.6
1992	11.3	41.5	1.5	8.3	62.6
1993	57.9	26.4	14.3	1.3	99.9
1994	31.8	28.0	0.2	5.9	65.9
1995	26.4	31.4	15.4	9.1	82.3
1996	27.5	31.5	2.1	2.2	63.3
1997	10.2	70.2	4.8	7.2	92.4
1998	4.2	2.9	14.0	23.6	44.7
1999	34.4	68.4	0.6	9.2	112.5
2000	6.0	13.9	5.2	13.6	38.7
2001	28.6	26.2	27.5	7.1	89.3
2002	25.2	71.0	1.7	13.0	110.9
2003	10.7	6.7	17.2	34.7	69.4
Total	\$379.5	\$584.6	\$135.8	\$148.8	\$1,248.6

Table 9

Funding

The early years (through 1990) of NEORSD's capital plan were assisted by the federal government's construction grant program. Since that time, NEORSD has also received federal funding in the form of special appropriation grants (also known as special purpose grants) for certain projects, such as the Doan Brook Watershed Study and the rehabilitation of the Westerly Plant. Since 1983, NEORSD has received more than \$216 million in federal funds (includes construction grants and special appropriation grants).

In addition to these federal grants, funding is derived from internally-generated user fees, interest income, and debt that is repaid with user fees. NEORSD's Board of Trustees passed yearly rate increases on May 1, 1996 through 2000, and recently approved annual sewer rate increases through 2006 that became effective January 1, 2003. Debt instruments consist of revenue bonds and loans from the state



revolving loan fund, which is capitalized with federal funds and offers lower interest rates and issuance costs.



CUYAHOGA COUNTY SANITARY ENGINEER

2003 Contracting

The Cuyahoga County Sanitary Engineer let sewer contracts totaling just over \$1 million in 2003, an increase from approximately \$.3 million in 2002. However, it is still considerably lower than the \$5.5 million contracted in 2000. This amount is also lower than the 21-year average of \$2 million.

The County Sanitary Engineer continues to expand sewer lines and to clean, reline, and repair sanitary sewer lines for suburban communities that contract for its services.

Background

The County Sanitary Engineer offers a full range of sewage services to the communities of Cuyahoga County. The county operates and maintains seven wastewater treatment plants, 40 pumping stations, and 500 miles of sanitary sewers to provide varying levels of service to 27 communities within the county. Capital expenditures have been directed primarily to expanding capacity and repairing/rehabilitating sewer lines. The county's treatment plants will eventually be closed down as the county expands its system to connect with NEORSD's interceptors that are coming online.

Capital Contracting Trends

Over the 21-year period, the County Sanitary Engineer has contracted \$40 million in capital projects. The trends over that period are shown in the graph on the following page (Figure 8), and are based on a three-year moving average that smooths out the dramatic year-to-year shifts due to the large scale and occasional nature of capital projects. As illustrated in Figure 8, the three-year moving average for capital expenditures by the County Sanitary Engineer peaked in 1994-96, and has consistently declined since that time.

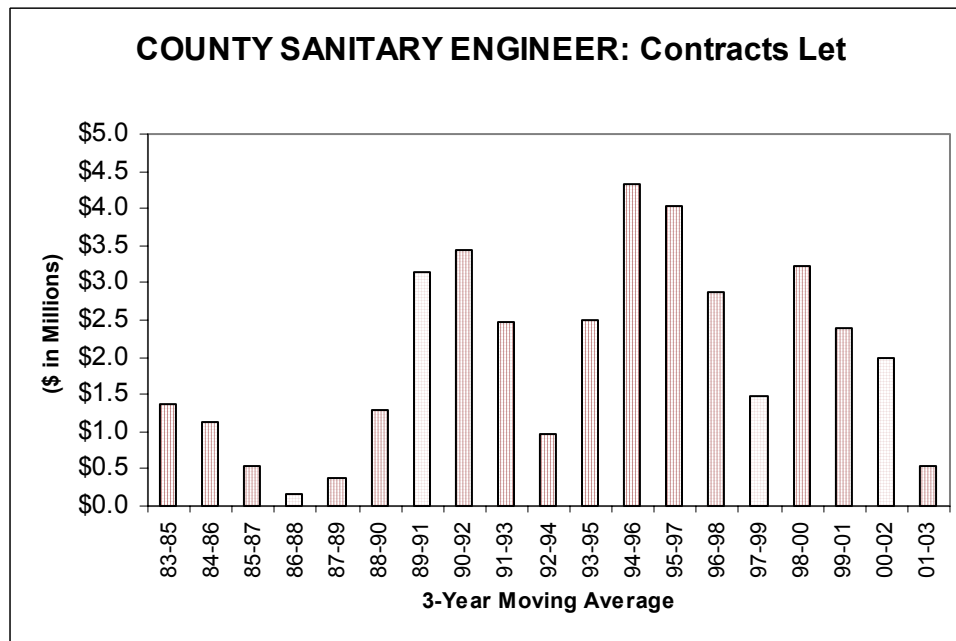


Figure 8



Contracts for the 21-year period averaged nearly \$2 million per year (see Table 10). The highest contracting years during this period came within a nine-year span – 1991 with \$5.6 million, 1995 with \$6.2 million, 1996 with \$5.7 million, and 2000 with \$5.5 million.

COUNTY SANITARY ENGINEER Contracts Let (\$ in Millions)	
Year	Amount
1983	\$0.8
1984	2.1
1985	1.2
1986	0.1
1987	0.3
1988	0.1
1989	0.7
1990	3.1
1991	5.6
1992	1.6
1993	0.2
1994	1.1
1995	6.2
1996	5.7
1997	0.2
1998	2.7
1999	1.5
2000	5.5
2001	0.2
2002	0.3
2003	1.1
Total	\$40.3

Table 10

Funding

The County Sanitary Engineer operates subscription sewer services for various municipalities within Cuyahoga County. The rates paid by residents within these communities, along with tap-in fees and assessments, provide revenues for operating, maintenance, and capital improvement activities. The County Sanitary Engineer is also eligible to apply for State Issue 2 funds.





CITY OF CLEVELAND DIVISION OF WATER POLLUTION CONTROL

2003 Contracting

The Division of Water Pollution Control contracted for \$5 million in 2003, about \$200,000 more than the \$4.8 million contracted in 2002. The largest project let in 2003, the East 71st Street Sewer Rehabilitation and Replacement Project, totaled nearly \$2 million, accounting for 37 percent of the year's capital contracting activity.

Background

The Division of Water Pollution Control is responsible for the local sewage system in the City of Cleveland that conveys sanitary sewage, industrial waste, and storm water from their points of origin to major sewage and treatment facilities owned by NEORSD. The Division is responsible for over 1,200 miles of sewer lines, approximately 127,000 catch basins, and 20 lift/pump stations. Capital activities have consisted primarily of repairing and replacing catch basins, manholes, sewer lines, and pump stations.

Capital Contracting Trends

Over the 16-year period for which data is available, the Division of Water Pollution Control has contracted more than \$41 million in capital projects (see Table 11). The trends over this period are shown in Figure 9, and are based on a three-year moving average in order to smooth out year-to-year fluctuations. Since the 1998-2000 period, the level of capital project spending has steadily increased.

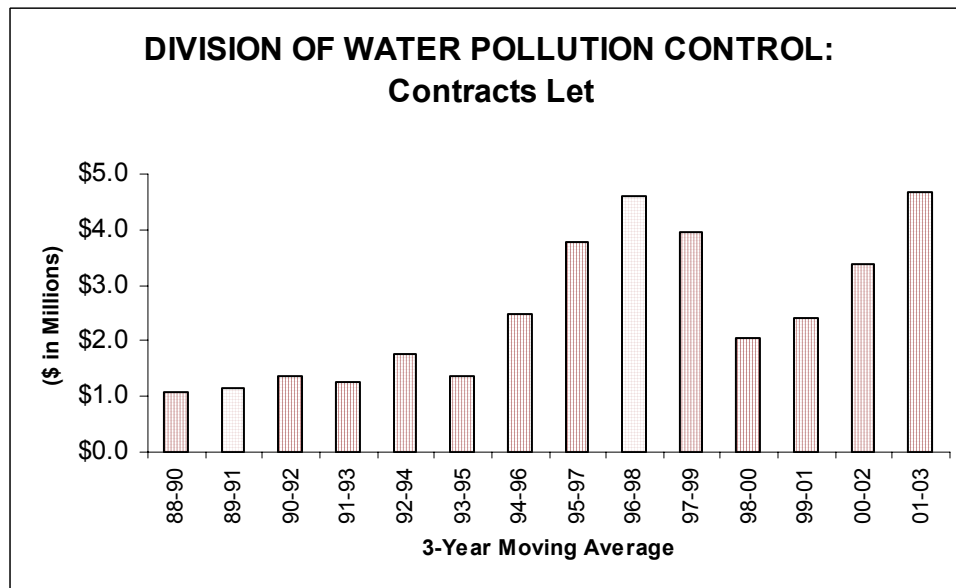


Figure 9

DIVISION OF WATER POLLUTION CONTROL Contracts Let (\$ in Millions)	
Year	Amount
1988	\$1.3
1989	1.1
1990	0.8
1991	1.5
1992	1.8
1993	0.5
1994	3.0
1995	0.6
1996	3.8
1997	6.9
1998	3.1
1999	1.9
2000	1.1
2001	4.2
2002	4.8
2003	5.0
Total	\$41.4

Table 11



Funding

The capital program of the Division of Water Pollution Control is primarily funded through operating revenues, with assistance from Issue 2 funds, general obligation bonds, and loans from the Ohio Water Development Authority and the Ohio EPA Water Pollution Control Loan Fund. In 2000, the Cleveland City Council approved a five-year, five percent annual rate increase, which became effective January 1, 2001.





CLEVELAND-CUYAHOGA COUNTY PORT AUTHORITY

2003 Contracting

The Cleveland-Cuyahoga County Port Authority contracted for approximately \$83,000 in 2003, a large decrease from the nearly \$5.7 million in 2002. The Port's largest project in 2003 was the installation of a mooring system at the north end of Voinovich Park. This project totaled \$40,000 and represented almost half of the year's capital contracting total.

Background

Cleveland is a hub of water transportation on the Great Lakes, providing access to interlake and international trade routes. The Cleveland-Cuyahoga County Port Authority, located on Lake Erie at the mouth of the Cuyahoga River, was formed in 1968 to improve business planning and management in maritime operations. The Port was designated a Foreign Trade Zone (FTZ) #40 in 1978.

Capital Contracting Trends

This is the sixth year of the Port's inclusion in the Build Up Greater Cleveland Capital Investment Strategy. Figure 10 illustrates the trends in capital contracts let by the Cleveland-Cuyahoga County Port Authority since 1998, based upon three-year moving averages in order to smooth out year-to-year fluctuations. The Port Authority has contracted for a total of \$24 million in projects since 1998, for a six-year average of \$4 million contracted. The highest year for contracts was 1999 at \$7 million, with the past year of 2003 being the lowest at \$0.1 million (see Table 12).

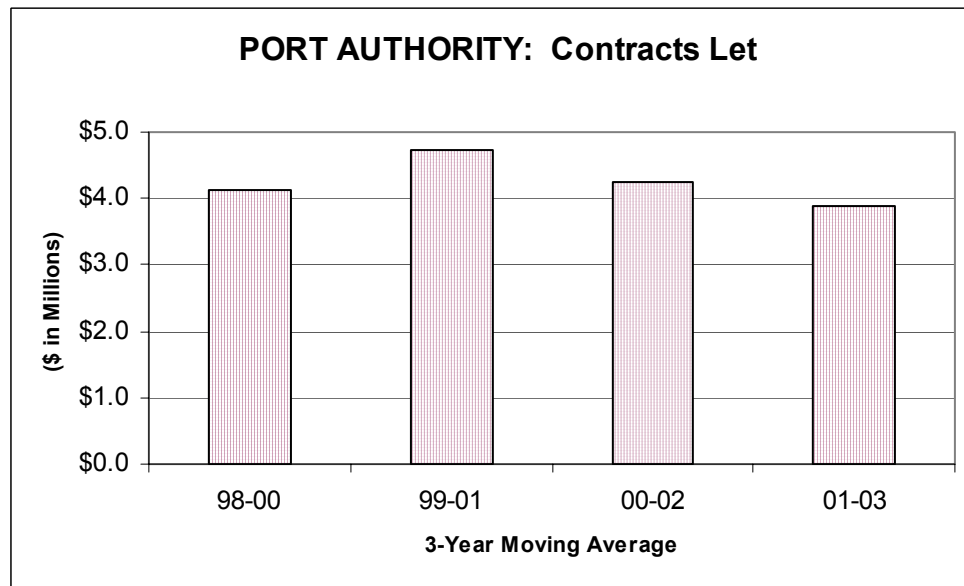


Figure 10

CUYAHOGA COUNTY PORT AUTHORITY Contracts Let (\$ in Millions)	
Year	Amount
1998	\$4.1
1999	7.2
2000	1.1
2001	5.9
2002	5.7
2003	0.1
Total	\$24.1

Table 12

Funding

The Port Authority finances capital improvements with Port cash reserves, by issuing bonds, and through state and federal grants. The Port's revenue stream is generated through user fees for both maritime and development finance activities, tax revenues and investment income. Tax revenues are derived from a 0.13 property tax millage, which generates approximately \$3.3 million per year.



OHIO PUBLIC WORKS COMMISSION STATE INFRASTRUCTURE PROGRAM (ISSUE 2) for Cuyahoga County Municipalities

2003 Contracting

In 2003, Ohio Public Works Commission (OPWC)-related awards totaled \$18 million on capital projects in Greater Cleveland's communities in addition to those already included in the other listings. This total has declined from the \$22 million in awards in 2002, and \$30 million in 2001. In 2003, road projects accounted for more than \$9 million, water projects for over \$4 million, and sewers for \$4 million. It is assumed that these awards went to contract in 2003.

The largest project awards in 2003 were road improvements to Front Street in Berea (\$2 million), water main improvements in Westlake (\$1.9 million), road improvements in Mayfield Village (\$1.9 million), and rehabilitation of York Road in North Royalton (\$1.5 million). These projects account for 41 percent of the total project amount.

Background

The Ohio Public Works Commission was created to assist in financing local public infrastructure under the State Infrastructure Program, also known as Issue 2. Components of the Issue 2 Program include the State Capital Improvements Program (SCIP), Local Transportation Improvements Program (LTIP), Revolving Loan Fund (RLF), and Small Government Capital Improvements Commission (SGCIC). These programs provide financial assistance to local communities for the improvement of their basic infrastructure systems. Through these programs, the Commission provides grants, loans, and financing assistance through local debt support and credit enhancement. Eligible projects include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.

The SCIP was created in 1987 by an amendment to Section 2k, Article VIII of the Ohio Constitution, which allows the state to use its general revenues as debt support and issue up to \$120 million in bonds each year. This program was reauthorized in 1995 by an amendment to Section 2M, Article VIII of the Ohio Constitution for another ten years at the same rate of funding. SCIP funds cover up to 90 percent of the project's total cost if the project is for repair or replacement. New and expansion projects are funded up to 50 percent of the total project cost.



The OPWC sets aside from its yearly bond sale \$12 million to allocate to villages and townships with populations of less than 5,000. This program is administered by the Small Government Capital Improvements Commission (SGCIC) under the auspices of the OPWC. The SGCIC, using a separate evaluation process, evaluates and ranks all of the village and township projects submitted by the 19 districts, and selects from these projects for funding from the \$12 million set-aside.

The Local Transportation Improvements Program was created by the legislature in 1989 and provides an additional \$60 million statewide in gasoline tax receipts each year. LTIP is financed by monies collected from the motor vehicle fuel excise tax (gas tax), which became effective on July 15, 1989. There is no legislative restriction on the life of the program. The funds are allocated each fiscal year on a per capita basis to the district integrating committees established for the distribution of the SCIP. As with SCIP funds, the districts are prohibited from allocating LTIP funds on a per capita basis. All LTIP awards are in the form of grants that can cover up to 100 percent of the total project cost.

The Revolving Loan Program (RLP) is financed with loan repayments from loans made in previous program years through the SCIP to District One communities. The annual RLP loan allocation is based on the repayments received from District One loan receipts. All awards are in the form of loans that can cover up to 100 percent of the total project cost.

To apply for SCIP or LTIP funds, the subdivision must apply to its District Public Works Integrating Committee (DPWIC). The Ohio General Assembly created 19 Public Works Districts that are responsible for recommending projects to the Ohio Public Works Commission. DPWICs consist of local officials representing all levels of governments. Each DPWIC evaluates and scores applications using a locally developed methodology based on criteria listed in Chapter 164 of the Ohio Revised Code. These evaluation criteria focus on the financial need of the subdivision, the project's strategic importance to the district and subdivision, and emphasize the repair and replacement of infrastructure rather than new and expansionary infrastructure.

After evaluating and scoring the projects, the DPWIC creates a list of high priority projects that are submitted to the Ohio Public Works Commission. The Commission reviews the project selection and evaluation methodology used by the DPWIC to ensure fair and objective decision-making. Each application is then reviewed for completeness and project eligibility. After all requirements are met on the district level and the application is approved, a formal agreement is issued by the Ohio Public Works Commission to the individual subdivision. The Commission's staff maintains ongoing contact with local communities, providing technical assistance through the project's completion.



Capital Contracting Trends

This is the fifth year that Issue 2 awards are included in the Build Up Greater Cleveland Capital Contracting Report (see Table 13). Since Issue 2 awards for local capital projects were first included in this report in 1999, the highest amount level recorded during this time was in 2001, when just over \$30 million was awarded to municipalities in Cuyahoga County.

MUNICIPAL OPWC AWARDS (ISSUE 2) * Contracts Let (\$ in Millions)	
Year	Amount
1999	\$16.6
2000	23.8
2001	30.1
2002	22.2
2003	17.9
Total	\$110.6

Table 13

*Does not include awards to the City of Cleveland and Cuyahoga County.

Funding

District One receives approximately \$22 million (on the average) per year from the Issue 2 programs that it can award to local agencies and municipalities for road and bridge, water, sewer, and solid waste capital projects.





CONTRACTS LET APPENDIX

CITY OF CLEVELAND
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)

TYPE	PROJECT NAME	LOCATION	ACTIVITY	TOTAL COST	Source of Funds					
					FEDERAL	ODOT	ISSUE 2	COUNTY	LOCAL	OTHER
Roads	2003 ADA compliant curb ramp program	Contract "3" Wards 1 thru 12	Install ADA compliant curb ramps	\$ 1,533	\$ -	\$ -	\$ -	\$ -	\$ 1,533	\$ -
	2003 ADA compliant curb ramp program	Contract "4" Wards 13 thru 21	Install ADA compliant curb ramps	1,430	-	-	-	-	1,430	-
	2003 Sidewalk Assessment contract	West 98th Street, West 110th Street and Woodhaven Ave.	Replacement of sidewalk, curb, curb ramps and drive aprons	680	-	-	-	-	680	-
	ADA Compliant Retrofit Curb Ramp Program	Contract "2" Wards 13, 14 & 15	Install ADA compliant curb ramps	1,489	-	-	-	-	1,489	-
	ADA Compliant Retrofit Curb Ramp Program	Contract "1" Wards 1, 2 & 3"	Install ADA compliant curb ramps	1,180	-	-	-	-	1,180	-
	Arbor Park Village- Phase 2	Between Community College, Woodland Ave., East 35th St. and East 40th St.	New Construction: Six streets	3,521	-	-	-	-	3,521	-
	Euclid Avenue	Euclid Avenue	Reconstruction	4,088			4,088			
	Grayton Road	Grayton Road	Reconstruction	2,280			2,280			
	Hurston Court Subdivision	Cliffview Road south of Euclid Avenue	New Construction	973	-	-	-	-	973	
	Memphis Avenue	Ridge Road to Pearl Road	Widening	6,318	4,307	-	-	751	1,232	29
	St John Village (East)	East 43rd St. and East 45th St.: Cedar Ave. to Central Ave.; Alley between East 43rd St. and East 46th St.	Street construction and reconstruction	1,035	-	-	-	-	1,035	-
	West 105th Street	West 105th Street	Reconstruction	3,568			3,568			
	West 67th Place	Storer Avenue to West 65th Street	New Construction	1,430	916	143	-	-	370	-
	Western Avenue	West 117th Street to West Boulevard	New Construction	2,885	-	-	2,140	-	745	-
Subtotal Roads				\$ 32,410	\$ 5,223	\$ 143	\$ 12,076	\$ 751	\$ 14,189	\$ 29
Bridges	Columbus Road Lift Bridge	Columbus Road	Rehabilitation, structural repairs	\$ 1,316					\$ 659	\$ 657
	Subtotal Bridges			\$ 1,316	\$ -	\$ -	\$ -	\$ -	\$ 659	\$ 657
TOTAL CITY OF CLEVELAND 2003 CONTRACTS LET				\$ 33,727	\$ 5,223	\$ 143	\$ 12,076	\$ 751	\$ 14,849	\$ 686

Source: City of Cleveland Department of Public Service 2003 Construction Projects Snapshot

CUYAHOGA COUNTY ENGINEER
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)

TYPE	PROJECT NAME	LOCATION	ACTIVITY	TOTAL COST	Source of Funds				
					FEDERAL	ODOT	ISSUE 2	COUNTY	LOCAL/OTHER
	Cedar Road Slide	Hunting Valley: 1600' West of Chagrin River Road	Rehabilitation	2,116	-	-	1,000	558	558
	Falls Road	Chagrin Falls, Hunting Valley, Moreland Hills, Chagrin Falls Twp: North Street to S. Woodland Road	Rehabilitation	3,110	992	-	-	1,478	640
	Hilliard / Franklin	Lakewood: Lakeland to W. 140th Street	Resurfacing	1,288	-	-	-	1,030	258
	North Main Street	Chagrin Falls Township: W. Summit to Chagrin Falls NCL	Resurfacing	256	-	-	-	256	
	Pleasant Valley Road	Parma: York Road to State Road	Rehabilitation	14,445	5,720	-	2,720	5,005	1,000
	Ridge Road	Brooklyn, Cleveland: I-71 to Denison	Resurfacing	1,671	-	-	-	1,337	334
	Rockside Road	Garfield Hts, Valley View, Independence: Brecksville Road to Turney	Resurfacing	1,921	-	-	-	1,537	384
	Smith Road	Brook Park, Middleburg Heights: Sheldon to Snow	Resurfacing	1,287	1,029	-	-	129	129
	Wagar Road Subsidiary	Rocky River	Reconstruction	2,000	1,600	-	-	200	200
	West 117th Street Subsidiary	Cleveland, Lakewood	Reconstruction	2,000	1,600	-	-	200	200
	West 140th Street	Cleveland: Puritas to Cleveland NCL	Reconstruction	4,131	3,305	-	-	413	413
	West Wallings	North Royalton: York Road to Ridge Road	Rehabilitation	562	-	-	-	281	281
Subtotal Roads				\$ 34,787	\$ 14,246	\$ -	\$ 3,720	\$ 12,424	\$ 4,397
Bridges	Culvert Group 5: Sprague Road Culvert No. 16	Olmsted Falls: Over Strongsville Ditch	Replacement	\$ 275	\$ -	\$ -	\$ -	\$ 220	\$ 55
	Culvert Group 9: Bagley Road Culvert No. 2	Olmsted Township: Over Schady Ditch	Replacement	214	-	-	-	214	-
	Culvert Group 9: York Road Culvert No. 4	North Royalton: Over a Creek to the Rocky River	Replacement	143	-	-	-	114	29
	Green Road Bridge No. 147	Shaker Heights: Over Shaker RTA	Replacement	209	-	-	-	209	-
	Pleasant Valley Road Bridge No 58	Parma: York Road to State Road	Rehabilitation	440	440	-	-	-	-
Subtotal Bridges				\$ 1,281	\$ 440	\$ -	\$ -	\$ 757	\$ 84
TOTAL COUNTY ENGINEER 2003 CONTRACTS LET				\$ 36,068	\$ 14,686	\$ -	\$ 3,720	\$ 13,181	\$ 4,480

Source: Cuyahoga County Engineer, Fiscal Department Capital Projects Plan 2003

**2003 CONTRACTS LET FOR CAPITAL PROJECTS
MANAGED BY MUNICIPALITIES W/CUYAHOGA COUNTY FUNDING ASSISTANCE
(\$ in Thousands)**

TYPE	PROJECT NAME	LOCATION	ACTIVITY	TOTAL COST	Source of Funds				
					FEDERAL	ODOT	ISSUE 2	COUNTY	LOCAL/OTHER
Roads	Snow Rd/Rockside Rd	Independence: I - 77 to Brecksville Road	Resurfacing	\$ 4,200				\$ 4,200	
	Spafford Rd	Brookpark: Aerospace Blvd. to Bridge #23	Resurfacing	\$ 358				170	187
	West 210th St.	Fairview Park: Lorain Road to Center Ridge Road	Resurfacing	\$ 550				250	300
	West 130th St.	Strongsville, N. Royalton: Sprague Road to Royalton Road	Rehabilitation	\$ 700				560	140
	E. Wallings Rd/Wright Rd	Broadview Heights: Intersection Improvements	Rehabilitation	\$ 290				145	145
	Bishop Rd	Highland Heights: Highland Heights NCL to 1200' South	Replacement	\$ 328				\$ 226	\$ 102
Subtotal Roads				\$ 6,426	\$ -	\$ -	\$ -	\$ 5,551	\$ 875
TOTAL MUNICIPALITIES 2002 CONTRACTS LET				\$ 6,426	\$ -	\$ -	\$ -	\$ 5,551	\$ 875

Source: Cuyahoga County Engineer, Fiscal Department Capital Projects Plan 2003

*These projects are managed by the individual municipalities, but receive funding support from Cuyahoga County.
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OHIO DEPARTMENT OF TRANSPORTATION
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)

TYPE	PROJECT NAME	LOCATION	PID #	ACTIVITY	TL COST	Source of Funds		
						FEDERAL	STATE	LOCAL
Roads	Brook Park Signals	Brook Park: Various routes & section	15389	New Signalization	\$ 3,765	\$ 3,765	\$ -	\$ -
	Canal Road	Broadview Hts & Brecksville: West of	75056	Resurfacing	845	-	845	-
	Chagrin Falls Signals	Chagrin Falls: 10 locations	12639	New Signalization	1,000	1,000	-	-
	Garfield Heights Signals	Garfield Heights: Various routes & sections	16911	New Signalization	3,129	3,129	-	-
	Interstate 480	Various: Grayton Road to SR-94	21750	Resurfacing, ramps	1,373	-	1,373	-
	Interstate 480	North Olmsted, Fairview Park: County	21749	Reconstruction	12,400	11,160	1,240	-
	Interstate 71	Various routes & sections	24162	Guardrail, attenuator upgrade	330	-	330	-
	Memphis Avenue	Cleveland, Brooklyn: Ridge to US-42	5272	Reconstruction	5,700	4,560	1,140	-
	North Road	Parma Heights: SCL to NCL	19539	Resurfacing	875	-	875	-
	SOM Center Road	Mayfield: Wilson Mills to NCL	20334	Widening	13,000	10,400	2,600	-
	State Route 10	North Olmsted: WCL to SR-17	19538	Resurfacing	1,280	-	1,280	-
	State Route 10	Fairview Park: WCL to ECL	22506	Resurfacing	1,031	-	1,031	-
	State Route 237	Lakewood: Riverside Drive to Clifton	21759	Resurfacing	245	-	245	-
	State Route 82	Strongsville: County Line to SR-237	7848	Widening, reconstruction	7,085	-	7,085	-
	State Route 91	Solon: SR-43 to North of US-422	21764	Resurfacing	450	-	450	-
	State Route 91	Mayfield: SCL to Wilson Mills Road	21765	Resurfacing	160	-	160	-
	U.S. Route 6	Bay Village: Bradley to Long Beach	25344	Resurfacing	218	-	218	-
	U.S. Route 6	Cleveland: Lake Road to Main Avenue	19532	Resurfacing	2,100	1,680	420	-
	West 140th Street	Cleveland: Puritas to Lakewood Hts	11937	Resurfacing	2,000	1,600	400	-
		Subtotal Roads			\$ 56,986	\$ 37,294	\$ 19,692	\$ -
Bridges	Bagley Road	Berea: West of Lindberg over CSX	21273	New bridge	\$ 16,250	\$ 13,000	\$ 3,250	\$ -
	D12-BH-FY2004 FIBER	Various routes & sections	75221	Bridge repair, fiber wrap	180	-	180	-
	Denison Avenue	Cleveland: Over NS	7001	Bridge rehabilitation	5,020	4,016	1,004	-
	Interstate 271	Various routes & sections	75204	Bridge repair, epoxy seal	250	-	250	-
	Interstate 77	18 Bridges: Various routes & sections	24171	Bridge repair, fiber wrap	160	-	160	-

**OHIO DEPARTMENT OF TRANSPORTATION
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	PROJECT NAME	LOCATION	PID #	ACTIVITY	TL COST	Source of Funds		
						FEDERAL	STATE	LOCAL
	Interstate 77	Cuyahoga Hts, Cleveland: Grant & F	13564	Bridge replacement, lengthen	9,800	8,820	980	-
	Interstate 90	36 Bridges: Various routes & section	24169	Bridge repair, deck sealing	464	-	464	-
	Interstate 90	Euclid, Wickliffe: SR-2 to West of SR	19673	Add Lane, decks	16,815	13,452	3,363	-
	Lee Road	Walton Hills, Oakwood: Over NS sou	11527	Deck replacement, widening	3,400	2,720	680	-
	Ridge Road	Cleveland: Over GCRTA at Columbu	11528	Bridge rehabilitation, superstructur	2,707	2,166	541	-
	Subtotal Bridges				\$ 55,046	\$ 44,174	\$ 10,872	\$ -
TOTAL ODOT CONTRACTS LET IN 2003					\$ 112,032	\$ 81,468	\$ 30,564	\$ -

Source: ODOT list of Projects Sold 1/1/03 through 12/31/03

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2003 Contracts Let for Capital Projects
(\$ in Thousands)

TYPE	PROJECT AND ACTIVITY	TOTAL COST	Source of Funds		
			FEDERAL	STATE/ LOCAL	
Bus	3 Lifts for Woodhill Garage	\$ 37	\$ 30	\$ 7	
	4 Drive-on Platforms	95	76	19	
	CNG Dispenser	76	0	76	
	Drake/Howe Bus Loop Paving	54	0	54	
	East 55th Street Substation Building	30	24	6	
	Lakewood Bus Loop	243	194	49	
	Low Mileage 451 Coaches (Commuter)	987	790	197	
	Modify Contract 2003-030/4 Drive-on Platform Lifts	60	48	12	
	Community Circulator Buses	4,000	3,200	800	
	North Olmsted Garage	127	0	127	
	Subtotal Buses	\$ 5,709	\$ 4,361	\$ 1,347	
Rail	10 Line Breakers	\$ 94	\$ 75	\$ 19	
	10 Track Switch Heaters	70	-	70	
	8 Main Controller Groups	778	622	156	
	Brookpark Shop Rail Pit Cover	42	34	8	
	Brookpark Shop Site Work	63	50	13	
	Drexmore/S. Woodland	85	-	85	
	Final Design: East Side Transit Center	564	451	113	
	Four Wheel Drive Backhoe	50	40	10	
	Gradall	260	208	52	
	Heavy/Light Rail Wheel Rail Interface	194	155	39	
	Pre-Wired Central Instrument House	1,254	1,003	251	
	Shaker Heights Traffic Signal Upgrade	720	576	144	
	Tie Plate Sets	1,296	1,037	259	
	Triskett Garage: Project & Construction Services	795	636	159	
	Subtotal Rail	\$ 6,265	\$ 4,888	\$ 1,377	

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
2003 Contracts Let for Capital Projects
(\$ in Thousands)

TYPE	PROJECT AND ACTIVITY	TOTAL COST	Source of Funds	
			FEDERAL	STATE/ LOCAL
Systemwide	2 Utility Vehicles and 2 Passenger Mini-Vans	\$ 53	\$ -	\$ 53
	4 Police Vehicles	82	0	82
	6 Utility Vehicles and 2 Passenger Mini-Vans	161	0	161
	8 Mid-Size Autos, Cab, Pick-Up Truck, 5 Crew Cab Pick-Up Trucks, 8 Regular Cargo Vans, 5 M	526	0	526
Subtotal Systemwide		\$ 822	\$ -	\$ 822
Bus Rapid Transit (BRT)	ECTP: Construction Management	\$ 6,988	\$ 5,590	\$ 1,398
	ECTP: Final Design Change Order #2	684	547	137
Subtotal BRT		\$ 7,672	\$ 6,138	\$ 1,534
Total Non-Bridge or Road Projects		\$ 20,468	\$ 15,387	\$ 5,081
Bridges	Ambler Street Bridge	\$ 660	\$ 528	\$ 132
	Rehab of Transit Bridges	2	2	0
Subtotal Bridges		\$ 662	\$ 530	\$ 132
TOTAL GCRTA 2003 CONTRACTS LET		\$ 21,130	\$ 15,917	\$ 5,213

Source: GCRTA 2003 Listing of Capital Project Contracts Let

**CITY OF CLEVELAND
DIVISION OF WATER
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	LOCATION & ACTIVITY	TOTAL COST
Treatment Plant Improvements	Crown Water Treatment Plant: Repairing & Updating Residual Handling System	\$ 1,288
	PEP Phase II Design: Nottingham Flocculation/Sedimentation and Residuals Project	2,999
	PEP Phase II Design: Morgan Filter Rehabilitation Project	4,971
	PEP Phase II Design: Baldwin Rapid Mix/Flocculation & Sedimentation Project	5,198
	PEP Phase II Design: Nottingham Administration Building and Backwash Clarifiers Project	2,429
	Baldwin Water Treatment Plant: Chemical / Administration Building Project	31,227
	Crown Water Treatment Plant: Sludge Plant Dome Repair	100
	Subtotal Treatment Plant Improvements	\$ 48,212
Reservoirs, Water Towers, Pump Stations & Supply Mains	Cleaning and Cement Mortar Lining of Water Mains in Areas 2003-A	\$ 2,899
	Cleaning and Cement Mortar Lining of Water Mains in Areas 2003-B	2,588
	Replacing or Repairing West 111th St./West 114th St. 8" Water Main	580
	Water Tank Rehabilitation: Cycle D1	8,661
	Subtotal Reservoirs, Water Towers, Pump Stations and Supply Mains	\$ 14,729
TOTAL CONTRACTS LET FOR 2003		\$ 62,941

Source: City of Cleveland Division of Water Capital Improvement Contracts Awarded During 2003

* Contract Amendment

**NORTHEAST OHIO REGIONAL SEWER DISTRICT
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	LOCATION	PROJECT	TOTAL COST	FEDERAL SHARE	LOCAL SHARE	STATE LOANS*
Treatment Plant Improvements	Easterly	Aeration Tank Walkway Restoration	\$ 1,334		\$ 1,334	
	Southerly	Electrical Infrastructure Rehabilitation and Upgrade Study	1,589		1,589	
	Southerly	Gravity Belt Thickening Improvements: CA/RE	1,286		1,286	
	Southerly	Gravity Belt Thickening Improvements: Construction	5,992		5,992	
	Southerly	Traveling Bridges Recoating	498		498	
Subtotal Treatment Plant Improvements			\$ 10,700	\$ -	\$ 10,700	\$ -
Combined Sewer Overflow & Interceptor Rehabilitation	Big Creek Interceptor	BCI-3CR Utility Reconnections	\$ 22		\$ 22	
	Big Creek Interceptor	Pearl to Southerly Rehabilitations: Additional Design	396		396	
	Mill Creek Interceptor	Rehabilitation: Flooding Evaluation	27		27	
	Mill Creek Interceptor	North Branch Replacement: Additional CA/RE	108		108	
	Mill Creek Interceptor	North Branch Replacement: Additional CA/RE	151		151	
	Mill Creek CSO	Relief: East 77th Street: Additional CA/RE	124		124	
	Mill Creek CSO	Relief: East 77th Street: Additional CA/RE	86		86	
	Easterly District	Combined Interceptors Rehab: Service Agreement Contract: CA/RE	399		399	
	Easterly District CSO	Advanced Facilities Planning: Additional Design & Beulah Park Phase II Environmental Assessment	664		664	
	Easterly District CSO	Early Action Projects: Additional CA/RE	596		596	
	Southerly District CSO	Early Action Projects: Design	977		977	
	Westerly District CSO	Barberton Creek Underground Storage: Construction	751		751	
	CSO Floatables Netting Facilities	Phase II: CA/RE	254			254
	CSO Floatables Netting Facilities	Phase II: Netting Facilities and Ancillary Equipment	1,287		1,287	
	Westerly Interceptor	Lake Avenue Branch Relief: Design	596		596	
	Automated Regulators	Rehabilitation	257		257	
Subtotal Combined Sewer Overflow & Interceptor Rehabilitation			\$ 6,695	\$ -	\$ 6,441	\$ 254
Inter- Community Relief Sewers	Lee-Superior Road	ICRS Contract I: Additional CA	\$ 198		\$ 198	
	Bryden-Farnsleigh	Additional Design	302		302	
	S.O.M. Center Road	CA/RE & Construction	3,522			3,522
	Tuxedo	Improvement 230 ICRS: Additional Design & Construction	13,228			13,228
Subtotal Inter-Community Relief Sewers			\$ 17,249	\$ -	\$ 499	\$ 16,750
Other Projects	Easterly/Southerly/Westerly/EMSC	Power Failure Evaluation Project: Plant Automation: CA/RE, PA-3 PLC's and Ancillary Equipment, & Construction	\$ 9,528		\$ 9,528	
	Easterly/Southerly/Westerly	Skimmings Handling, Septage Unloading Improvements: CA/RE, Construction & THC/CO Extended Warranty Services	10,485		10,485	
	East 49th Street Storm Culver	Drainage Improvements: Design and CA/RI	376		376	

**NORTHEAST OHIO REGIONAL SEWER DISTRICT
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	LOCATION	PROJECT	TOTAL COST	FEDERAL SHARE	LOCAL SHARE	STATE LOANS*
	Systemwide	Materials Testing and Inspection Services Contracts	1,300		1,300	
	Systemwide	Materials Testing and Inspection Services Contracts	400		400	
	Systemwide	Materials Testing and Inspection Services Contracts	2,600		2,600	
	Systemwide	Materials Testing and Inspection Services Contracts	800		800	
	Systemwide	Materials Testing and Inspection Services Contracts	1,500		1,500	
	Systemwide	Easement and Property Acquisition	876		876	
	Systemwide	Net Project Change Orders	6,874		6,874	
Subtotal Other Projects			\$ 34,740	\$ -	\$ 34,740	\$ -
TOTAL NEORS D 2003 CONTRACTS LET			\$ 69,384	\$ -	\$ 52,380	\$ 17,004

Source: NEORS D's Capital Project Contracts 2003

* Projects funded by Ohio EPA's Water Pollution Control Loan Fund (WPCLF)

CUYAHOGA COUNTY SANITARY ENGINEER
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)

TYPE	PROJECT NAME	LOCATION	TOTAL COST	Source of Funds	
				LOCAL	COUNTY
Sewers	Construction of County Improvement No. 349B, Sanitary Sewer	Richmond Heights: Richmond Road	\$ 392	\$ 392	\$ -
	Emergency Sanitary Sewer Repair	Brooklyn: Ridge Road at Delbank	95	95	-
	Emergency Manhole Repair	Olmsted Township: Intersection of Old Usher Road and Usher Road	44	44	-
	Rehabilitation of Sanitary and Storm Sewers	Brooklyn Heights, Garfield Heights, Newburgh Heights, Middleburg Heights and Parma Heights	595	595	-
	Subtotal Sewers		\$ 1,125	\$ 1,125	\$ -
TOTAL CONTRACTS LET FOR 2003			\$ 1,125	\$ 1,125	\$ -

Source: Cuyahoga County Department of Development/Sanitary Engineering Division List of Contracts from January 1, 2003 through December 31, 2003

CITY CLEVELAND
DIVISION OF WATER POLLUTION CONTROL
2003 CONTRACTS LET FOR CAPITAL PROJECTS
(\$ in Thousands)

TYPE	PROJECT	TOTAL COST	Source of Funds		
			ISSUE 2	LOCAL	STATE
Sewer Repair & Replacement	Archmere Avenue from Pearl Road to West 45th Street: Sewer Replacement	\$ 274	\$ -	\$ 274	\$ -
	Broadview Road from Spring Road to Tampa Avenue: New Sewer Construction	561	-	561	-
	East 4th Street from Prospect Avenue to Euclid Avenue: Sewer Replacement	556	-	556	-
	East 71st Street from Harvard Avenue to Broadway: Sewer Rehabilitation, Replacement	1,895	-	1,895	-
	Larchwood Avenue from Rocky River Drive to West 161st Street: Sewer Replacement, Relining	683	-	683	-
	Rockwell Avenue from East 3rd Street to East 9th Street: Sewer Replacement	1,100	-	1,100	-
Subtotal Sewer Repair & Replacement		\$ 5,070	\$ -	\$ 5,070	\$ -
TOTAL DIVISION OF WATER POLLUTION CONTROL 2003 CONTRACTS LET		\$ 5,070	\$ -	\$ 5,070	\$ -

Source: City of Cleveland Division of Water Pollution Control List of Projects Bid in 2003

CLEVELAND-CUYAHOGA COUNTY PORT AUTHORITY
2003 CAPITAL CONTRACTS LET FOR CAPITAL PROJECTS
(Total \$)

TYPE	PROJECT NAME/DESCRIPTION	PROJECT LOCATION	TOTAL COST
Port Projects	Installation of a Mooring System: North End of Voinovich Park	North Coast Harbor	39,955
	Purchase and Installation: Various Warehouse Doors	Port Authority	25,189
	Repair Timber Docks: Various Port Authority Docks	Port Authority	17,500
Subtotal Port Projects			\$ 82,644
TOTAL CONTRACTS LET FOR 2003			\$ 82,644

Source: Cleveland - Cuyahoga County Port Authority Year 2003 Contracts Let for Capital Projects between January 1-December 31, 2003

**ISSUE 2
MUNICIPALITIES
2003 AWARDS FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	LOCATION & ACTIVITY	TOTAL COST
Roads	Berea: Front Street Improvements (SCIP)	\$ 2,000
	Brooklyn Heights: Tuxedo Avenue Rehabilitation (LTIP)	169
	Chagrin Falls Village: Chagrin Falls Commercial District Streets (SGP)	500
	Cleveland Heights: Euclid Heights Boulevard (SCIP)	263
	Garfield Heights: Broadway Upgrading - Phase I (LTIP)	622
	Lakewood: Belle Avenue Improvements (SCIP)	600
	Mayfield Village: Meadowood/Eastgate Improvements (SGP)	1,900
	Newburgh Heights Village: East 49th Street Resurfacing (SGP)	52
	North Royalton: York Road Rehabilitation (LTIP)	1,548
	Oakwood Village: Lamson Road Reconstruction (SGP)	225
	Pepper Pike: Brainard Road Relocation (SCIP/RLP)	1,123
	Warrensville Heights: Cranwood Parkway Reconstruction (LTIP)	382
	Subtotal Roads	\$ 9,384
Water	Brecksville: Fitzwater Waterline Improvements (SCIP/RLP)	\$ 1,026
	Moreland Hills Village: Bentleyville Road Watermain (SGP)	290
	North Royalton: Bunker/Ridgedale Waterline (SCIP)	436
	Rocky River: Orchard Park/Bates Waterline (SCIP)	302
	Walton Hills Village: Dunham Road Watermain (SGP)	450
	Westlake: Hilliard Boulevard Watermain (SCIP/RLP)	1,918
	Subtotal Water	\$ 4,422

**ISSUE 2
MUNICIPALITIES
2003 AWARDS FOR CAPITAL PROJECTS
(\$ in Thousands)**

TYPE	LOCATION & ACTIVITY	TOTAL COST
Sewer	Berea: Prospect/West Sanitary Sewer (SCIP)	\$ 975
	Brook Park: Westside Sanitary Sewer (SCIP)	441
	Fairview Park: Wooster Road Sewer (SCIP)	423
	Mayfield Village: Upper 40 Stormwater Rehabilitation - Phase 3	1,160
	Oakwood Village: Richmond Road Sanitary (SGP)	206
	Richmond Heights: Cary-Jay/Dumbarton Sanitary Sewer	294
	Richmond Heights: Richmond Road Sanitary Sewer (SCIP/RLP)	630
	Subtotal Sewers	\$ 4,129
TOTAL MUNICIPAL ISSUE 2 CONTRACTS LET FOR 2003		\$17,935

Source: Cuyahoga County Planning Commission, Program Year 2003 Awards,
Website (<http://planning.co.cuyahoga.oh.us/DOPWIC/00awards.htm>)

NOTE: SCIP-State Capital Improvements Program; LTIP-Local Transportation Improvement Program;
RLP-Revolving Loan Program; SGP-Small Government Projects.