

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2005 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

**Section 5307 Capital and Congestion, Mitigation and Air Quality**

Bus Improvement Program - GCRTA's 2005 Bus Improvement Program (BIP) calls for 47 replacement vehicles for the GCRTA's fixed route bus service and 11 replacement vehicles for loop bus service.

As of December 2004, GCRTA's fixed route fleet totaled 650 buses, with an average age of 5.4 years. These include regular diesel and compressed natural gas powered standard 40-foot coaches, 40-foot low floor coaches, 40-foot park-n-ride suburban coaches, and 29-foot community circulator buses. To date, 100 percent of GCRTA's fleet of buses is compliant with the Americans with Disabilities Act (ADA).

Passenger Enhancements - To improve public perception of the transit system and stimulate ridership, GCRTA is seeking a strategy to up-grade the quality of the waiting experience at a number of the more than 8,500 bus and rail stops across RTA's service area.

This project will include continuation of the program for passenger shelters, in addition to the program to enhance GCRTA bus stop areas.

North Olmsted Park-n-Ride Lot – This Park-n-Ride lot is located on Great Northern Blvd. near the I-480 on ramp in the City of North Olmsted. Completed in 2002, this Park-n-Ride is the newest addition to RTA's park-n-ride lot network. The lot presently serves 300 commuters. Its utilization rate is over 100% on most weekdays. The expansion program requires the purchase of an additional 2 acres of land, design and construction. The expansion will add approximately 150 cars to the capacity of this lot.

**Section 5309 Rail Formula**

Brookpark Tower to Airport Track (Signals) - This project will replace crossovers in the tunnel with crossovers outside of the tunnel and to have corresponding changes to the signal system to support the new alignment.

The work may include a modified housing for a new signal equipment at Brookpark Tower, new cable to part of the Brookpark Interlocking plan, new signals, new express cables to Airport, all new track circuits; car cab signal modifications, and revisions to the Consolidated Train Dispatching System related to this projects modifications.

E. 120<sup>th</sup> Substation Replacement - This project will involve the construction of a new substation including transformers and switchgear at the E. 120<sup>th</sup> Street site to replace the existing antiquated, underpowered station. This project will eliminate current power shortages at the corresponding rail serviced by the existing substation due to insufficient power supply. Funds are programmed for the design phase.

Signaling of Moreland Pocket Track - This project supports the installation of accessed operator actuated wayside pushbuttons controlling routes in and out of the power track. It allows for better utilization of equipment and manpower to allow turn back of off-hour service.

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Tokyu Interior Modification - This project is the design and in-house implementation of a new interior color/material scheme for the Tokyu Heavy Rail Vehicle fleet to improve the aesthetics of these vehicles. A new color scheme would add a fresh look to the HRV fleet and have a positive impact on the riding public.

LRV Spare Parts - This project will consist of multiple purchases of spare parts for both the Breda LRV and Tokyu HRV fleets. The following parts will be procured: TU, TH, and Tb modies for the LRV; batteries for both fleets; coupler head electric portions for the HRV fleet; LRV Linebreakers; HRV resistor banks; pantographs for LRV and HRV fleets; control boxes (GRS, rotary switch, A/C circuit breaker, Air Mag valve, etc.); HRV and LRV master controllers; LRV and HRV destination signs.

University Circle Design - The funds will be used to design a new station at University-Cedar. The station is ADA compliant, however, has reached the end of its useful life. This project will design a replacement station that meets the needs of the RTA passengers and the local community. The design effort will take 18 months to complete. RTA will work with University Circle Incorporated, Case, and the City of Cleveland to maximize the access and efficiency of the station with the roadway configuration and the local adopted development plans.

Capital Maintenance (Project specific) - Track Rehabilitation Overhaul - rail preventive maintenance activities, including inventory materials and supplies, mechanic labor, track overhaul and rail profile grinding. The track overhaul program focuses on maintaining the rail track right-of-way. Van Aken Roadway - Van Aken Station Roadway Improvement will include modification of the westbound bus pullout and construction of a new eastbound bus pullout in former LRV area.

**Section 5309 Bus Discretionary State Earmark**

East Side Transit Center - This project will support construction of the East Side Transit Center. The center, to be located east of Downtown Cleveland, in the general area of Cleveland State University (CSU), will serve CSU, the Convocation Center, and other important destinations in the area.

The East Side Transit Center is presently undergoing the NEPA process. The project schedule describes the environmental process to be concluded in the second quarter of 2005. Meanwhile conceptual and preliminary design for the center is underway and will be completed in 2005. Funds are requested for the construction phase. The construction of the center will eliminate the need for on-street bus layovers and will provide a more efficient, comfortable and effective connection for customers. A network of transit services including the Euclid Corridor Transportation Project's Bus Rapid Transit, regular bus and regional services, will be vital to transit users with the interfacing of multiple transportation routes and modes.

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Paratransit Improvement Program (Senior Center Brooklyn) - This project involves modification of the Brooklyn facility to house the Paratransit operating district for community responsive transportation services, including Cuyahoga County's Senior Call Center. Modifications to the Brooklyn Facility will include building modifications, addition of a gasoline fueling system utilizing some of the existing diesel tanks and piping, lift modifications, including additional units, and office changes including a Paratransit dispatching room. Components of this work will include bus maintenance facility and equipment upgrades with appropriate HVAC systems for exhaust, heavy duty lifts, gasoline and diesel fueling with piping and fluid dispensing systems, bus washing, modifications to the electrical systems, store room changes, franchise tire areas, and revenue work areas. Site work will involve review and revisions to traffic flow, parking and site security. The locally funded design effort is currently underway.

**Section 5309 New Start Earmark**

Euclid Corridor Transportation Project - The Euclid Corridor Transportation Project (ECTP) is a 9.4 - mile Bus Rapid Transit (BRT) system. The Project is comprised of two major elements - the 7.1-mile Euclid Avenue Bus Rapid Transit element, and the 2.3-mile downtown Transit Zone element. The Euclid Avenue BRT will run along Euclid Avenue from Public Square in downtown Cleveland to the Stokes-Windermere Rapid Transit Station in East Cleveland. Convenient connections to and from the BRT can be made with GCRTA's other rapid transit lines (Red, Blue and Green) and a number of GCRTA's bus lines. The Full Funding Grant Agreement for ECTP was fully executed on October 27, 2004. Funds are requested for land acquisition and construction.

**Operating Projects**

GCRTA's Capital and Operating Budget includes intergovernmental grants and reimbursed expenditures in support of reduced fares for seniors and persons with disabilities, access to jobs and capitalized maintenance.

Elderly and Disabled Fare Assistance - Funds are programmed in support of GCRTA's reduced fare program for this population. The Ohio Department of Transportation provides funding under the Elderly and Disabled Fare Assistance program to transit systems that offer reduced fares for the elderly and people with disabilities by replacing a portion of the revenue lost due to reducing the fares for this population.

Capitalized Maintenance - Funds are programmed in support of GCRTA is preventive maintenance activities. The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) amended the definition of a capital project, for all FTA grant programs, to include the cost of "preventive maintenance" as an eligible capital cost. Thus, the Federal share for preventive maintenance is 80 percent of net project cost. FTA defines preventive maintenance as all maintenance. Funds are programmed for inventory materials, supplies and maintenance service and support for GCRTA operations.

The Cleveland Urbanized Area's Job Access Program helps individuals become economically self-sufficient by overcoming transportation-related barriers to employment. The program's transportation component includes (1) van service that carries workers to jobs in locations and/or at times that are not served by regular public transit, and (2) new GCRTA bus services that were developed to replace van services with especially high ridership. The transportation

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component provided over 160,000 passenger rides in 2004. The program's information and referral component consists of mobility specialist who assist clients requiring transportation to jobs, training, or job interviews; work closely with numerous county employees on all aspects of clients' transition from welfare to work; and place clients in program-funded transportation service or, more frequently, on regular GCRTA service not funded by the Job Access program. This program component provided an estimated 170,000 passenger rides in 2004.