

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2008 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

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

Bus Improvement Program - GCRTA's 2008 Bus Improvement Program (BIP) calls for 8 replacement vehicles for the GCRTA's circulator bus service. Community Circulators provide neighborhood services throughout the City and the suburbs, including transfers to mainline bus and rail services. At the end of the 3<sup>rd</sup> Quarter of 2007, the Authority had an active fleet of 662 fixed route buses with a peak vehicle requirement of 545 buses. The average age of the fixed route fleet was 6.2 years old. To date, 100 percent of GCRTA's fleet of buses is compliant with the Americans with Disabilities Act (ADA).

Transit Waiting Environment - This project represents GCRTA's annual enhancement project. In 2007, GCRTA contracted with a consultant to develop the Transit Waiting Environments (TWE) Program. Funding programmed in 2008 will be used to implement a recommended TWE project at an existing GCRTA bus stop/shelter.

Fare Collection System – This project replaces fare collection equipment that is obsolete and costly to maintain. GCRTA will replace nearly 800 fareboxes and introduce a proof-of-payment system on the Heavy Rail (Red Line) and BRT (Silver Line). Ticket vending machines and vending kiosks will also be purchased. This project is currently underway. As approved by FTA, funds are programmed in 2008 for the project financing reimbursement.

Preventive Maintenance – Preventive maintenance activities will include the purchase of inventory materials and supplies as well as capitalized maintenance expenses (including mechanic labor) for both bus and rail operations.

Security Upgrade - This project will involve security enhancements to assist in development of capabilities to prevent, detect and respond to terrorist attacks.

**Section 5309 Rail Formula**

Puritas Rail Station Rehabilitation - The Puritas/W. 150th Station is on the Red Line and serves the City of Cleveland and surrounding suburbs. This station is located north of Puritas Boulevard and west of W. 150th Street adjacent to the I-71 Interchange. Constructed in 1968, the station building has not been renovated. The station is in need of major improvements to address accessibility and functional deficiencies. The platform upgrade is complete and preliminary design for the station has been approved. Design will be completed in 2008. Funds have been programmed in 2008 in support of the construction phase.

Lee/Van Aken Station Rehab. Design - This project will include design services for station rehabilitation, including ADA accessibility. Station platforms are located below road grade level and an elevator will be required to achieve access. Possible lighting improvements, detectable warning strips, improvements to the path between platforms, and signage improvements will also be required. Funds are programmed in 2008 in support of the final design effort. This project is currently programmed in the 2008-2011 STIP.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2008 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

West Park Substation Replacement - This project will involve the construction of a new substation including transformers and switchgear at the West Park site to replace the existing antiquated, underpowered station. This project will eliminate current power shortages at the corresponding rail areas serviced by the existing substation due to insufficient power supply. Funds are programmed in 2008 for the construction phase.

Train Dispatch Upgrade – The consolidated train dispatch computer host and workstation hardware have reached the end of their life and must be replaced. The new computer will have the master programs ported over into the Linux system and appropriate drivers added to support existing functions. Funds are programmed in 2008 to supplement existing funding for the purchase and installation phase.

Track Bridge Rehabilitation - This project involves the rehabilitation of four track bridges, Delmont, Hower, Auburndale, and Lakeview. These bridges are located in the City of East Cleveland. Design of the rehabilitation effort is complete. Funds are programmed in 2008 for the construction phase.

Rail Vehicle Overhaul - LRV (10) - This project is underway and involves the overhaul of all major systems on the vehicle, including the car body, trucks, propulsion, electrical, braking, coupler, door and HVAC. Each vehicle is disassembled, inspected and completely rebuilt to its original performance and design specifications. GCRTA operates a total of 48 light rail cars.

Preventive Maintenance – Preventive maintenance activities will include the purchase of inventory materials and supplies as well as capitalized maintenance expenses (including mechanic labor), rail profile grinding, boilers, escalator and roadway improvements. This project is programmed in the 2008-2011 STIP.

**Section 5309 Bus Discretionary**

Prospect & E. 21<sup>st</sup> Street Intermodal Facility (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 Prospect & E. 21<sup>st</sup> Street Intermodal Facility (East Side Transit Center) is presently undergoing design. 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. GCRTA is currently working with CSU on the development of this transit center. Design is underway. Earmark funds are programmed in 2008 in support of the construction phase.

Bus Improvement Program - GCRTA's 2008 Bus Improvement Program (BIP) calls for 8 replacement vehicles for the GCRTA's circulator bus service. GCRTA has revised the fixed route vehicle replacement program to extend the replacement cycle to 14 years. Earmark funds are programmed in 2008 to support the fixed route vehicles replacement program.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2008 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

At the end of the 3<sup>rd</sup> Quarter of 2007, the Authority had an active fleet of 662 fixed route buses with a peak vehicle requirement of 545 buses. The average age of the fixed route fleet was 6.2 years old. To date, 100 percent of GCRTA's fleet of buses is compliant with the Americans with Disabilities Act (ADA).

Fare Collection System – This project will provide for supplemental fare collection equipment, including bill counters, needed in support of GCRTA new fare collection system. Earmark funds will be used for purchase and installation of new equipment.

Cleveland Museum of Art Intermodal Facility (East Side) - The Cleveland Museum of Art is constructing an Intermodal Facility as part of its master plan expansion program. The project is basically an expansion of an existing parking garage to create additional capacity and provide more multimodal access opportunities. The construction will increase the capacity of on-site parking from 499 to 632 while eliminating surface parking spaces returning them to an active green space area.

The design of the Intermodal Facility features a waiting pavilion for pedestrians, bicyclists, and transit patrons. The Intermodal Facility's entrance will provide drop-off for circulator and paratransit vehicles. Federal earmark funds will be used for a portion of the construction of the garage. Private funds will be used for design and construction management.

This Intermodal Facility is centrally located in a dense web of transit lines including several bus lines, GCRTA's Red Line, Circle Link, and the GCRTA Silverline (Euclid Corridor Transportation Project – Bus Rapid Transit, now under construction). This facility will thus link local transportation with main line bus, rapid transit and rail services. Earmark funds are programmed in 2008 to support the construction phase.

University Hospital Intermodal Facility - The Intermodal Facility for University Hospitals will enhance and expand transportation services for employees and visitors to the University Hospital Complex. This center is part of a renovation/expansion plan for emergency room services.

The intermodal center will be located in the vicinity of Cornell and Euclid. This location provides outstanding intermodal accessibility to GCRTA's Silverline (Euclid Corridor Transportation Project - Bus Rapid Transit Station), two Red Line Rapid Transit stations and several local bus stops. It will also feature bike racks for cyclists. The facility will also include parking spaces for patrons using cars. The intermodal facility will provide an attractive convenient waiting area for transit and non-transit users fostering a unique environment that promotes intermodalism. Earmark funds are programmed in 2008 to support the construction phase.

Cleveland Clinic Intermodal Facility - This project involves a multipurpose Intermodal Facility is being constructed on the site of a former parking lot across from the new Heart Center, on the northeast corner of Euclid Avenue and East 93<sup>rd</sup>. Relevant features of this facility include over 400,000 square feet of parking space; 130,000 square feet of office space to house administrative and research personnel; entrance and egress points for vehicles.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2008 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

Near the building will be the necessary bus stations constructed to handle the traffic associated with both visitors and employees. Currently two GCRTA bus lines service this area, with 372 stops occurring at this intersection or neighboring ones in each 24-hour period. While this currently represents a tremendous amount of rider traffic, this number is expected to grow when the Euclid Corridor Transportation Project is completed. Earmark funds are programmed in 2008 for the construction phase.

Senior Transportation Connection Program – The Program is a hybrid of transit and human service transportation, and is the most progressive and innovative coordination model undertaken by any urban metropolitan area. Using the best available technology and best practices, the Senior Transportation Connection Program will provide a higher level of service at significantly reduced costs. This will be accomplished by integrating services by creating unique collaborative between the STC, the Greater Cleveland Transit Authority (GCRTA) and local service providers. Funds are programmed for replacement vehicles and leasing of the Brooklyn facility in anticipation of an earmark included in the Senate recommendation.

**Congestion, Mitigation and Air Quality**

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.

NOACA -controlled CMAQ funds will be used for Euclid Corridor Transportation Project Contract CO4 - Euclid Avenue/E. 79th Street to City of Cleveland Eastern Limit (two segments) and Contract C05A - The C-05A Stations and Shelters package includes various structure types for curbside and median station assemblies for all segments of the project including the transit zone and along Euclid Avenue in Cleveland and East Cleveland. The contract includes fabrication and installation of the station buildings, static and variable message signage, interior lighting, and passenger waiting amenities.

**Section 5316 Job Access and Reverse Commute Program**

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 provide access to jobs. 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. As of the new transportation law,

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2008 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

SAFETEA LU, this is now a formula program. The Northeast Ohio Areawide Coordinating Agency is the designated recipient of these funds for the Cleveland Urbanized Area and will coordinate the planning efforts and manage the competitive application process. GCRTA will compete for these funds.

**Section 5317 New Freedom Program**

The New Freedom Program was established in SAFETEA-LU. The program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. The Northeast Ohio Areawide Coordinating Agency is the designated recipient of these funds for the Cleveland Urbanized Area and will coordinate the planning efforts and manage the competitive application process. GCRTA will compete for these funds.

**Operating Projects**

GCRTA's 2008 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.