

E May

From: E May
Sent: Monday, December 19, 2005 5:16 PM
To: 'Seth Budge (E-mail)'
Cc: 'Dave Moore (E-mail)'; 'David Werner (E-mail)'; 'Gerry Foster (E-mail)'; 'Jane Smelser (E-mail)'; 'Libby Rushley (E-mail)'; J Hosek
Subject: GCRTA Technical Transit TIP Amendment

Seth:

Below is another amendment to GCRTA's program in the SFY 2006 - 2009 TIP as requested by GCRTA. This amendment involves ODOT-controlled CMAQ (S/CMAQ) funds. Please incorporate this technical amendment into the January STIP amendment as well as Ellis project management system as appropriate.

The following GCRTA sponsored project, involves ODOT-controlled CMAQ funds:

EUCLID CORRIDOR TRANSPORTATION PROJECT (ECTP) - This TIP amendment provides for ODOT-controlled CMAQ funds (\$960,000) in support of Real Estate Demolition for ECTP Contract CO3, Euclid Avenue/Innerbelt to E. 79th Street and Real Estate Acquisition for ECTP CO4, Euclid Avenue/E. 79th to City Limit Line as outlined in the Full Funding Grant Budgets. These CMAQ funds were programmed in the 2005-2008 TIP; however, they were not carried over into the 2006-2009 TIP.

Below is a more detailed explanation of the amendment and a TIP transit amendment sheet portraying the above project in the proper year.



ECTP TIP
Amendment Description



GCRTA SFY 2006
AMENDMENT - 121..

Please contact me if you have any questions.

Thanks,
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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
ECTP TIP TECHNICAL AMENDMENT
PROJECT DESCRIPTION**

Section 5307 Congestion Mitigation & Air Quality Program (ODOT controlled)

Euclid Corridor Transportation Project (ECTP) – This TIP amendment provides for ODOT-controlled CMAQ funds (\$960,000) in support of Real Estate Demolition for ECTP Contract CO3, Euclid Avenue/Innerbelt to E. 79th Street and Real Estate Acquisition for ECTP CO4, Euclid Avenue/E. 79th to City Limit Line as outlined in the Full Funding Grant Budgets. These CMAQ funds were programmed in the 2005-2008 TIP; however, they were not carried over into the 2006-2009 TIP.

ECTP consists of the design and construction of a Bus Rapid Transit (BRT) System from Public Square in downtown Cleveland to the City of East Cleveland, Ohio. The project is approximately 9.4 miles in length and is comprised of two major elements—the Euclid Avenue Bus Rapid Transit (BRT) element and the downtown Transit Zone BRT element.

The ECTP BRT element is 7.1 miles with 36 stations on Euclid Avenue between Cleveland's Public Square and East Cleveland's Stokes-Windermere Rapid Transit Station. It connects the Cleveland Central Business District to Playhouse Square, Cleveland State University, Cleveland Clinic, University Circle, Case Western Reserve University, University Hospitals, and the Stokes-Windermere Rapid Transit Station in the City of East Cleveland.

From Public Square to East 17th Street there will be exclusive transit lanes for the ECTP vehicles only, with 7 American with Disabilities Act (ADA) compliant stations. From East 17th Street to 107th Street there will be 15 ADA compliant stations with exclusive transit lanes. From East 107th Street to the Stokes-Windermere Station the BRT will be curbside operation in mixed traffic lanes with 14 curbside stations. Each of the median stations will include level boarding and off board fare collection. Traffic signal prioritization is an integral component of this BRT project.

The Downtown Transit Zone BRT element is comprised of the rehabilitation of 2.3 miles of roadways between Public Square and Cleveland State University, including the creation of approximately one mile of 24-hour exclusive bus lanes on Superior Avenue, and 0.7 miles of peak hour exclusive bus lanes on St. Clair Avenue.

The scope of the project also includes the procurement of 20 articulated low-floor vehicles with three doors on the right hand side and two doors on the left hand side to accommodate boarding needs. The vehicles will be fully ADA accessible and will seat approximately 46 passengers, and utilize diesel/electric technology to provide electric power for propulsion and operations. One vehicle will be procured for testing and training.

Other scope elements include: right-of-way acquisition, utility adjustments and relocations, traffic signals, communications and lighting, modifications to the existing Hayden Garage and Central Bus facilities, public art, environmental mitigation and start-up and testing prior to revenue service.

The revenue operations date for the project is December 31, 2008.

12/19/2005

NOACA SFY 2006 -2009 TIP
 Transit Technical Amendment
Greater Cleveland Regional Transit Authority (GCRTA)

MPO Name	Transit System Name	FTA ALI Code	Project Description	PID NO.	Qty.	Expansion or Replacement	Accessible	Air Quality	Type	SFY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost
NOACA	GCRTA	13.75.91	Euclid Corridor CO3, Euclid Avenue/Innerbel to E. 79th Street and CO4, Euclid Avenue/E. 79th to City Limit Line	77090				Non-Exempt	Capital	2006	Yes	\$960,000	S/CMAQ			\$240,000	Other - RTA Development Fund	\$1,200,000