

**RESOLUTION NO. 2009-013
(2009 UPDATE OF CONNECTIONS 2030
WITH AMENDMENT OF OPPORTUNITY CORRIDOR)**

**RESOLUTION OF THE GOVERNING BOARD
OF THE
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

WHEREAS, the Northeast Ohio Areawide Coordinating Agency (NOACA) is the Metropolitan Planning Organization (MPO) for the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina; and

WHEREAS, the Congress of the United States, through law has determined that an MPO must develop a long range transportation plan (LRTP); and

WHEREAS, the U.S. Department of Transportation (USDOT), through regulation, requires an LRTP update according to an agreed upon schedule; and

WHEREAS, the development of this Plan must meet numerous federal and state requirements in order to ensure continued access to federal financing for transportation projects; and

WHEREAS, *Connections 2030: A Framework for the 2030 Transportation System* was adopted in June 2005; and

WHEREAS, the requirements mentioned previously require its update by June 2009; and

WHEREAS, staff has updated *Connections 2030* to be consistent with current planning requirements, and in response to Board, Committee, local and state government, and public involvement inputs; and

WHEREAS, Ohio has asked NOACA to move the Opportunity Corridor project in the City of Cleveland from the illustrative list of projects to the fiscally constrained plan so that said project can access American Recovery and Reinvestment Act (ARRA) funds awarded to it in the State's ARRA selection process; and

WHEREAS, NOACA would like to express its concern that it did not have a role in selecting the state-controlled ARRA projects for the region; and

WHEREAS, NOACA has amended the fiscally constrained portion of *Connections 2030* with the Opportunity Corridor project in the City of Cleveland per the State's request; and

WHEREAS, NOACA is explicitly incorporating climate change language in its long range transportation plan for the first time with this amendment; and

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WHEREAS, the 2009 Update of *Connections 2030* meets the transportation conformity requirements as demonstrated in the attached tables; and

WHEREAS, the 2009 Update of *Connections 2030* has had sufficient public involvement in accordance with the Board's Public Interaction Policy; and

WHEREAS, NOACA will continue to accept and respond to public involvement comments on the Opportunity Corridor amendment until June 11, 2009 and will inform the Board of any comments received pursuant to it; and

WHEREAS, the NOACA Transportation Advisory Committee (TAC) has reviewed the 2009 Update of *Connections 2030* and recommends its adoption as the region's current long range transportation plan.

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Northeast Ohio Areawide Coordinating Agency, consisting of thirty-eight principal elected and other officials of general purpose local government throughout and within the Counties of Cuyahoga, Geauga, Lake, Lorain, and Medina, that:

Section 1: The 2009 Update of *Connections 2030* is approved.

Section 2: The Transportation Air Quality Conformity analysis for the update is approved.

Section 3: The Executive Director is hereby authorized to transmit a certified copy of this resolution to appropriate Federal, State and local agencies.

Certified to be a true copy of a Resolution of the Governing Board of the Northeast Ohio Areawide Coordinating Agency adopted this 8th day of May 2009.

Secretary: Steph O. Hardy

Date Signed: 5/8/09

1-Hour Ozone Conformity Test Results

Ozone Precursor Emissions

HYDROCARBON EMISSIONS (TONS/DAY)

	Budget	2012	2020	2030
NOACA		24.65	17.11	15.13
AMATS		9.32	5.93	5.78
Ashtabula		2.58	1.92	1.65
TOTAL	92.70	36.55	24.96	22.56

NO_x EMISSIONS (TONS/DAY)

	Budget	2012	2020	2030
NOACA		50.69	23.21	13.43
AMATS		25.32	10.13	6.88
Ashtabula		4.14	1.81	1.55
TOTAL	104.40	80.15	35.15	22.90

8-Hour Ozone Conformity Test Results

Ozone Precursor Emissions

HYDROCARBON EMISSIONS (TONS/DAY)

	Budget	2012	Budget	2020	2030
NOACA		23.72		16.59	14.73
AMATS		12.42		7.37	7.06
Ashtabula		2.49		1.69	1.63
TOTAL	46.64	38.63	31.48	25.65	23.42

NO_x EMISSIONS (TONS/DAY)

	2012		2020		
	Budget	2012	Budget	2020	2030
NOACA		50.48		23.10	13.32
AMATS		25.22		10.06	6.81
Ashtabula		4.12		2.01	1.55
TOTAL	95.89	79.82	42.75	35.17	21.68

Fine Particulate Matter Conformity Test Results

PM_{2.5} Direct and Precursor Emissions

PM_{2.5} EMISSIONS (TONS/YEAR)				
	2002	2010	2020	2030
NOACA		523.10	327.44	282.26
AMATS		212.21	131.76	132.13
Ashtabula Twp.		2.56	1.24	1.24
TOTAL	1,317.02	737.87	460.44	415.63

NO_x EMISSIONS (TONS/YEAR)				
	2002	2010	2020	2030
NOACA TOTAL		26,780.85	8,933.19	4,888.55
AMATS		11,463.37	3,445.60	2,246.90
Ashtabula Twp.		130.67	49.38	37.28
TOTAL	77,458.98	38,374.89	12,428.17	7172.73

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Governing Board Members

FROM: Howard R. Maier, Executive Director

DATE: April 29, 2009

RE: **Resolution No. 2009-013: 2009 Update of *Connections 2030* Including Amendment of Opportunity Corridor Project**

Background

Federal law requires that NOACA's Long Range Transportation Plan (LRTP) must be updated at this time due to an agreed upon schedule. That is, to remain eligible to receive federal transportation dollars, NOACA must submit a minor update to its LRTP this spring.

Connections 2030, NOACA's LRTP, was last updated in 2007 to make it consistent with the planning requirements of SAFETEA-LU. The revised document will bring NOACA's transportation planning efforts up to date. Due to ongoing fiscal uncertainties, no additional projects are proposed to be added to the Plan. As explained below, this update does include the addition of language about climate change and the movement of Opportunity Corridor from the illustrative list of projects to the fiscally constrained transportation plan.

With a new transportation law scheduled for October 2009, the next Plan update in 2013 will be a major undertaking. It should also be noted that the Plan can be amended in the interim to include additional policy changes or agreed-upon projects that come from the planning process.

Climate Change Discussion

I have had discussions with a number of Board members and staff regarding NOACA adding climate change language to this update. Several public involvement comments have suggested a similar inclusion. NOACA staff believes that existing planning goals already capture most aspects of transportation related climate change concerns. The document, however, does not state this explicitly. The Transportation Advisory Committee (TAC) was provided with a draft language revision for Goal 2 from *Connections 2030* which incorporated climate change at its April meeting. The TAC recommended that the explanation portion of that revision be augmented with additional detail about NOACA's next steps on this issue. It recommended that the amended language be approved by the Governing Board as part of the 2009 Update of *Connections 2030*. The following language reflects these recommendations.

Goal 2 is recommended to read:

Enhance the natural environment and ecology of the region by improving air, land and water quality, conserving transportation energy, **addressing climate change**, and by identifying and preserving existing critical natural resources and environmentally sensitive areas.

The explanation for Goal 2 will be expanded to include:

There is a growing scientific consensus that climate change is a real phenomenon that will have consequences for humankind and the environment. There is also a growing belief that greenhouse gas emissions from the transportation sector are playing a significant role in contributing to climate change. It is likely that MPOs will be asked to consider climate change by future transportation planning regulations. NOACA's efforts to preserve and maintain existing infrastructure, reduce congestion, promote alternative modes of transportation, and support clean vehicle technologies already actively contribute to the reduction of greenhouse gas emissions in the region. NOACA has chosen to update this goal to specifically reflect climate change, however.

NOACA considers this to be the initiation of an effort to develop a transportation related climate change policy for the region that can expand upon its existing emission reduction efforts. In cooperation with NOACA's Governing Board and its committees, staff will identify strategies for reducing the region's transportation related greenhouse gas emissions and incorporate the resulting strategies into the agency's project review, selection, and funding processes. These strategies could include:

- *Efforts to reduce total Vehicle Miles of Travel (VMT) in the region in order to reduce fuel consumption;*
- *Expanded efforts to reduce congestion in the region in order to reduce fuel consumption;*
- *Efforts to support expansion of alternative fuel choices and availability in the region;*
- *Efforts to increase the rate of conversion of public fleets to alternative fueling choices;*
- *Expanded efforts to promote employer support of alternative transportation choices for their employees;*
- *Tracking of the impacts of the above efforts on the region's transportation related carbon footprint.*

Opportunity Corridor

Opportunity Corridor, a proposed travel connection between the end of IR-490 and University Circle, was part of the illustrative list of projects in the 2005 version of *Connections 2030*. Recently, Ohio selected this project as a recipient of American Recovery and Reinvestment Act funding. Subsequent to that selection, the State asked NOACA to amend its fiscally constrained plan and TIP with this project. This request was made because in order for this project to access ARRA funds, it must be on the fiscally constrained long range transportation plan and TIP.

NOACA staff has undertaken the necessary steps to allow for its addition to the fiscally constrained plan and TIP. This included a financial analysis and an update of the conformity analysis for the 2009 Update of *Connections 2030*.

The April TAC recommended the amendment of the 2009 Update of *Connections 2030* with this project per the State's request. It also recommended that the resolution include language that expressed NOACA's concern that its input was not sought as part of the State's selection process for ARRA projects in this region. The attached resolution includes language reflecting the TAC's recommendation.

Several TAC members expressed concern about the potential for the Opportunity Corridor project to negatively impact transit usage. Staff analyzed the outputs from the travel demand model related to transit and determined that no significant impact to transit usage is predicted by the model as a result of Opportunity Corridor's construction.

Conclusion

Staff is seeking Governing Board approval of **Resolution No. 2009-013**, which adopts the 2009 Update of *Connections 2030* with the discussed amendments. This update will ensure that NOACA remains at the forefront of governmental agencies planning for the future of the region's infrastructure, economy and environment.