NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Transportation Subcommittee Members
    Khalid Bahhur, Commissioner of Airports, Cleveland Hopkins International Airport
    Ben Capelle, Representative of Transit Council
    Kenneth Carney, County Engineer, Lorain County
    Joe Cattell, County Engineer, Geauga County
    Phyllis Cleveland, Cleveland City Council, Ward 5
    Andrew Conrad, County Engineer, Medina County
    Michael Dever, Director, Cuyahoga County Department of Public Works
    Maribeth Feke, Director of Planning, GCRTA
    James Gills, County Engineer, Lake County
    Gordon Holmes, Representative of Safety and Operations Council
    Donald Romancak, Director of Community Development, Lorain County
    Matt Spronz, Director, Office of Capital Projects, City of Cleveland
    Jacob VanSickle, Executive Director, Bike Cleveland
    Matt Walter, Capital Programs Administrator, ODOT District 3

FROM: Maribeth Feke, Chair

DATE: March 13, 2020

RE: Transportation Subcommittee
    Friday, March 20, 2020 from 10:30 a.m. to 12:00 p.m.

    NOACA Offices
    1299 Superior Avenue, Cleveland, Ohio

Please note that in addition to the members listed above, any interested Board members are welcome to attend.

I look forward to seeing you on Friday, March 20th at 10:30 a.m. at the NOACA offices.
TRANSPORTATION SUBCOMMITTEE

1. Minutes of December 20, 2019 Meeting

2. Advisory Council/ODOT Updates:
   a. Bicycle and Pedestrian Advisory Council (BPAC) (Chair: Jacob VanSickle)
   b. Safety & Operations Council (SOC) (Chair: Gordon Holmes)
   c. Transit Council (TC) (Chair: Ben Capelle)
   d. ODOT Update (Bob Weaver)

3. Public Comments on Current Agenda Items

4. Chair’s/Executive Director’s Report

5. Action Item:
   a. Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 4th Quarter State Fiscal Year 2020
      i. CUY IR 77 / Miller Rd Interchange
   b. Plan and TIP Amendments
      i. CUY IR 77 / Miller Rd Interchange; PID 104983
      ii. CUY Innerbelt CCG3A IR-90; PID 82382
      iii. CUY SR087-12.05: PID 108766
   c. Fiscal Year 2021 Annual Priority List
   d. Functional Classification Amendment Recommendations

6. Presentation / Discussion Items
   a. Future Action
      i. Complete and Green Streets Policy
      ii. Project Maintenance Monitoring Policy
      iii. Major Projects Proposed for Funding in the NOACA Long-range Transportation Plan
iv. NOACA Long Range Plan

b. Information

i. 2020 Focus Areas

7. Reports/Updates

a. SFY 2020 NOACA Funded Project Monitoring Report
   (Included in packet)

8. Old Business

9. New Business

10. Adjournment

Next Meeting: Friday, June 18, 2020 – 10:30 a.m. - 12:00 p.m. NOACA Offices
Agenda Item No. 1

MINUTES
Present: Please see the attached attendance record.

Mr. Ben Capelle chaired the Transportation Subcommittee meeting that convened at 10:33 a.m.

Meeting Minutes
A motion was made by Ms. India Birdsong to approve the minutes of the Transportation Subcommittee meeting held on September 20, 2019. The motion was seconded by Mr. Don Romancak. The motion passed by voice vote.

Public Comments
No public comments were made at this meeting.

Committee Updates
The Transportation Subcommittee received summaries of topics discussed at the Transit Council (TC), Bicycle and Pedestrian Advisory Council (BPAC), and Safety and Operations Council (SOC) meetings.

ODOT Update
There was no ODOT update at this meeting.

Executive Director’s Report
Ms. Grace Gallucci thanked members for their service and noted that the work done by the Transportation Subcommittee is very important.

ACTION ITEMS

Project Planning Review (PPR)/ Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2020
Mr. Ed May provided background on PPR and presented information on the following project: Cleveland Street in Elyria (LOR SR 657) – PID 110986. Mr. May stated that the project involves converting Cleveland Street from 4 lanes to 3 lanes, with 5’ bike lanes and converting Cleveland Street/Gulf Road/East Bridge Street intersection from a traffic signal to a single-lane roundabout and adding new sidewalks, crosswalks, and curbs; and roadway rehabilitation. Mr. May noted that the total cost of the project is $7.2 million. He reviewed project funding sources and comments from NOACA staff members who will coordinate with the sponsor.
Mr. May stated that with Board approval, the sponsor will be notified that their project has completed PPR and will be incorporated into the Long-range Transportation Plan, AIM Forward 2040 and the SFY 2018-2021 TIP.

A motion was made by Mr. Andrew Cross to recommend the 3rd quarter PPR to the Planning and Programming Committee. The motion was seconded by Mr. Rick Switalski. The motion passed by voice vote.

**Plan and TIP Amendments; 3rd Quarter State Fiscal Year 2020**

Mr. May reviewed the 3rd quarter Plan and TIP amendments for the following projects:

- LOR-CR 658-0.00 (Cleveland Street Improvements) - $7.2 million
- CUY GCRTA Rail Car Replacement Program - $12 million

Mr. May stated that the total cost of the proposed projects to be amended to the Plan and TIP is $19.2 million provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and administered through ODOT. Mr. May stated that with Board approval, the amendments will be incorporated into the NOACA Plan and/or statewide TIP amendment in April 2020.

A motion was made by Mr. Romancak to recommend the 3rd quarter Plan and TIP amendments to the Planning and Programming Committee. The motion was seconded by Mr. Switalski. The motion passed by voice vote.

**PRESENTATION / DISCUSSION ITEMS**

**Complete and Green Streets Policy**

Ms. Kathy Sarli provided an overview of complete streets, green streets, anatomy of a complete street and anatomy of a green street.

Ms. Sarli reviewed national data on the following:

- Pedestrian and pedalcyclists safety facts - pedestrians (208 more fatalities, 3.4% increase) and pedalcyclists (51 more fatalities, 6.3% increase)
- Fatalities by landuse (2009-2018)
- Proportion of fatalities inside / outside a vehicle (1975-2018)

Ms. Sarli stated that green infrastructure, such as stormwater control measures, is needed to store, infiltrate, and evapotranspirate stormwater before it makes its way to the combined sewer system to relieve the overloaded pipes and keep more stormwater out of the combined sewer system, which can help local communities alleviate sewer backups and flooding problems. Green infrastructure uses a natural systems approach to reduce stormwater flow, improve water quality, reduce urban heating, enhance pedestrian safety, reduce carbon footprints, and beautify neighborhoods.
Ms. Sarli provided answers to questions asked at the last Transportation Subcommittee meeting regarding the proposed Complete and Green Streets Policy.

Ms. Sarli stated that complete and green streets are not a design prescription or a mandate for immediate retrofit. She noted that the Subcommittee’s input will be used to further develop NOACA’s Complete and Green Streets Policy. She said she was hoping to present the policy to the Policy Committee.

In response to one of the questions asked at the last meeting about who will decide if an element of a project is compliant, Mr. Cross said he believed the answer would be NOACA. Ms. Sarli said that was true, but staff would work with the sponsor to come up with a mutually agreeable solution. She said NOACA is not looking to stop projects or increase the cost of projects.

Mr. Cross expressed some concern about the impacts the policy will have on local agencies. He said he would prefer if NOACA created a model of a complete and green streets policy that is presented to all the member agencies for local adoption, so cities can look at their needs, resources and goals to see if they can adopt it. He mentioned that the City of Cleveland has its own policy. Ms. Sarli said she looked at the City of Cleveland’s policy and the update that is being proposed.

Ms. Gallucci asked Mr. Cross who rules on the policy if there is a disagreement between Cleveland City Council and the administration. Mr. Cross said the administration and noted that it would be internal.

Mr. Cross stated that local agencies currently determine how they will meet their own needs. He noted that if NOACA’s policy is approved, local agencies would lose their decision-making ability. He said the goals of NOACA’s policy make a lot of sense, but giving up the authority to make decisions at the local level does not make sense.

Ms. Gallucci stated that NOACA is looking to work with local agencies to come up with a mutually acceptable solution. She said NOACA respects the decisions of local agencies and have no intention of dictating what local agencies do. However, if local agencies want NOACA to fund a project, they need to know that NOACA has the ability to influence. Ms. Gallucci stated that Subcommittee members are not only representing their jurisdiction but also the region. She said NOACA Board members have a difficult job, they have to look at issues locally and what is best for the region and all the committees and subcommittees have to do the same. She noted that for the betterment of the region, Transportation Subcommittee members will need to think about how to make the policy work with their local responsibilities. She said if local agencies want to spend NOACA’s money, they need to adhere to what NOACA wants to do for the region.

Mr. Switalski stated that locals get their funding from NOACA and Ohio Public Works Commission (OPWC). He expressed some concern that if there is a disagreement on whether or not complete and green streets are necessary for a project, NOACA’s policy would take the voice away from the locals who want to manage their system the way they see fit and they may feel they can no longer request NOACA funds. He asked if STBG funds or some other funding source would be used for complete and green streets.

Mr. Switalski read the following language in the proposed policy:
“Projects may not warrant consideration for complete and green street elements if one or more of the following elements have not been met. Projects exclusively resurfacing projects.”

Mr. Switalski was not in favor of using the word “may” in the above-referenced language. He talked about local agencies not having enough money to add complete and green streets elements to a project. He said he did not understand taking limited funding resources and dedicating the money to complete and green streets.

Mr. Switalski talked about the maintenance component of complete and green streets and noted that stress would be put on cities or local agencies that may feel they will lose NOACA funding if they do not maintain complete and green streets instead of fixing the roads. He said he has a lot of issues with NOACA’s policy.

Ms. Gallucci stated that NOACA provides sponsors with a very small portion of funding for infrastructure. She noted that NOACA’s funding is supplemental and it augments the work being done in a way that influences regional goals and vision. She said NOACA is primarily a planning agency that gets 10% of the federal gas tax, while ODOT receives 90% of the funds. NOACA’s funding is used to support regional planning initiatives, it is not meant to meet the goals of individual cities and counties. She said many members on the Board feel NOACA should not give funding to communities that do not maintain their own roads, while other members feel the exact opposite.

Mr. Switalski mentioned that the City of Cleveland’s capital projects are leveraged with funding from other sources. He said Cleveland uses local funds for its resurfacing program and NOACA is the key funding source for local agencies.

Ms. Gallucci stated that local roadways are maintained by local jurisdictions, while NOACA uses its funding on federal roadways and to support regional initiatives. She said staff and the Subcommittee will need to come to a consensus / agreement that there are some roads that could have complete and green streets treatment or if roads cannot have it, the funding can move forward. She said she could not see the policy preventing anyone from getting any money.

Mr. Switalski suggested that NOACA change the word “may” to “will” in the policy language so resurfacing projects will not be impacted by the policy. He said the Complete and Green Streets Policy would be a good model for a reconstruction project.

Ms. Gallucci stated that if complete and green streets elements are not appropriate for a road, NOACA would come to that conclusion.

Ms. Sarli stated that she left the word “may” in the language because there could be an opportunity to include complete and green streets elements if they make sense for a resurfacing project. She noted that NOACA is looking for sponsors to consider the elements, but is not requiring them to do so.

Mr. Switalski expressed some concern that a project with several complete and green streets components will have a better chance of getting NOACA funding compared to a project with only a couple of components.
Mr. Romancak stated that a roadway that has a complete street or green street element is the threshold, not the number of complete and green streets elements.

Mr. Capelle suggested that Mr. Switalski meet with NOACA staff later to discuss his concerns with the policy.

Mr. Cross asked if the proposed policy will be presented at the next Transportation Subcommittee meeting. Ms. Gallucci said yes.

Ms. Sarli said she will address the Subcommittee’s concerns. She informed members that staff has been working on the policy since April 2018, so it would be nice to wrap it up. She said complete and green streets are different for every application, so NOACA will not score projects based on the number of elements; NOACA is looking for the sponsor to consider the elements for all users. She noted that staff would work with the sponsor to come to a mutually agreeable solution. Ms. Gallucci stated that no one is going to lose any money; NOACA is looking to come to a consensus on projects that work for everyone.

Mr. Romancak said he appreciated NOACA’s effort. He noted that if projects are built better, it may cost more in the short term but will last longer in the long term. He mentioned a couple of funding sources for green streets that could be considered by the sponsor.

Project Maintenance and Monitoring Policy
Mr. May provided background on the potential Project Maintenance and Monitoring Policy and reviewed the following:

- Monitoring method and frequency
- Scope of maintenance performance reviews
- Oversight authority and maintenance responsibility
- Recommendations and measures to address and correct identified deficiencies
- Facility (construction material) and average useful life
- Assurance for compliance
- Non-compliance

Mr. May stated that staff will use input from the Subcommittee to further develop the policy to guide the establishment and performance of a project maintenance and monitoring program.

Ms. Nichole English mentioned that Cuyahoga County provides its cities a total of $2 million for maintenance activities and material costs for work done on county roads. She talked about two programs created by the county and noted that 40+ cities apply for funding every year.

Mr. Cross stated that he did not think the policy was needed. He said if anyone on the Board feels a road is not being adequately maintained, they can contact ODOT District 12 to have the road checked out. He said it was ODOT’s decision to staff and fund maintenance inspection responsibilities.

Mr. Cross stated that the length of time a policy stays with the Subcommittee is not relevant to whether or not that policy should be accepted. He said the policy could be voted down by the Board or the policy could morph into something else in the future.
Transportation for Livable Communities Initiative (TLCI) Program Update
Mr. Jim Thompson provided background on the TLCI program. He stated that NOACA received 7 requests totaling $1.1 million for planning studies and 16 requests totaling $4.8 million for implementation projects. He mentioned that applicants made presentations on their implementation projects at NOACA offices on October 23-24. He stated that the annual budget for the TLCI program is $2 million (up to $500,000 for planning studies and the remaining amount for implementation projects) plus carryover funds. Mr. Thompson presented lists of planning studies and implementation projects being considered for funding this round. He mentioned that NOACA is going to do three regional planning studies totaling $600,000 and will use TLCI planning funds.

Mr. Thompson stated that TLCI project recommendations will be presented to the Planning and Programming Committee in January 2020 and the Board of Directors is anticipated to make final recommendations in March 2020.

SFY 2021-2024 Transportation Improvement Program (TIP)
Mr. May stated that the SFY 2021-2024 TIP consists of roadway, transportation alternatives, transit elements, appendices and narrative. He said the SFY 2021-2024 TIP will include projects supported by federal funds through NOACA administered funding programs, Statewide Congestion Mitigation and Air Quality (CMAQ) program, ODOT federal funding programs, public transit agencies, and other governmental units.

Mr. May reviewed the following:

- Total draft 2021-2024 projects by improvement category and project type - $2.6 billion
- Total draft 2021-2024 TIP highway projects by general project type - $2.1 billion
- Total draft 2021-2024 TIP transit projects by general project type - $492 million
- Lists of major bridge, roadway, transit, and other projects
- Funding sources
- TIP schedule

Mr. May stated that pending Board approval, the draft TIP will be used for ODOT’s two week STIP/TIP public involvement period. He noted that the draft TIP will be presented to the Planning and Programming Committee in January 2020 for recommendation to the Executive Committee in February 2020.

Quarterly Report on Regional Crash Trends
Mr. Blayney stated that the SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with the long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. He noted that the SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region. Mr. Blayney provided an overview of the following:

- Strategies and targets
- Annual fatalities and serious injuries (2013-2018)
- SAVE Plan emphasis areas - total fatalities (2013-2018)
- SAVE Plan emphasis areas - fatalities, 5-year rolling averages (2013-2018)
• YTD fatality comparison, 2019 vs. 2018

Mr. Blayney stated that staff will track safety performance measures in support of state targets and report on the performance to keep NOACA’s safety stakeholders informed of the region’s progress toward state goals.

Ms. Birdsong asked staff to discuss roadway departure. Mr. Blayney said roadway departure is a broad category that includes motorists who go off the road to the right and go into a ditch, hit a utility pole or tree, or veer to the left and have a head-on crash. Ms. Birdsong asked if transit vehicles are included in the OH-1 Report. Lt. Gordon Holmes said yes.

**STOP Update**

Mr. Blayney reviewed the selection process for a consultant. He noted that Albeck Gerken, Inc. was chosen by the selection committee to do the signal timing work on Chester and Euclid Avenues. He noted that since the time of the selection, Albeck Gerken has been acquired by Iteris. NOACA’s contract will now be with Iteris, but staff will continue to work with the Albeck Gerken team. Mr. Blayney stated that the project will be completed using CMAQ funding allocated in the 2019 and 2020 Overall Work Programs (OWPs).

Mr. Blayney stated that pending Board approval, NOACA will enter into a contract with Iteris, Inc. at an amount not to exceed $439,438 for Part I of NOACA’s two year Signal Timing and Optimization Program (STOP). He also stated that the NOACA Executive Director is authorized to execute the option for Part II.

Mr. Cross thanked NOACA for funding STOP. He stated that John Albeck and his team are a treat to work with and their customer service has been cooperative and responsive. He said the City of Cleveland is happy it had the chance to work with Albeck Gerken on the Chester Corridor project. Mr. Blayney stated that staff will work with the local communities involved and the consultant team to implement STOP.

**ITS Architecture Update and Strategic Plan**

Mr. Blayney stated that the Board approved the ITS Architecture Update and Strategic Plan. He mentioned that links to the following documents can be found on NOACA’s website:

- Regional ITS Architecture Report
- ITS Strategic Plan
- Needs Analysis and Gap Assessment Technical Memorandum
- Architecture Database (RAD-IT Database) for the Regional ITS Architecture

Mr. Blayney mentioned that the plan is available for sponsors who are programming ITS projects.

**Activate Plan Survey**

Ms. Katie Sieb stated that NOACA is in the process of working on its Pedestrian and Bicycle Plan and has launched the ACTIVATE Plan Survey. She asked members to go to NOACA.org/ACTIVATE and share the survey link with people in their networks.
Reports / Updates
The SFY 2020 NOACA Funded Project Monitoring Report was included in the meeting packet.

Old Business
No old business was discussed at this meeting.

New Business
No new business was discussed at this meeting.

Adjournment
The next Transportation Subcommittee meeting will be held at the NOACA offices on March 20, 2020 at 10:30 a.m. There being no further business, the meeting was adjourned at 12:00 p.m.
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Agenda Item No. 2

ADVISORY COUNCIL/ODOT UPDATES
TO: NOACA Transportation Subcommittee  
FROM: Grace Gallucci, Executive Director  
DATE: March 13, 2020  
RE: Advisory Council Updates

ACTION REQUESTED
No action is requested at this time.

BACKGROUND

Transit Council
The Transit Council meeting was chaired by Mr. Ben Capelle on February 21, 2020 at 9:00 a.m.

Under presentation / discussion items, the Transit Council received updates on the following:

- TLCI program
- Regional Strategic Transit Plan
- Transportation Subcommittee focus areas
- Cleveland Urbanized Area (CUZA) allocations

Under reports / updates, the Transit Council had a roundtable discussion.

Transit Council will meet next on May 15, 2020 at 9:00 a.m.

Bicycle and Pedestrian Advisory Council (BPAC)
The BPAC meeting was chaired by Mr. Jacob VanSickle on February 21, 2020 at 10:30 a.m.

Under presentation / discussion items, BPAC received updates on the following:

- TLCI program
- Bike map
- Street Supplies
- 2018 NOACA Safety Priority Lists
- Safe Routes to School (SRTS)
- Safety calendar and upcoming events
- Transportation Subcommittee focus areas

Under new business, BPAC was informed of the following:
• House Bill 295 establishes state level requirements for low-speed electric scooters. BPAC members were encouraged to submit testimony for bills currently in committees that are supported by their communities.

• A presentation on a regional strategy for stripe and sign bike paths and a presentation on Vision Zero will be made at the BPAC meeting in May.

• Bike to Work Day is May 15, 2020.

BPAC will meet next on May 15, 2020 at 10:30 a.m.

**Safety and Operations Council (SOC)**
The SOC meeting was chaired by Lt. Gordon Holmes on February 21, 2020 at 1:00 p.m.

Under presentation / information items, SOC received information on the following:

• ODOT’s TSMO and TOAST Programs
• 2018 NOACA Safety Priority Lists
• Safe Routes to School (SRTS) update
• Older driver overview
• Distracted Driving Policy Scan
• Signal Timing and Optimization Program (STOP) update
• Safety messaging calendar and upcoming events
• Transportation Subcommittee focus areas

SOC will meet next on May 15, 2020 at 1:00 p.m.

**FINANCIAL IMPACT**
There is no financial impact.

**CONCLUSION/NEXT STEPS**
Updates of the advisory council meetings will continue to be provided to the Subcommittees.

GG/ks/8525c
Agenda Item No. 3

PUBLIC COMMENTS
Agenda Item No. 4

CHAIR/EXECUTIVE DIRECTORS REPORT
Agenda Item No. 5

ACTION ITEMS
MEMORANDUM

TO: NOACA Transportation Subcommittee
FROM: Grace Gallucci, Executive Director
DATE: March 13, 2020
RE: Project Planning Reviews – 4th Quarter State Fiscal Year (SFY) 2020

ACTION REQUESTED
The Subcommittee is asked to consider recommending the 4th Quarter Project Planning Reviews (PPRs) to the Planning and Programming Committee at its April 2020 meeting.

BACKGROUND/JUSTIFICATION
NOACA’s Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA’s adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff, Board (including committees, subcommittees, councils, which provide intergovernmental review and consultation (IGRC)) and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

The fourth quarter PPR covers the Miller Road / IR77 Interchange project sponsored by the City of Brecksville and the Ohio Department of Transportation. This project was previously reviewed by the Transportation Subcommittee for the 2nd Quarter PPR at its September 2019 meeting. The project has since been deferred back to the Transportation Subcommittee, and Planning and Programming and Policy Committees for further evaluation of the project’s impact to the region’s transportation system and evaluation of long term policy implications. The long term policy implications of this, and other major projects, will be presented under agenda item 6.a.iii - Major Projects Proposed for Funding in the NOACA Long-range Transportation Plan.

Detailed information about the project can be found at:

- Roadway Projects in Cuyahoga County

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA’s website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the ‘Comment on Projects’ button. Staff adds comments obtained
from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

**FINANCIAL IMPACT**
There is no financial impact.

**CONCLUSION/NEXT STEPS**
Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR prior to amendment to the project in the long-range transportation plan.

GG/em/8526c
Roadway Project in Cuyahoga County

Project Name: CUY IR 77 / MILLER RD INTERCHANGE
Sponsor: City of Brecksville
PID No.: 104983
Estimated Cost: $4,900,000 (PEPD, PEDD, RW); $11,710,000 (CO)
Proposed Source of Federal Funds: TRAC

- **CUY IR-77/Miller Rd Interchange** – This project involves completing the existing partial diamond interchange at I-77 and Miller Road by adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp; adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp; widening of Miller Road to provide left-turn lanes including structure widening; and adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp. The combined estimated cost of PEPD, PEDD and RW, provided by the sponsor, is $4,900,000. The estimated cost of PEPD is $3,040,000. The estimated cost of PEDD is $760,000. The estimated cost of RW is $1,100,000. The PEPD, PEDD and RW will be funded with TRAC funds and local funds. The sponsor will apply to the TRAC for construction (C) funding in the future; at which time the construction phase will be considered for plan and TIP amendment. The current estimated cost of construction is $11,710,000.

Staff Comment (Summary, revised 3/13/2020):

**CONDITION:**
- As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS) for NOACA review and concurrence.
- Only the Preliminary Engineering phase of the project, up to completion of applicable feasibility, alternatives evaluation, and environmental analysis draft reports and Stage 1 plan submittal will be eligible for amendment to the NOACA LRTP at this time.
- Future phases including Environmental Engineering, Final Engineering, Right of Way and Construction will be evaluated for amendment to the LRTP once Preliminary Engineering draft study results receive NOACA concurrence.

Committee Review:

**Bicycle Pedestrian Advisory Council**

**RECOMMENDATION:**
- The BPAC recommended that, if the structure on Miller Road over IR-77 is to be widened (per the project description), the sponsor consider widening the sidewalk more than five feet. The BPAC recommended that the sponsor consider widening the sidewalk to at least eight feet, and, if possible, make at least one sidewalk 10 feet wide.

**Transportation Subcommittee**
- No comments; recommended for Planning and Programming Committee review.

**Planning and Programming Committee**
- No comments; recommended Executive Committee review.

**Executive Committee**
- The Executive Committee deferred the project back to the Policy Committee to evaluate the long-term policy implications, in consideration of the committee’s ongoing focus on more closely evaluating the regional impacts caused by an expanding transportation system.
Policy Committee

- The Policy Committee deferred the project back to the Transportation Subcommittee and Planning and Programming Committee for evaluation of the regional transportation impacts presented to them by staff. This information was not previously reviewed by the Transportation Subcommittee and Planning and Programming Committee to inform their recommendation.
TO: NOACA Transportation Subcommittee  
FROM: Grace Gallucci, Executive Director  
DATE: March 13, 2020  
RE: Plan and TIP Amendments – 4th Quarter State Fiscal Year (SFY) 2020

ACTION REQUESTED
The Transportation Committee is asked to consider recommending 4th Quarter Plan and TIP amendments to the Planning and Programming Committee at its April 2020 meeting.

BACKGROUND
The proposed amendments to the Transportation Plan (Plan) and the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program (TIP) are being processed through project planning review (PPR). The project includes the preliminary engineering preliminary development (PEPD) phase for a roadway project sponsored by the City of Brecksville.

The proposed amendments also include a roadway project sponsored by the Ohio Department of Transportation (ODOT).

The project (CUY INNERBELT CCG3A IR-90: PID No. 82382) involves bridge preservation and major rehabilitation on IR-90 in the central interchange, from East 9th Street to Carnegie Avenue, including the Carnegie Avenue overhead bridge, in Cleveland.

The project's construction phase was originally on the long range transportation plan (Plan) under PID No. 82380 (CUY INNERBELT CCG3). The construction phase is being separated from the original project into two projects: PID No. 82382 (CUY INNERBELT CCG3A IR-90) and PID No. 80406 (CUY INNERBELT CCG3B IR-77). PID No. 80406 (CUY INNERBELT CCG3B IR-77) will remain on the plan.

PID No. 82382 was awarded Transportation Review Advisory Council (TRAC) funding in November 2019 and is being advanced from the plan to the TIP in order to utilize the TRAC funding.

The proposed amendments also include a roadway project sponsored by the Village of Woodmere. The project (CUY SR087-12.05: PID No. 108766) involves widening the north side pavement along SR-87 (Chagrin Boulevard), between Orange Place and Brainard Road, in the Village of Woodmere. The sponsor has requested that $700,000 of the earmark funding programmed for the project’s construction phase be redistributed to the project's right-of-way phase, increasing the right-of-way phase from $500,000 to $1,200,000. The funding being
redistributed from construction to right-of-way increases the right-of-way cost estimate over the change in cost threshold, which requires amendment of the project in the TIP.

FINANCIAL IMPACT
The cost of the projects being amended to the TIP is $166 million. Funding for the projects is committed and/or planned from a variety of federal, state, and local sources. Federal funding is provided by the Federal Highway Administration and administered through the Ohio Department of Transportation.

CONCLUSION/NEXT STEPS
Pending Board approval, the amendments will be incorporated into the statewide TIP amendment in July 2020.

GG/em/8527c
Attachments: Amendment
### SFY 2021 - 2024 Transportation Improvement Program

#### Roadway and Transportation Alternatives Projects

#### Amendments

3/13/2020

<table>
<thead>
<tr>
<th>PID</th>
<th>Project Description</th>
<th>Type of Work</th>
<th>Funding Data</th>
<th>AQ required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>82382</td>
<td>CUY INNERBELT CCG3C CARNEGIE</td>
<td>Major Reconstruction/Bridge Replacement</td>
<td>CO ODOT $32,000,000 2023</td>
<td>analyzed</td>
</tr>
<tr>
<td></td>
<td>Location</td>
<td></td>
<td>CO TRAC $128,000,000 2023</td>
<td></td>
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<tr>
<td></td>
<td>Termini/Description</td>
<td></td>
<td>$160,000,000</td>
<td></td>
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<tr>
<td></td>
<td>Cleveland:</td>
<td></td>
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<tr>
<td></td>
<td>IR 90 EB in the Central Interchange from E 9th St to Carnegie Ave. Includes Carnegie overhead bridge.</td>
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<td></td>
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<tr>
<td></td>
<td>Project Sponsor</td>
<td>Ohio Department of Transportation District 12</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Comments</td>
<td>PEPD AND PEDD PHASES COMPLETED UNDER INNERBELT CCG3 DESIGN: PID 82380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>104983</td>
<td>CUY IR-77/MILLER RD INTERCHANGE</td>
<td>Interchange modification</td>
<td>PEPDBrsvl $1,520,000 2021</td>
<td>exempt</td>
</tr>
<tr>
<td></td>
<td>Location</td>
<td></td>
<td>PEPDTRAC $1,520,000 2021</td>
<td>PEPD only</td>
</tr>
<tr>
<td></td>
<td>Termini/Description</td>
<td>Brecksville:</td>
<td>$3,040,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brecksville:</td>
<td>I-77 and Miller Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Project Sponsor</td>
<td>City of Brecksville</td>
<td></td>
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<tr>
<td></td>
<td>Comments</td>
<td>PEDD, RW AND CO SUBJECT TO AIR QUALITY CONFORMITY DETERMINATION PRIOR TO AMENDMENT TO PLAN AND TIP.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>108766</td>
<td>CUY SR087-12.05</td>
<td>Widen the north side pavement</td>
<td>RW Earmark $150,000 2021</td>
<td>exempt</td>
</tr>
<tr>
<td></td>
<td>Location</td>
<td></td>
<td>RW Earmark $1,050,000 2021</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Termini/Description</td>
<td>Woodmere Village:</td>
<td>CO Earmark $1,491,638 2022</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widen the north side pavement of Chagrin Blvd (SR-87) between Orange Pl and Brainard Rd in the Village of Woodmere</td>
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<tr>
<td></td>
<td>Project Sponsor</td>
<td>Village of Woodmere</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Comments</td>
<td>FUNDING REDISTRIBUTED FROM CO TO RW INCREASES RW COST ESTIMATE OVER THE CHANGE IN COST THRESHOLD.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PE=preliminary engineering, RW=right of way, C=construction, CE=construction engineering, CO=construction contract, PEDD=preliminary engineering detailed design, PEPD=preliminary engineering preliminary development, AR=archeological recovery**
MEMORANDUM

TO: NOACA Transportation Subcommittee
FROM: Grace Gallucci, Executive Director
DATE: March 13, 2020
RE: Fiscal Year 2021 Annual Priority List

ACTION REQUESTED
The Transportation Committee is asked to consider recommending this item to the Planning and Programming Committee at its April 2020 meeting. Specifically this action, would recommend approval of the SFY 2021 Annual Priority List.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION
The SFY 2021 Annual Priority List (APL) (attached) contains projects to be funded in state fiscal year 2021 with NOACA administered Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternative Program (TAP) funds. The SFY 2021 APL reflects existing and recommended projects on the Plan and TIP. NOACA staff, ODOT Districts, and the project sponsors all concur that these projects are ready and able to use the identified funding amounts during the next fiscal year.

All of the projects in the SFY 2021 APL have been processed through NOACA’s project planning review (PPR) and have been amended to NOACA’s Long Range Transportation Plan and the Transportation Improvement Program (TIP).

The APL represents projects prioritized for funding in SFY 2021 of the current TIP. The list includes debt service payments for previously approved State Infrastructure Bank (SIB) loans.

FINANCIAL IMPACT
The total cost of the projects is approximately $390 million with approximately $50.5 million of NOACA funds committed. The projects are consistent with current financial forecasts, plans and budget constraints.

CONCLUSION/NEXT STEPS
Pending Board approval, NOACA will manage the SFY 2021 program to ensure the expenditure of all available funding during the fiscal year, including the advancement of additional projects as approved by the Board should funding become available.

GG/em/8528c
Attachments: SFY 2021 Annual Priority List
<table>
<thead>
<tr>
<th>ODOT PID</th>
<th>County</th>
<th>Sponsor</th>
<th>Project Name</th>
<th>Primary Work Category</th>
<th>Project Description</th>
<th>Length</th>
<th>NOACA $</th>
</tr>
</thead>
<tbody>
<tr>
<td>95557</td>
<td>Cuyahoga</td>
<td>Cleveland</td>
<td>TOWER CITY BRIDGES (SIB loan 3rd payment) Debt-Service</td>
<td>Bridge</td>
<td>Rehabilitate and replace Tower City Bridge Complex, consisting of the Huron Road bridge, Prospect Avenue bridge, West 6th Street bridge, West 3rd Street bridge and the West 2nd Street bridge, in Cleveland</td>
<td>NA</td>
<td>$1,018,048</td>
</tr>
<tr>
<td>105029</td>
<td>Lake</td>
<td>Lake County Engineer</td>
<td>VROOMAN RD (SIB loan 4th payment) Debt-Service</td>
<td>Bridge</td>
<td>Reconstruct and relocate Vrooman Road, from IR-90 to SR-84 (includes bridge over Grand River), in Leroy Township and Perry Township</td>
<td>1.48 miles</td>
<td>$3,143,948</td>
</tr>
<tr>
<td>112464</td>
<td>Cuyahoga</td>
<td>Cleveland-Cuyahoga County Port Authority</td>
<td>IRISHTOWN BEND SLOPE</td>
<td>Enhancement</td>
<td>Stabilize the slope along the shoreline of the Cuyahoga River shipping channel, in Cleveland</td>
<td>NA</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>112415</td>
<td>Cuyahoga</td>
<td>Cleveland-Cuyahoga County Port Authority</td>
<td>TUNNEL EXTENSION PHASE B</td>
<td>Enhancement</td>
<td>Outfit, finishes and commission the extended ore conveyance tunnel extension at the Cleveland Bulk Terminal, in Cleveland</td>
<td>NA</td>
<td>$3,152,500</td>
</tr>
<tr>
<td>112897</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA D12/D3 ELECTRIC VEHICLE CHARGING STATIONS</td>
<td>Regional</td>
<td>A purchase order contract for approximately 60 DCFC Electric Vehicle Charging Stations to be installed at various locations throughout Cuyahoga, Geauga, Lake, Lorain and Medina counties</td>
<td>NA</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>111366</td>
<td>Cuyahoga</td>
<td>Lakewood</td>
<td>US 006A-00.54/VAR (DETROIT AVE PEDESTRIAN SAFETY IMPROVEMENTS)</td>
<td>Enhancement</td>
<td>Reconstruct the Detroit Rd (US-6A)/ Sloan Avenue (US-20) intersection for improved pedestrian safety. Work includes paving Detroit Road from Sloan Avenue to Graber Drive</td>
<td>0.15 mile</td>
<td>$1,308,786</td>
</tr>
<tr>
<td>101816</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA SFY 2021 AIR QUALITY PROGRAM</td>
<td>Regional</td>
<td>Air quality program activities for Cuyahoga, Geauga, Lake, Lorain and Medina Counties</td>
<td>NA</td>
<td>$180,000</td>
</tr>
<tr>
<td>ODOT PID</td>
<td>County</td>
<td>Sponsor</td>
<td>Project Name</td>
<td>Primary Work Category</td>
<td>Project Description</td>
<td>Length</td>
<td>NOACA $</td>
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<tr>
<td>101814</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA SFY 2021 RIDESHARE PROGRAM</td>
<td>Regional</td>
<td>Rideshare program activities for Cuyahoga, Geauga, Lake, Lorain and Medina Counties</td>
<td>NA</td>
<td>$125,000</td>
</tr>
<tr>
<td>109652</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA SFY 2021 STOP PROGRAM</td>
<td>Regional</td>
<td>Signal Timing Optimization Program (STOP)</td>
<td>NA</td>
<td>$575,000</td>
</tr>
<tr>
<td>112020</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA SFY 2021 SUPPLEMENTAL TRANSPORTATION PLANNING</td>
<td>Regional</td>
<td>NOACA 2021 supplemental transportation planning project</td>
<td>NA</td>
<td>$433,300</td>
</tr>
<tr>
<td>112015</td>
<td>Region</td>
<td>NOACA</td>
<td>NOACA SFY 2021 TLCI</td>
<td>Regional</td>
<td>TLCI provides assistance to communities and public agencies for integrated transportation and land use planning that strengthens community livability (SFY 2019 funding will finance NOACA SFY 2020 project selections)</td>
<td>NA</td>
<td>$792,000</td>
</tr>
<tr>
<td>10900</td>
<td>Cuyahoga</td>
<td>Cuyahoga County Dept. of Public Works</td>
<td>BAGLEY RD/PLEASANT VALLEY RD (SIB loan 6th payment) Debt-Service</td>
<td>Roadway</td>
<td>Widen, rehabilitate and add lane left turn lane along Bagley Road / Pleasant Valley Road, from Pearl Road to York Road, in Middleburg Heights and Parma</td>
<td>2.40 miles</td>
<td>$867,720</td>
</tr>
<tr>
<td>112465</td>
<td>Cuyahoga</td>
<td>Cuyahoga County Dept. of Public Works</td>
<td>GREEN RD</td>
<td>Roadway</td>
<td>Resurface Green Road, from Miles Road to Emery Road, in Warrensville Heights</td>
<td>0.75 mile</td>
<td>$645,002</td>
</tr>
<tr>
<td>100157</td>
<td>Cuyahoga</td>
<td>Cleveland</td>
<td>HARVARD AVE (SIB loan 4th payment) Debt-Service</td>
<td>Roadway</td>
<td>Repair and resurface Harvard Avenue, from East 116th Street to Lee Road, in Cleveland</td>
<td>2.01 miles</td>
<td>$235,116</td>
</tr>
<tr>
<td>112466</td>
<td>Cuyahoga</td>
<td>Warrensville Heights</td>
<td>HARVARD RD</td>
<td>Roadway</td>
<td>Rehabilitate Harvard Road, from East 190th Street to Warrensville Center Road, in Warrensville Heights</td>
<td>0.50 mile</td>
<td>$682,338</td>
</tr>
<tr>
<td>ODOT PID</td>
<td>County</td>
<td>Sponsor</td>
<td>Project Name</td>
<td>Primary Work Category</td>
<td>Project Description</td>
<td>Length</td>
<td>NOACA $</td>
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</tr>
<tr>
<td>96833</td>
<td>Cuyahoga</td>
<td>ODOT 12</td>
<td>IR 490/SR 010-0209/1919 (OPPORTUNITY CORRIDOR - PHASE III) 5th year of 10 year commitment</td>
<td>Roadway</td>
<td>New construction on new alignment, from west of East 55th Street to Quebec Avenue, in Cleveland</td>
<td>1.70</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>112546</td>
<td>Cuyahoga</td>
<td>County Dept. of Public Works</td>
<td>RIDGE RD</td>
<td>Roadway</td>
<td>Rehabilitate Ridge Road, from US-42 (Pearl Road) to Flowerdale Avenue, in Parma, Brooklyn and Cleveland</td>
<td>2.70</td>
<td>$2,917,269</td>
</tr>
<tr>
<td>80961</td>
<td>Cuyahoga</td>
<td>County Dept. of Public Works</td>
<td>ROYALTON RD (SIB loan 2nd payment) Debt-Service</td>
<td>Roadway</td>
<td>Reconstruct and widen Royalton Road (SR-82), from West 130th Street to York Road, in the City of North Royalton</td>
<td>1.70</td>
<td>$1,267,425</td>
</tr>
<tr>
<td>112507</td>
<td>Cuyahoga</td>
<td>Mayfield Heights</td>
<td>SR 091-10.63</td>
<td>Roadway</td>
<td>Rehabilitate SR-91 (SOM Center Road), from Cedar Road to Ridgeview Road, in Mayfield Heights and Gates Mills</td>
<td>1.21</td>
<td>$954,311</td>
</tr>
<tr>
<td>111338</td>
<td>Cuyahoga</td>
<td>Cleveland</td>
<td>UNION AVE</td>
<td>Roadway</td>
<td>Resurface Union Avenue, from Broadway Avenue (SR-14) to Kinsman Road (US-422), in Cleveland</td>
<td>3.23</td>
<td>$5,107,232</td>
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<tr>
<td>100160</td>
<td>Cuyahoga</td>
<td>Cleveland</td>
<td>W 150TH ST (SIB loan 4th payment) Debt-Service</td>
<td>Roadway</td>
<td>Repair and resurface West 150th Street, from Industrial Parkway to Lorain Avenue, in Cleveland</td>
<td>1.90</td>
<td>$235,116</td>
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<tr>
<td>ODOT PID</td>
<td>County</td>
<td>Sponsor</td>
<td>Project Name</td>
<td>Primary Work Category</td>
<td>Project Description</td>
<td>Length</td>
<td>NOACA $</td>
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<tr>
<td>112477</td>
<td>Cuyahoga</td>
<td>Fairview Park</td>
<td>W 210TH ST</td>
<td>Roadway</td>
<td>Resurface West 201th Street, from Mastick Road to SR-10 (Lorain Rd), in Fairview Park</td>
<td>1.04 miles</td>
<td>$1,120,726</td>
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<tr>
<td>105725</td>
<td>Cuyahoga</td>
<td>Shaker Heights</td>
<td>WARRENSVILLE CTR RD</td>
<td>Roadway</td>
<td>Resurface Warrensville Center Road, from Farnsleigh Road to Fairmount Boulevard, in Shaker Heights</td>
<td>1.34 miles</td>
<td>$1,648,000</td>
</tr>
<tr>
<td>112471</td>
<td>Cuyahoga</td>
<td>Shaker Heights</td>
<td>WARRENSVILLE CTR RD</td>
<td>Roadway</td>
<td>Resurface Warrensville Center Road, from south corporate limit (SCL) to SR-8 (relocated Northfield Road), in Shaker Heights</td>
<td>0.22 mile</td>
<td>$268,000</td>
</tr>
<tr>
<td>111567</td>
<td>Lake</td>
<td>Mentor</td>
<td>HOPKINS RD</td>
<td>Roadway</td>
<td>Resurface Hopkins Road, from Mentor Avenue (US-20) to north of SR-2 (Market Street), in Mentor</td>
<td>1.52 miles</td>
<td>$1,164,076</td>
</tr>
<tr>
<td>112490</td>
<td>Lake</td>
<td>Lake County Engineer</td>
<td>MADISON AVE</td>
<td>Roadway</td>
<td>Rehabilitate Madison Avenue, from Steele Avenue to SR-84 (South Ridge Road), in Painesville, Painesville Township and Perry Township</td>
<td>2.48 miles</td>
<td>$1,488,094</td>
</tr>
<tr>
<td>111556</td>
<td>Lorain</td>
<td>Lorain</td>
<td>E 36TH ST (CR-606)</td>
<td>Roadway</td>
<td>Resurface East 36th Street (CR-606), Globe Avenue to SR-57 (Grove Avenue), in Lorain</td>
<td>1.10 miles</td>
<td>$458,000</td>
</tr>
<tr>
<td>16319</td>
<td>Lorain</td>
<td>North Ridgeville</td>
<td>LEAR NAGLE RD (SIB loan 4th payment) Debt-Service</td>
<td>Roadway</td>
<td>Reconstruct and widen to three lanes along Lear Nagle Road, from Lorain Road to Center Ridge Road, in North Ridgeville</td>
<td>1.10 miles</td>
<td>$658,377</td>
</tr>
<tr>
<td>105772</td>
<td>Lorain</td>
<td>Lorain County Engineer</td>
<td>NORTH RIDGE RD</td>
<td>Roadway</td>
<td>Resurface North Ridge Road, from Toledo Ave to SR-57, in Elyria Township and Sheffield Township</td>
<td>2.04 miles</td>
<td>$1,122,288</td>
</tr>
<tr>
<td>108526</td>
<td>Lorain</td>
<td>Lorain</td>
<td>WASHINGTON AVE</td>
<td>Roadway</td>
<td>Restripe Washington Avenue to include bike lanes (bike lane will end at bike racks at Lorain High School), in Lorain</td>
<td>1.40 miles</td>
<td>$179,500</td>
</tr>
<tr>
<td>ODOT PID</td>
<td>County</td>
<td>Sponsor</td>
<td>Project Name</td>
<td>Primary Work Category</td>
<td>Project Description</td>
<td>Length</td>
<td>NOACA $</td>
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<tr>
<td>111592</td>
<td>Medina</td>
<td>Wadsworth</td>
<td>COLLEGE ST (CR-97)</td>
<td>Roadway</td>
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<td>Cuyahoga</td>
<td>Heights</td>
<td>CUYAHOGA HEIGHTS MULTI-PURPOSE TRAIL (PH IIIA)</td>
<td>Shared use</td>
<td>Construct a shared use path, from Bacci Park to the Cuyahoga Heights Village Hall, in the Village of Cuyahoga Heights</td>
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<td>108245</td>
<td>Cuyahoga</td>
<td>Cleveland</td>
<td>CLE E 93RD ST AND E 105TH ST CORRIDOR MODAL (PEDD)</td>
<td>Streetscape Improvements</td>
<td>Improvements along East 105th Street – East 93rd Street Transportation Corridor Complete Street: Includes roadway, bicycle, pedestrian and transit enhancements</td>
<td>0.80</td>
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### SFY 2021 NOACA ANNUAL PRIORITY LIST

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<th>ODOT PID</th>
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<th>Project Description</th>
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<td>GCRTA RAIL PASSENGER SHELTERS</td>
<td>Transit</td>
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<td>GCRTA</td>
<td>GCRTA 2021 VEHICLE REPLACEMENT PROGRAM</td>
<td>Transit</td>
<td>Purchase (9) 40' compressed natural gas (CNG) buses</td>
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**Total 2021 Projects** $50,520,301

**Total Budget** $52,117,478

**Total Commitments** * $50,520,301 ** $1,597,177

* Includes repayments for previous SFY issued SIB loans.

** Balance will be committed to new projects approved by the NOACA Board of Directors.
ACTION REQUESTED
The Transportation Subcommittee is asked to consider recommending the functional classification amendments to the Planning and Programming Committee at its April 2020 meeting.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION
The City of Cleveland has requested the following functional classification amendments:

- Revise E66th Street from a local road to a major collector from Hough Avenue to Euclid Avenue

Functional Classification is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Streets and highways are part of an interconnected network, and each one plays a role in moving traffic throughout the system. Generally, streets and highways provide either traffic mobility or land access and can be ranked in terms of the proportion of service they perform.

In June 2014 the NOACA Board of Directors approved Resolution Number 2014-025, which created a NOACA functional classification policy for the review of proposed functional classification revisions. The policy requires all proposed functional classification revisions to be evaluated thoroughly prior to making a recommendation to the Ohio Department of Transportation. Evaluation is based on guidelines suggested by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) with some criteria refined to reflect local conditions. Criteria evaluated includes:

- Lane widths
- Shoulder widths
- Average Annual Daily Traffic (AADT)
- Access
• Speed limit
• Parallel spacing of routes
• Area type
• Percentage of mileage by functional classification (by region, by county)
• Functional classification density analysis

Based on the NOACA Functional Classification Amendment Policy, Staff recommends the proposed ODOT amendments.

**FINANCIAL IMPACT**
No financial impact, but approval of the functional classification recommendations could add additional mileage to the federal-aid network.

**CONCLUSION/NEXT STEPS**
Pending Board approval, these recommendations will be forwarded to ODOT and FHWA for further review and implementation.

GG/ks/8529c
Agenda Item No. 6

PRESENTATION AND DISCUSSION ITEMS
MEMORANDUM

TO: NOACA Transportation Subcommittee
FROM: Grace Gallucci, Executive Director
DATE: March 13, 2019
RE: Complete and Green Streets Policy

ACTION REQUESTED
No action is requested at this time. This item is included for information and presentation.

The draft policy was previously presented to the Transportation Subcommittee as well as its Advisory Councils, Policy Committee, Air Quality Subcommittee, Water Quality Subcommittee and has been updated based on comments received from the members.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION
On June 9, 2017, the Board of Directors adopted AIM Forward 2040, the long-range transportation plan developed by NOACA for the regional transportation system. AIM Forward 2040 contains strategies, approaches and recommendations to be undertaken by NOACA and its regional partners. To best guide and advance implementation of the plan, specific policies will need to be developed and adopted by the agency. AIM Forward 2040 policy areas to pursue includes complete and green streets.

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes.

Complete and Green Streets provide a measurably better transportation system that is more equitable, balanced and effective, which offers every user of the public right of way safe connected and sustainable transportation options. Also provides unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

After presenting the draft policy to the Advisory Councils and Subcommittees, the members requested a more clear delineation between the requirements for NOACA administered funds and all other funding, as well as including exceptions to the policy. The policy was updated to reflect these revisions and presented again to the Transportation Subcommittee, at the June 2019 meeting, where a revision was requested in the exceptions section. The draft policy was presented to the Policy Committee at its July 2019 meeting where another revision was requested in the exceptions section.
Also at the July 2019 Policy Committee meeting, there was significant discussion concerning the maintenance of the complete and green streets infrastructure. A draft maintenance and monitoring policy is included on the March 2020 agenda to address these and other concerns.

The policy was again presented at the December 2019 Transportation Subcommittee meeting where concerns were discussed.

**FINANCIAL IMPACT**
There is no financial impact at this time.

**CONCLUSION/NEXT STEPS**
Pending Board approval, the policy will be implemented.

GG/ks/8530c

**Attachments: Draft Complete and Green Streets Policy**
COMPLETE AND GREEN STREETS POLICY

POLICY:
All projects requesting inclusion to the LRTP and/or TIP will be reviewed against this policy for opportunities to expand complete and green streets in the NOACA region. All projects requesting NOACA administered funds shall be required to adhere to this policy and are therefore eligible for NOACA funding participation to implement complete and green street recommendations. The complete and green streets policy aims to create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options. This effort to make the system more complete and green will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable.

The goals of this Complete and Green Streets Policy are:
• Create a comprehensive, integrated, and connected transportation network that supports sustainable development and provides livable communities.
• Ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
• Restore the natural hydrologic function of the region’s watersheds.
• Provide flexibility for different types of streets, areas, and users.

POLICY STATEMENT:
NOACA has long been a proponent of creating a multimodal, safe, and efficient transportation system that ensures accessibility to all roadway users. Recognizing the road network is the largest public space in the region, and the demand for transportation choices and improved water quality continues to grow, NOACA has established a Complete and Green Streets Policy.

This Complete and Green Streets policy promotes a multimodal transportation system that is integrated with sustainable green infrastructure. The main objective is to ensure roadways are designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

This policy establishes the link between the agency’s strategic objectives with its investment decisions.
PURPOSE:
The desired outcome of the Complete and Green Streets Policy is to create an equitable, balanced and sustainable transportation system where every roadway user can travel safely and comfortably.

NOACA’s vision is to STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multi-modal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio. In furtherance of the vision of NOACA, five goals guide the agency. This policy supports all five goals.

BACKGROUND:
Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes. These natural functions are often lost in transportation projects where impervious road surfaces prevent rain water from soaking into the ground. Green streets incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff while also providing design elements that creates attractive streetscapes. Green Streets can foster unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

Complete and Green Streets create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options.

REQUIREMENTS:
The design and development of the transportation facility should improve conditions for all users by:

- Designs shall consider accommodations for all users and be sensitive to the context of the project setting. Complete and green streets are not a one size fits all; every project may look different.
- Designing context-appropriate facilities in accordance with available standards and guidance that best ensures safety and efficient operation for all users. The design of facilities for bicyclists, pedestrians and transit facilities should follow recognized design guidelines and standards, such as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, AASHTO’s Policy on Geometric Design of Highways and Streets, the Institute of Transportation Engineers (ITE) Context Solutions Guide, Americans with Disabilities Act Accessibility Guidelines, Federal Highway Administration (FHWA) Separated Bike...
Lane Design Guide, National Association of Transportation City Officials (NACTO) Design Guides and other recognized and acceptable design publications.

- Safety shall be prioritized equally for all modes. Safety improvements for any one mode will not be minimized to achieve improved level of service for any one mode.
- Projects should be coordinated with adjacent jurisdictions to ensure consistency of facilities
- Every project shall include the transit agency (if applicable) in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided
- Sponsors must demonstrate how the project advances multimodal connectivity and access to adjacent land uses and destinations within the corridor.
- The project sponsor must anticipate likely future demand for all modes and not preclude the provision of future improvements.
- The project sponsor should consider short, medium and long range complete and green designs.
- Design criteria shall be based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the Region a more appealing, enjoyable, and sustainable place in which to live and work.
- Street trees are a critical component of public infrastructure, and shall be considered for all projects. Priority shall be given to native species, and must be appropriate for the site.
- Foster communication and coordination to encourage consideration of watershed health and improved water quality through use of green infrastructure applications
- Coordinate programs and projects to implement Green Streets as an integrated aspect of road right-of-way infrastructure, and where feasible, maintenance-level or rehabilitation projects
- Consider implementing programs and projects in a systematic manner to maximize water quality benefits through a prioritized infrastructure plan within the Metropolitan Planning Area
- Strive to develop new and innovative means to cost-effectively construct and maintain new green street facilities
- Consider the following during project scoping: vegetated swales, rain gardens, retention areas, constructed wetlands, permeable pavers, tree wells and planters, re-vegetation/rehabilitation efforts and other best management practices. Resources to consult include: EPA's Managing Wet Weather with Green Infrastructure Municipal Handbook, NOACA's Clean Water 208 Water Quality Management Plan for Northeast Ohio and local green streets policies.
- If vegetation is included in project design, priority should be given to native and site-adaptive species.

Exceptions:
Sponsors are required to consider bicycles, pedestrians and transit access improvements in the planning and design of their proposed project as well as green infrastructure. In particular, incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as sidewalks, bike facilities, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently. Projects may not warrant
consideration for complete and green streets elements if one or more of the following conditions are met:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, cross walks, signage or other low-cost bicycle and pedestrian countermeasures should still be recommended.
- Bicyclists and pedestrians are prohibited by law from using the transportation corridor. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians as an alternate to the transportation corridor.
- The cost of establishing bikeways or walkways that meet applicable standards would exceed 20% of the cost of the larger transportation project. This percentage is not a target for expenditure; it is a benchmark for assessing when provision of bicycle or pedestrian facilities is too costly for consideration.
- There are extreme topographic or natural resource constraints.
- The project is located on a low-volume roadway (ADT is less than 1000) that is not projected to carry significant bicycle or pedestrian usage, or that does not carry or provide access to fixed route transit service.

Requests for exceptions to the Complete and Green Streets Policy shall be documented with supporting data which indicates the basis for the request. All efforts will be made to identify a mutually acceptable alternative.

**Implementation:**
Upon approval and adoption of this Complete Streets Policy, it will become part of NOACA’s planning process and selection process for NOACA-attributable project funding. The principles of this policy will also guide NOACA staff in the preparation of the Long Range Transportation Plan and other plans it prepares or to which it contributes. Policy guidance and resources will be posted on the NOACA website to assist project sponsors in developing Complete and Green Streets projects. This guidance will contain model policies, sample design standards, and information on other resources.
MEMORANDUM

TO: NOACA Transportation Subcommittee
FROM: Grace Gallucci, Executive Director
DATE: March 13, 2020
RE: NOACA Project Maintenance Monitoring Policy

ACTION REQUESTED
No action is being requested. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION
NOACA administers the Surface Transportation Block Grant (STBG), the STBG set-aside for the Transportation Alternatives (TAP), and the Transportation for Livable Communities Initiative (TLCI) funding programs. NOACA also administers Congestion Mitigation Air Quality (CMAQ) funding as a member of the Ohio Statewide CMAQ committee.

As the program manager of the above referenced federal funds, the NOACA Governing Board has expressed concerns over how the maintenance of the projects to which it has committed funding is monitored. As such, the NOACA Policy Committee adopted the creation of a maintenance monitoring policy as a focus area for 2019 and 2020. The intent of the policy is to ensure that the approved project’s intended public benefit is received and being maintained for the duration of the project’s determined useful life. The policy would allow for NOACA to ensure that adequate maintenance is being performed and any issues as a result of non-maintenance are being addressed on a timely basis.

This initiative also aligns with federal and state provisions (notably 23 United States Code, Section 116), stating that once a project is completed, the sponsoring agency is required to maintain the project to an acceptable standard for the determined useful life. Under the project agreement, the sponsoring agency has the responsibility to provide adequate maintenance activities for the project.

At the September and December 2019 Transportation Subcommittee meetings, staff presented components of the Project Maintenance Monitoring Policy that would guide the review of NOACA funded projects. Those components included project selection, maintenance monitoring methods and frequency; scope of maintenance performance reviews; recommendations and measures to address and correct identified deficiencies; assurance for compliance; and addressing non-compliance issues.

At the Transportation Subcommittee meetings, members expressed concerns regarding the proposed program with respect to oversight authority, project maintenance responsibility, a project’s useful life and its associated maintenance plan. Staff has used the input and concerns expressed by the subcommittee members to develop the Project Maintenance Monitoring policy that will be presented at the March 20th meeting.

FINANCIAL IMPACT
There is no financial impact.

**CONCLUSION/NEXT STEPS**
The draft policy will be presented to the Policy Committee at its April meeting. Upon Board approval in June, staff will develop procedures to implement the Project Maintenance Monitoring Program.

GG/rl/8531c

**Attachment: Project Maintenance Monitoring Policy**
PROJECT MAINTENANCE MONITORING POLICY

POLICY:
The Project Maintenance Monitoring Policy will help ensure the intended public benefits of NOACA funded projects are received throughout the useful life of the project. Projects receiving NOACA funds will be eligible for review against this policy to ensure their ongoing state of good repair. All projects receiving NOACA administered funds shall be required to adhere to this policy and therefore project sponsors will be required to develop and follow an on-going maintenance plan for these projects.

The goals of the Project Maintenance and Monitoring Policy are:

- Ensure the public receives the benefits of the project throughout its useful life.
- Ensure NOACA funded projects are maintained in a state of good repair.
- Establish a proactive process between NOACA and project sponsors to cooperatively identify and correct maintenance issues on NOACA funded projects.

POLICY STATEMENT:
NOACA administers the Surface Transportation Block Grant (STBG), the STBG set-aside for Transportation Alternatives Projects (TAP), and the Transportation for Livable Communities Initiative (TLCI) funding programs. NOACA also administers Congestion Mitigation Air Quality (CMAQ) program funding as a member of the Ohio Statewide CMAQ committee.

As the program manager of federal funds for roads, bridges, transit, and non-motorized (bicycle and pedestrian pathways) projects, NOACA has a responsibility to ensure that the projects to which it has committed funding are adequately maintained in a state of good repair and remain available for the public’s benefit throughout its useful life. In recognition of this NOACA has instituted a Project Maintenance Monitoring Policy which will encourage and promote a state of good repair for NOACA funded projects.

PURPOSE:
The desired outcome of the Project Maintenance Monitoring Policy is to provide assurances that projects to which NOACA has committed funding will be adequately maintained by the project sponsor in a state of good repair and will remain available for the public’s benefit and use throughout its useful life.

BACKGROUND:
Project sponsors or the local public agency (LPA), in accordance with the Ohio Department of Transportation’s (ODOT’s) Federal Local-let Project Agreement, Title 23 United States Code 116 and applicable provisions of the Ohio Revised Code (ORC) are required to maintain the project to design standards and provide adequate maintenance activities for the project. In addition, the project must also remain under public ownership and authority for a minimum useful life of 20 years unless otherwise agreed to by NOACA.
NOACA annually develops a list of capital projects to be funded with NOACA funds (hereinafter referred to as the “Annual Priority List” (APL)) for road, bridge, transit and non-motorized capital projects to improve and maintain the area’s transportation network. The Ohio Department of Transportation (ODOT) reports on the condition of the area’s roads on a bi-annual basis, bridge conditions are reported on an annual basis, and the area’s transit agencies have annual reporting requirements with the Federal Transit Administration (FTA) on the condition of their capital assets.

NOACA’s Board of Directors have expressed their intent to ensure NOACA funded projects are being adequately maintained for the public’s benefit. The Project Maintenance Monitoring Policy establishes a cooperative program between NOACA and the local project sponsor to maintain capital projects for the benefit of the general public throughout its determined useful life.

PROGRAM GUIDELINES:
The development and implementation of the Project Monitoring Maintenance Policy will require:

PROJECT MAINTENANCE PLAN
- Sponsors of projects receiving NOACA funds will develop and submit a plan for the maintenance and upkeep of the capital asset.
- The maintenance plan should be appropriate for the type of project, developed in accordance with useful life guidelines, and be based on industry and best practice standards.
- NOACA will review the submitted project maintenance plan with the sponsor and establish a mutually agreed upon maintenance plan for the life of the project unless revised by the project sponsor and agreed to by NOACA.

PROJECT SELECTION PROCESS
- Eligible projects for review will be included in the Annual Priority List of NOACA funded projects and be at least three-to-five years post completion for its initial review.
- Project selected for review will be representative of all types of NOACA funded projects.
- Projects selected for review by NOACA will be initially limited to enhancement projects including bicycle, pedestrian, and transportation alternatives projects. Additional types of NOACA funded projects may be included in future annual reviews.
- Projects selected for a maintenance review will remain eligible for future project maintenance reviews.

SCOPE OF MAINTENANCE MONITORING REVIEW
- Projects will be reviewed in accordance with the maintenance plan submitted by the project sponsor.
- Project sponsors will be notified by NOACA when one of their projects has been selected for a maintenance review and NOACA will provide them with the opportunity to schedule their participation in the review.
- NOACA will assess the adequacy of the maintenance and upkeep of the project in accordance with a developed checklist that is consistent with industry and best practices standards with the project sponsor, if they chose to participate, and develop a report of the maintenance deficiencies.

RECOMMENDATIONS TO ADDRESS DEFICIENCIES AND COMPLIANCE
- NOACA will forward within 15 days a report on the results of the maintenance review and recommended corrective actions. In turn, project sponsors will have 30 days to provide a...
written response to NOACA laying out a plan to correct the identified maintenance deficiencies, including adequate time frames for completion.

• NOACA will review the project sponsor’s plan to address the maintenance deficiencies, determine its acceptability within 15 days, and work with the project sponsor to address any identified shortcomings in its plan.

• Once the plan is accepted by both parties, the project sponsor to have no more than 90 days to initiate the plan, an acceptable timeframe to complete the plan and the responsibility to notify NOACA upon its completion.

• NOACA will confirm in writing with the project sponsor when noted deficiencies have been satisfactorily addressed.

MATTERS OF NON-COMPLIANCE

• Should the identified/recorded deficiencies not be corrected within the agreed upon time frame, NOACA will notify the project sponsor in writing that the matter will be referred to the ODOT, the primary oversight agency, which may require payback of federal funds expended on the project.

• Project sponsors who fail to address noted maintenance deficiencies on a timely basis may be penalized or deemed ineligible for future NOACA and/or ODOT funding opportunities until the deficiencies are corrected.

EXCEPTIONS:
None. All NOACA funded projects, a minimum of at least three to five years post completion, are eligible for review under this policy.

IMPLEMENTATION:
Upon approval and adoption of this Project Maintenance Monitoring Policy it will become part of NOACA’s annual review process and selection process for NOACA-attributable project funding.
MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: March 13, 2020

RE: Major Projects Proposed for Funding in the NOACA Long-range Transportation Plan

ACTION REQUESTED
No action requested. This item is for information and discussion only.

BACKGROUND
As the federally designated transportation planning agency for the region, NOACA is required to participate in the planning of, and, in some cases, provides technical assistance for major projects such as highway interchanges. Recently, an interchange project in the NOACA region was awarded funding from the Transportation Review Advisory Council (TRAC) for preliminary development/engineering, detail design and right of way phases. Since then, NOACA has received many requests for technical assistance on highway interchange projects. This has highlighted the need for a major projects policy. It is important that NOACA establish policy and procedures that guide the planning and evaluation of projects that potentially have significant impacts to the region. As such, staff suggests that all proposed projects that meet the NOACA Regional Transportation Investment Policy (RTIP) definition of a ‘major’ project, such as a new interchange, are properly evaluated through PPR and additional policy criteria in the context of their regional impacts, prior to incorporation into the LRTP and consideration of Board acknowledgement and funding consideration. Thus, the PPR evaluation process can result in separate tracks for simple maintenance projects, enhancement projects and capacity projects.

At the March 20th meeting, elements of a revised PPR and major projects policy will be presented to the Transportation Subcommittee for information and input to guide staff in the development of the policy.

FINANCIAL IMPACT
There is no financial impact to NOACA.

CONCLUSION/NEXT STEPS
NOACA staff will present draft policy recommendations to the Policy and Planning and Programming Committees at the April 2020 meeting. Upon Board approval, the NOACA RTIP will be revised accordingly.

GG/ks/rl/8532c
MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: March 13, 2020

RE: Long Range Plan Development

ACTION REQUESTED
Provide input into the development of the long-range plan (LRP).

BACKGROUND
The Long Range Plan promotes quality of life through integrated regional land use, housing, transportation, and capital investment planning to enhance the region’s economic competitiveness, increase its resilience, provide its citizens better access to affordable housing, and offer more cost-effective, sustainable transportation choices. The Long Range Transportation Plan, a component of the Long Range Plan, will study and plan for the future transportation systems.

The new LRP will support the vision and goals for the NOACA region, and identify all of the improvements scheduled for funding over the next 20 years. The agency must adopt a new LRP by June 2021.

The LRP is in preliminary development, and staff will be seeking input from the Subcommittee members.

FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
Staff will continue to work with the committee during 2020 to develop various sections of the LRP.

GG/ks/8533c
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee
FROM: Grace Gallucci, Executive Director
DATE: March 13, 2020
RE: Transportation Subcommittee Focus Areas for 2020

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION
As the parent Committee to the Transportation Subcommittee, The Planning and Programming Committee discussed and approved the Subcommittee focus areas for 2020 at its January meeting. The focus areas are:

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<th>Status</th>
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<td>SAVE Plan Implementation</td>
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<tr>
<td>Long Range Transportation Plan</td>
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<tr>
<td>Development</td>
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<tr>
<td>Bicycle and Pedestrian Plan Update</td>
<td>Ongoing</td>
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<tr>
<td>Functional classification</td>
<td>Ongoing</td>
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<td>recommendations</td>
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FINANCIAL IMPACT
There is no financial impact for this decision.

CONCLUSION/NEXT STEPS
Meeting agendas and materials will be crafted to accomplish the identified focus areas for the Subcommittees.

GG/ks/8534c
Agenda Item No. 7

REPORTS/UPDATES
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<td>CUY</td>
<td>GCRTA 2020 VEHICLE REPLACEMENT PROGRAM</td>
<td>GCRTA</td>
<td>4,463</td>
<td>5,578</td>
<td>NA</td>
<td>FUNDS TRANSFERRED FROM FHWA TO FTA 6/12/19.</td>
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<tr>
<td>2</td>
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<td>LAK</td>
<td>LAKETRAN 2020 LIGHT TRANSIT VEHICLES</td>
<td>LAKETRAN</td>
<td>334</td>
<td>2,364</td>
<td>NA</td>
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<tr>
<td>4</td>
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<td>REG</td>
<td>NOACA SFY 2020 AIR QUALITY PROGRAM</td>
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<td>563</td>
<td>563</td>
<td>NA</td>
<td>FUNDS ENCUMBERED 7/3/19.</td>
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<tr>
<td>5</td>
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<td>REG</td>
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<td>50</td>
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<tr>
<td>7</td>
<td>105726</td>
<td>CUY</td>
<td>US-42 - 4.29</td>
<td>MIDDLEBURG HEIGHTS</td>
<td>9,133</td>
<td>11,290</td>
<td>10/3/19</td>
<td>FUNDS ENCUMBERED 10/10/19.</td>
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<tr>
<td>8</td>
<td>95109</td>
<td>CUY</td>
<td>NORTH OLMSTED SIGNALS</td>
<td>NORTH OLMSTED</td>
<td>3,205</td>
<td>4,006</td>
<td>12/2/19</td>
<td>FUNDS ENCUMBERED 12/5/19.</td>
</tr>
<tr>
<td>9</td>
<td>98306</td>
<td>LOR</td>
<td>OBERLIN-ELYRIA RD</td>
<td>LORAIN COUNTY ENGINEER</td>
<td>1,021</td>
<td>1,276</td>
<td>2/1/20</td>
<td>PROJECT AWARDED 12/11/19. FUNDS ENCUMBERED 2/5/20.</td>
</tr>
</tbody>
</table>
### SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
**INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS**

**3/11/2020**

<table>
<thead>
<tr>
<th>R #</th>
<th>PID NO.</th>
<th>COU</th>
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<th>NOACA SHARE (x $1,000)</th>
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<th>ODOT AWARD DATE</th>
<th>MOST RECENT MILESTONE</th>
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<tbody>
<tr>
<td>10</td>
<td>105930</td>
<td>CUY</td>
<td>E 55TH ST</td>
<td>CLEVELAND</td>
<td>1,561</td>
<td>1,951</td>
<td>2/20/20</td>
<td>PROJECT AWARDED 2/20/20. FUNDS ENCUMBERED 2/28/20.</td>
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<tr>
<td>11</td>
<td>107598</td>
<td>LOR</td>
<td>BLACK RIVER BIKEWAY (PHASE 4E)</td>
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<td>1,021</td>
<td>2,040</td>
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<tr>
<td>12</td>
<td>10900</td>
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<td>BAGLEY RD/PLEASANT VALLEY RD (SIB LOAN 5TH PAYMENT) DEBT-SERVICE</td>
<td>CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS</td>
<td>1,728</td>
<td>22,945</td>
<td>NA</td>
<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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<tr>
<td>13</td>
<td>100157</td>
<td>CUY</td>
<td>HARVARD AVE (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</td>
<td>CLEVELAND</td>
<td>234</td>
<td>2,456</td>
<td>NA</td>
<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT  
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<tr>
<td>14</td>
<td>80961</td>
<td>CUY</td>
<td>ROYALTON RD (SIB LOAN 1ST PAYMENT) DEBT-SERVICE</td>
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<td>1,259</td>
<td>15,526</td>
<td>NA</td>
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<tr>
<td>15</td>
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<td>CUY</td>
<td>TOWER CITY BRIDGES (SIB LOAN 2ND PAYMENT) DEBT-SERVICE</td>
<td>CLEVELAND</td>
<td>1,013</td>
<td>9,533</td>
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<tr>
<td>16</td>
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<td>W 150TH ST (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</td>
<td>CLEVELAND</td>
<td>234</td>
<td>2,548</td>
<td>NA</td>
<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)

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<tr>
<td>17</td>
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<td>LAK</td>
<td>VROOMAN RD (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</td>
<td>LAKE COUNTY ENGINEER</td>
<td>3,127</td>
<td>24,751</td>
<td>NA</td>
<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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<tr>
<td>18</td>
<td>16319</td>
<td>LOR</td>
<td>LEAR NAGLE RD (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</td>
<td>NORTH RIDGEVILLE</td>
<td>653</td>
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<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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<tr>
<td>19</td>
<td>14821</td>
<td>MED</td>
<td>NORTH CARPENTER RD (SIB LOAN 2ND PAYMENT) DEBT-SERVICE</td>
<td>BRUNSWICK</td>
<td>1,185</td>
<td>11,695</td>
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<td>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</td>
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<tr>
<td>20</td>
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<td>NOACA SFY 2020 TLCI</td>
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<td>2,000</td>
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<td>SCHEDULED FOR SFY 2020.</td>
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</table>
**SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT**  
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)

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<tr>
<td>21</td>
<td>105715</td>
<td>CUY</td>
<td>BRAINARD RD</td>
<td>CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS</td>
<td>2,884</td>
<td>3,605</td>
<td>5/8/20</td>
<td>ACCORDING TO ELLIS, THE SALE DATE IS 2/26/20. THE SPONSOR HAS NOT MET THIS MILESTONE DATE.</td>
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<tr>
<td>22</td>
<td>108245</td>
<td>CUY</td>
<td>CLE E 93RD ST AND E 105TH ST CORRIDOR MODAL (PEDD)</td>
<td>CLEVELAND</td>
<td>891</td>
<td>1,113</td>
<td>1/1/23</td>
<td>CMAQ ELIGIBILITY APPROVED 10/26/18.</td>
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<td>23</td>
<td>99753</td>
<td>CUY</td>
<td>CUYAHOGA HEIGHTS MULTI-PURPOSE TRAIL (PH IIIA)</td>
<td>CUYAHOGA HEIGHTS</td>
<td>712</td>
<td>890</td>
<td>12/31/20</td>
<td>PROJECT RESCHEDULED TO SFY 2021 DUE TO DESIGN ISSUES WITH STAGE 1 PLANS.</td>
</tr>
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</table>
## SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
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<tbody>
<tr>
<td>26</td>
<td>103163</td>
<td>GEA</td>
<td>MAPLE HIGHLANDS TRAIL (PHASE 2)</td>
<td>CHARDON</td>
<td>1,003</td>
<td>1,610</td>
<td>3/9/20</td>
<td>BIDS OPENED 2/27/20.</td>
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<tr>
<td>27</td>
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<td>LAK</td>
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<td>LAKE COUNTY ENGINEER</td>
<td>2,000</td>
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<td>28</td>
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<td>STEVENS BLVD</td>
<td>EASTLAKE</td>
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<td>2,528</td>
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<tr>
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<td>MENTOR</td>
<td>780</td>
<td>975</td>
<td>2/14/20</td>
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<tr>
<td>30</td>
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<td>MEDINA LINE RD (CR 2)</td>
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<td>PLAN PACKAGE RECEIVED IN ODOT CENTRAL OFFICE 2/7/20.</td>
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</tbody>
</table>
Agenda Item No. 8

OLD BUSINESS
Agenda Item No. 9

NEW BUSINESS
Agenda Item No. 10

ADJOURN