



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY MEMORANDUM**

**TO:** NOACA Board of Directors

**FROM:** Grace Gallucci, Executive Director

**DATE:** March 6, 2020

**RE:** **Resolution No. 2020-014: NOACA SFY 2021 – 2024 Transportation Improvement Program**

### **ACTION REQUESTED**

The Board of Directors is asked to approve the SFY 2021 - 2024 Transportation Improvement Program (TIP). The Planning and Programming Committee and the Finance and Audit Committee recommend this action.

The draft SFY 2021 - 2024 TIP including the data provided to date can be viewed on the NOACA website at the following link: <https://www.noaca.org/Home/ShowDocument?id=24721>

### **BACKGROUND/JUSTIFICATION**

NOACA develops a four year TIP every two years. The two year overlap between old and new TIPs allow for adjustments to be made based on variations in project delivery and funding. TIP development is conducted in coordination with the development of the statewide State Transportation Improvement Program (STIP).

The SFY 2021 through 2024 TIP contains the program of projects financed with federal funds provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and administered through the Ohio Department of Transportation (ODOT).

The TIP includes projects approved for NOACA Surface Transportation Block Grant (STBG), STBG set aside for transportation alternatives projects (TAP) and Congestion Mitigation Air Quality (CMAQ) funds, by the NOACA Board of Directors in September, 2019 (Resolution 2019-045). The TIP also includes the projects contained in the current SFY 2018 - 2021 TIP planned for implementation in 2021 inclusive of State Infrastructure Bank loan repayments, as they already have secured TIP funding commitments.

The TIP also includes projects supported by other federal funds, controlled through ODOT funding programs, transit agencies and other governmental units. Staff has coordinated with project sponsors and program managers (i.e. local communities, county engineers, ODOT District 3 and 12 and the transit agencies) on cost, scope and schedule updates.

ODOT has provided drafts of the highway and transit project data and fiscal analysis to NOACA. However, in order to maintain the TIP development schedule, staff incorporates the most recent project data to perform required analyses regarding air quality conformity, fiscal constraint and environmental justice. The final roadway and transit project data is expected by March 12th. ODOT or other project sponsors may add additional projects to the March 12th project list. When necessary, new projects added to the March 12th

draft TIP project list by ODOT or the transit agencies will be included in the Project Planning Review (PPR) process and, in turn, presented to the NOACA Board of Directors as a Plan and TIP amendment.

The draft TIP, approved by the Board of Directors, will be available for NOACA's public review and comment period from March 13th through April 13th and also for the ODOT two week STIP public involvement period, from March 30th through April 10th.

Below are projected key milestone dates and activities associated with the development of the STIP/TIP:

- March 13, 2020 - NOACA Board of Directors approval
- March 13, 2020 – April 13, 2020 - NOACA public review and comment period. The NOACA Board of Directors approved SFY 2021 - 2024 TIP available for public review and comment.
- March 27, 2020 - Draft FY 2021 - 2024 TIP due to ODOT for public involvement process. The draft must address review agencies' comments and include complete AQ conformity documentation;
- March 30, 2020 – April 10, 2020 – ODOT two week STIP/TIP public involvement period;
  - Any significant comments resulting from the NOACA public participation process and/or the STIP/TIP public involvement will be reflected in the final draft submitted to USDOT for approval.
- April 30, 2020 - Final S/TIPs due to ODOT;
  - ODOT requires all signed MPO resolutions be received no later than Monday, April 30, 2020. FHWA requires that all adopted TIP resolutions be included when ODOT submits their request for review and approval to USDOT.
- May 1, 2020 - Completed final STIP and AQ Conformity submitted to USDOT for approval. Air Quality Conformity documentation sent to Ohio EPA for review

### **CONCLUSION/NEXT STEPS**

Following Board approval, the SFY 2021 - 2024 TIP will be available for public review and comment from March 13th through April 13th, which aligns with the ODOT STIP/TIP public review and comment period from March 30th to April 10th. Any changes or significant comments resulting from the NOACA public participation process and/or the STIP/TIP Public involvement will be presented to the Planning and Programming Committee on April 17th and the NOACA Board of Directors on June 12th and reflected in the final draft submitted to USDOT for approval.

GG/em/3118

**RESOLUTION 2020-014  
(SFY 2021 – 2024  
TRANSPORTATION  
IMPROVEMENT PROGRAM)**

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

**WHEREAS**, the Northeast Ohio Areawide Coordinating Agency (NOACA), as the metropolitan planning organization (MPO) for the five Northeast Ohio counties of Cuyahoga, Geauga, Lake, Lorain, Medina, and The City of Cleveland, is presently engaged, through Board of Directors action and staff technical work, in the continuing phase of the cooperative, comprehensive, and continuing (3C) planning process designed to meet needs, requirements, goals, and objectives of national, state, and local governmental levels, all within this nation's federal transportation system; and

**WHEREAS**, the Congress of the United States, through law, and the U.S. Department of Transportation, through regulation, have determined that a Transportation Improvement Program (TIP) shall be prepared, which includes federal-aid transportation projects expected to be implemented in each of the program years; and

**WHEREAS**, the draft of NOACA's State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program (TIP), dated March 2020, was prepared in conformance with the NOACA Regional Transportation Investment Policy and, as such, is consistent with the above guidance and regulation; and

**WHEREAS**, the draft TIP includes projects approved by the NOACA Board of Directors to be funded with NOACA administered Surface Transportation Block Grant (STBG), STBG set-aside for Transportation Alternatives (TAP) (Resolution No. 2019-054) and Statewide Congestion Mitigation Air Quality Program (CMAQ) funds for SFYs 2021 through 2024; and

**WHEREAS**, the draft TIP was prepared and submitted for ODOT, FHWA and FTA review and approval.

**WHEREAS**, the draft TIP will be processed through public involvement, consistent with the Board of Directors Public Interaction Policy and Participation Plan; and

**WHEREAS**, any significant comment on the draft SFY 2021 – 2024 TIP received during the public involvement period will presented to the Board of Directors at its June meeting; and

**WHEREAS**, the Clean Air Act Amendments of 1990 require that NOACA make a determination, in cooperation with AMATS, ERPC and ODOT, that the SFY 2021 – 2024 TIP is in conformity with respect to Ohio's State Implementation Plan for attainment of the 2008 8-hour ozone standard and the 1997 annual and 2006 daily fine particulate matter standards; and

**WHEREAS**, NOACA staff has completed the necessary transportation conformity analyses for the five counties and combined them with the analyses for the rest of the applicable nonattainment areas; and

**WHEREAS**, NOACA acknowledges that the air quality analysis reflects an AMATS (Akron Metropolitan Area Transportation Study) Transportation Plan revision to include a new add lane project on SR-8, in Akron; and

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**WHEREAS**, the results of the analyses (Attachment 1) demonstrate that NOACA's long-range transportation plan, AIM Forward 2040 and the SFY 2021 – 2024 TIP for the area remains in conformance with the intent of Ohio State Implementation Plans (SIPs); and

**WHEREAS**, in accordance with Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), NOACA and ODOT are carrying out their responsibilities under applicable provisions of federal law.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Northeast Ohio Areawide Coordinating Agency, consisting of forty-six principal officials of general purpose local government throughout and within the counties of Cuyahoga, Geauga, Lake, Lorain, Medina and the City of Cleveland that:

**Section 1:** The NOACA SFY 2021 - 2024 Transportation Improvement Program, in substantial form, as shown as of today's date on the NOACA website, [www.NOACA.org](http://www.NOACA.org), is adopted as NOACA's TIP.

**Section 2:** The LAK-US20 28.01 (PID 99677) project is approved in the TIP as a pavement resurfacing of the current 4-lane designation (2 travel lanes in each direction). Should the project sponsor propose to revise the project at a future date to a pavement resurfacing with 3-lane designation (1 travel lane in each direction and 1 center turn lane), the project must come back to the Board of Directors for approval for scope modification in the TIP.

**Section 3:** The urban transportation planning process is being carried out in conformance with all applicable federal requirements.

**Section 4:** The Executive Director is hereby authorized to transmit a certified copy of this resolution and other appropriate documentation to federal, state, and local agencies.

Certified to be a true copy of a Resolution of the Board of Directors of the Northeast Ohio Areawide Coordinating Agency adopted this 13<sup>th</sup> day of March 2020.

Secretary: \_\_\_\_\_

Date Signed: \_\_\_\_\_

## ATTACHMENT 1

### Executive Summary

#### Ozone and PM<sub>2.5</sub> Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area

#### Akron Metropolitan Area Transportation Study (AMATS) Northeast Ohio Areawide Coordinating Agency (NOACA) City of Vermilion, Lorain County portion

#### What is required?

Nonattainment areas, through a process called transportation conformity, are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budgets. The United States Department of Transportation (U.S. DOT) issues formal transportation conformity determinations to nonattainment areas following a quantitative analysis. The analysis demonstrates that emissions from vehicles traveling on the planned transportation system are less than the area's emissions budget (or other emissions target in the absence of an approved budget). Transportation conformity determinations ensure the transportation sector contributes to an area's progress toward national air quality standards.

The Metropolitan Planning Organizations (MPOs) and the Ohio Department of Transportation (ODOT) must reestablish conformity for the 2006 and 2012 fine particulate matter (PM<sub>2.5</sub>) standards and for the 2008 and 2015 8-Hour ozone standard as a result of the adoption of SFY 2021-2024 Transportation Improvement Programs and long range transportation plan amendments. Because conformity is determined on a nonattainment area, rather than a sub area basis, each of the area's planning partners must approve a new conformity finding for the area based on these updates. The analysis for each standard covers the pertinent portions of the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit. The current analyses reflect a comparison of projected transportation emissions against the approved budgets for each standard.

#### Why are these tests required?

These tests are required because all areas with a current or former designation of nonattainment must maintain conformity findings for the designated pollutants. The tests ensure that transportation planning efforts are not hindering efforts to bring the area into attainment of the standards or maintain attainment of the standards.

#### What tests are conducted?

The tests compare the projected emissions in the given area against the motor vehicle emissions budgets (MVEBs) identified in the State Implementation Plan (SIP) for each standard.

The first test compares projected emissions of ozone precursors (volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)) to the MVEBs for those pollutants. The second test is a comparison of projected emissions to the MVEBs for PM<sub>2.5</sub> and NO<sub>x</sub>.

For all tests, projected emission levels beneath the respective budgets are considered to conform to the goals of the Clean Air Act.

#### What are the results of the tests?

The results of the tests, as displayed in the following tables, are that the area's existing plans, programs, and projects meet the conformity requirements.

### Conformity Analysis Summary

#### 8-Hour Ozone

Attainment status: 2015 8-Hour Ozone standard – marginal nonattainment area (Federal Register / Vol. 83, No. 107 / Monday, June 4, 2018)

SIP Status: Federal Register /Vol. 82, No. 4 /Friday, January 6, 2017 – direct final rule adequacy finding for Motor Vehicle Emission Simulator (MOVES) based 2008 ozone standard MVEB  
 No submittals required under 2008 8-Hour ozone standard until approved budgets are received. The budgets found adequate for 2008 standard will satisfy the 2015 tests, per U.S. EPA.

8-Hour Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 2008 Standard 8-Hour budget tests

Analysis Years: 2021 1<sup>st</sup> Analysis year  
 2030 Interim and SIP Budget year  
 2040 Plan(s) horizon year

8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
<b>AMATS</b>	tons / day			
VOC	9.11		4.22	3.76
NOx	12.21		5.29	4.21
<b>NOACA</b>	tons / day			
VOC	16.20		9.77	6.58
NOx	22.13		10.90	7.47
<b>Totals</b>	tons / day			
VOC	25.31	30.80	13.98	10.35
NOx	34.34	43.82	16.19	11.68

## 8-Hour Ozone

Attainment status: 2008 8-Hour Ozone standard – maintenance area (Federal Register / Vol. 82, No. 4 /Friday, January 6, 2017)  
 1997 8-Hour Ozone Standard - maintenance area (Federal Register Notice Final Rule Tuesday, September 15, 2009)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard MVEB  
 No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests for the time being per U.S. EPA.

8-Hour Geography: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2021 1<sup>st</sup> Analysis year  
 2030 Interim and SIP Budget year  
 2040 Plan(s) horizon year

8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
<b>AMATS</b>	tons / day			
VOC	9.11		4.22	3.76
NOx	12.21		5.29	4.21
<b>NOACA</b>	tons / day			
VOC	16.20		9.77	6.58
NOx	22.13		10.90	7.47
<b>Ashtabula Co.</b>	tons / day			
VOC	1.26		0.58	0.54
NOx	1.87		0.84	0.72
<b>Totals</b>	tons / day			
VOC	26.57	30.80	14.56	10.89
NOx	36.21	43.82	17.04	12.40

**PM<sub>2.5</sub> 2006 Standard**

Attainment/ 2006 Annual PM<sub>2.5</sub> Standard – maintenance area (Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013)

SIP Status: Cleveland area to attainment for 1997 and 2006 PM<sub>2.5</sub> Standards – FR notice included an adequacy finding for the MOVES based MVEBs

Geography: Cuyahoga, Lake, Lorain, Medina, Portage, Summit Counties, OH, and Ashtabula Township (Ashtabula County, OH)

Conformity Tests: Budget tests

Analysis Years: 2022 PM<sub>2.5</sub> Budget Year  
2030 Interim year  
2040 Plan(s) horizon year

<b>PM<sub>2.5</sub> Test</b>	<b>2022 Budget</b>	<b>2022 Emissions</b>	<b>2030 Emissions</b>	<b>2040 Emission</b>
<b>AMATS</b>	tons / year			
Direct PM <sub>2.5</sub>		133.88	108.62	108.04
NOx		2,736.88	1,872.30	1,664.22
<b>NOACA</b>	tons / year			
Direct PM <sub>2.5</sub>		343.76	264.33	224.07
NOx		9,977.68	5,457.77	3,787.06
<b>Ashtabula Twp.</b>	tons / year			
Direct PM <sub>2.5</sub>		2.19	1.68	1.68
NOx		50.33	35.26	32.81
<b>Area Totals</b>	tons / year			
Direct PM <sub>2.5</sub>	880.89	479.83	374.64	333.79
NOx	17,263.65	12,764.89	7,365.34	5,484.09



## PM<sub>2.5</sub> 2012 Standard

Attainment status: 2012 Annual PM<sub>2.5</sub> Standard – maintenance area (80 FR 2205 / January 14, 2015)  
SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM<sub>2.5</sub> MVEB  
Geography: Cuyahoga and Lorain County, OH  
Conformity Tests: 2012 SIP Maintenance Plan tests  
Analysis Years: 2022 PM<sub>2.5</sub> Budget year  
2030 Interim and PM<sub>2.5</sub> Budget year  
2040 Plan(s) horizon year

PM <sub>2.5</sub> Test	2022 Budget	2022 Emissions	2030 Budget	2030 Emissions	2040 Emissions
Direct PM <sub>2.5</sub>	406.79	243.93	270.57	192.28	162.50
NOx	9,432.04	7,093.52	4,907.54	3,721.28	2,561.28

For additional detail on these topics, visit the following US EPA websites:

<http://www.epa.gov/air/ozonepollution/> (general ozone information)

<http://www.epa.gov/ttn/naaqs/ozone/ozonetech/> (technical ozone information)

<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)

<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)

[http://www.epa.gov/ttn/naaqs/standards/pm/s\\_pm\\_index.html](http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html) (technical particulate matter information)