

T R A 2020 E N V
N S P I R O

A VISION

R T I N F O C U S M E
A T I N T
O N A L

**2020 NOACA
ANNUAL REPORT**

S E P T E M B E R 2 0 2 0



Northeast Ohio Areawide Coordinating Agency

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NOACA VISION STATEMENT

NOACA will **STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multimodal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio.**

2020 A VISION IN FOCUS

2020 Annual Report

Every great organization has a vision which keeps it moving in the right direction. NOACA has a vision statement that embraces several goals: achieving regional cohesion, preserving and enhancing our transportation assets, and investing in transportation that cultivates economic development. NOACA works every day to address this vision. As we begin to develop Northeast Ohio's next long-range plan and visualize the region in 2050, what do we want to accomplish? We picture bold visions for our future: clean and healthy air and water; an equitable and well-maintained transportation system in a state of good repair; zero traffic fatalities on the region's roadways, and attractive and vibrant communities—to name a few.

These visions may be challenging, but they keep us thinking innovatively, encouraging change, and moving forward in a positive way. Throughout this report, you will read about the programs, policies and projects that align with our purpose and goals, and make progress toward the visions of the future.



The Northeast Ohio Areawide Coordinating Agency (NOACA) is the federally designated metropolitan planning organization (MPO) for Cuyahoga, Geauga, Lake, Lorain, and Medina counties. NOACA performs planning for highways, bridges, public transit, bikeways, and pedestrian facilities. The agency also conducts transportation-related air quality planning and functions as the areawide water quality planning agency. NOACA's 46-member Board of Directors, consisting of elected and appointed public officials from the five-county region, determines how federal transportation dollars are spent in Northeast Ohio. The agency works closely with local communities, county engineers, transit agencies, the Ohio Department of Transportation (ODOT), and other stakeholders on project planning, development, and funding in a public forum. The agency takes a broad and balanced view of the region's multimodal transportation system and seeks to preserve and improve the system throughout the entire metropolitan area.



Message from NOACA



Timothy C. Lennon,
Board President



Grace Gallucci,
NOACA CEO

We are proud of the leadership role that NOACA brings to Northeast Ohio. From a Transportation Asset Management Plan that has been showcased nationwide as a model of best practices, to legislative advocacy that has brought millions of dollars in transportation investments to the region, to pursuing the country’s first hyperloop system, NOACA has been at the forefront of dynamic and innovative projects that promise to improve mobility, safety, and livability for the region’s commuters and residents.

In early 2020, NOACA launched the development of Northeast Ohio’s next long-range plan, a plan that will present a vision of the region’s future transportation system and influence decision-making processes over the next 30 years. For this new long-range plan, NOACA is taking an approach to more boldly integrate elements of comprehensive planning, such as land use, housing, public health, the environment, and economic development, and focus on their linkages to transportation. The overarching theme is EQUITY. Equity means being fair and impartial. Equity means ensuring that Northeast Ohio has a built environment that is inclusive and beneficial for everyone.

NOACA is calling the new plan *eNEO2050: An Equitable Future for Northeast Ohio*, highlighting equity as the plan’s focal point

and guiding principle. Equity can include so many different aspects in reference to transportation and environmental planning. It certainly refers to geographical and modal equity in regard to mobility and a clean environment. But it also goes deeper to ensure that all people have access to that mobility and environment. And access to that mobility and environment is critical to ensure that all people have access to the economy and an improved quality of life, which includes access to jobs, housing, health, education and so much more.

Equity in planning also means correcting for previous inequities, whether created intentionally or unintentionally through prior planning processes. This is particularly relevant in reference to racial inequality. Earlier this year, the American Planning Association (APA) issued a Statement on Righting the Wrongs of Racial Inequality, which reads in part:

“Recent grave injustices must be viewed in light of the historical trauma inflicted on African American communities, including discrimination wrought by the planning profession itself. APA recognizes this reality and is working to center equity in all planning processes in keeping with our mission of creating great communities for all.”

NOACA is committed to the principles in this statement to ensure an equitable transportation system and environment for all. This commitment to equity in planning is demonstrated by the NOACA Board’s recent adoption of a Commitment to Racial Equity in Planning statement. The statement emphasizes NOACA’s commitment to eradicate racism and offers action steps to address equity in all of our planning work. NOACA will serve as a regional leader in transforming our region into one where equity is achieved by creating access to opportunity through transportation and environmental planning. To do so, we will use our existing work with workforce mobility, urban core communities, transit-oriented development, transportation for livable communities, and general transportation access as a foundation to build a better, more equitable plan for Northeast Ohio. With your engagement and collaboration, we expect to publish the plan next year.

Moreover, in an effort to better reflect the region, the NOACA Board adopted a resolution that will make membership on the Board more equitable and balanced. Beginning with the 2020 Census, representation on the Board will be truly proportional to each county’s population and yet also assure each county a minimum number of seats regardless of population, and will automatically be adjusted with each decennial Census. This change is reflected in the Code of Regulations, the agency’s governing instrument. Our committees and Board have worked diligently to reach consensus on a methodology for Board apportionment that will serve us well into the future.

In addition to the launch of the *eNEO2050* plan, the agency completed two significant documents this year. After three years of development and extensive community involvement, NOACA has completed *Clean Water 2020*, the region’s Water Quality Management Plan. This comprehensive plan addresses water pollution caused by stormwater runoff, erosion, new development, and other sources, and offers recommendations, strategies and policies for restoring water quality in our lakes, rivers and streams. This is the first comprehensive update of the plan since 2000.

The Board of Directors also approved the State Fiscal Years (SFY) 2021-2024 Transportation Improvement Program (TIP). As the

implementation arm of the long-range plan, the TIP focuses on repair and maintenance of existing assets, supporting community livability projects, and investing in improvements that boost mobility and stimulate economic growth. NOACA committed close to \$240 million to improve roadways, rehabilitate bridges, and purchase new rapid transit rail cars and buses to keep people and goods moving to their destinations.

NOACA and its partners have made significant progress on the roadway safety improvements project in Geauga County, which will bring a level of transportation equity to the Amish community. The project is funded by a \$9.6 million federal Better Utilizing Investments to Leverage Development (BUILD) grant secured by NOACA in 2018. NOACA worked with ODOT and the Geauga County Engineer to complete design work for the project, which will enhance safety for Amish buggies, bicyclists, and pedestrians with widened roadway shoulders, buggy detection systems and other improvements.

We are optimistic about Northeast Ohio’s future. The Great Lakes Hyperloop Feasibility Study is now complete and concludes that a hyperloop system is feasible and could be developed in the Great Lakes region within the next decade. NOACA is supporting an intelligent transportation architecture that provides a framework for smart and interconnected vehicles. NOACA has committed \$3 million for electric vehicle charging stations in the region, setting the stage for a future with electric vehicles.

Earlier this year, when Ohio Governor Mike DeWine issued a Stay-at-Home work order for most organizations in the state due to the coronavirus pandemic, NOACA adjusted, working remotely, but forged ahead with efforts to serve our communities, including public involvement for the TIP; public engagement for *eNEO2050*; community pavement condition reports; and a public survey for *ACTIVATE*, a new bicycle and pedestrian plan.

We look forward to another productive year working with our Board and committee members, federal and state colleagues, regional partners, community members, and engaged audiences. Together, we can and will build a more equitable future for Northeast Ohio.



NOACA Commitment to Racial Equity in Planning

NOACA serves 2.1 million racially, ethnically and socioeconomically diverse people across a five county region in Northeast Ohio. Recent events of civil unrest underscore that racial justice remains a prominent issue yet to be fully addressed, but absolutely necessary in order to achieve an equitable society. The NOACA Board of Directors is aware of the consequences of historic racism and its legacy that has resulted in systemic racism, which is defined as a form of racism, intentional or unintentional, that is embedded as normal practice within society. Consistent with NOACA's guiding mission and values, we are committed to doing our part to eradicate racism. We commit to justice and equity, taking a stand against the ongoing impacts of racism in our region and across the country. We unequivocally condemn racism, injustice and inequality.

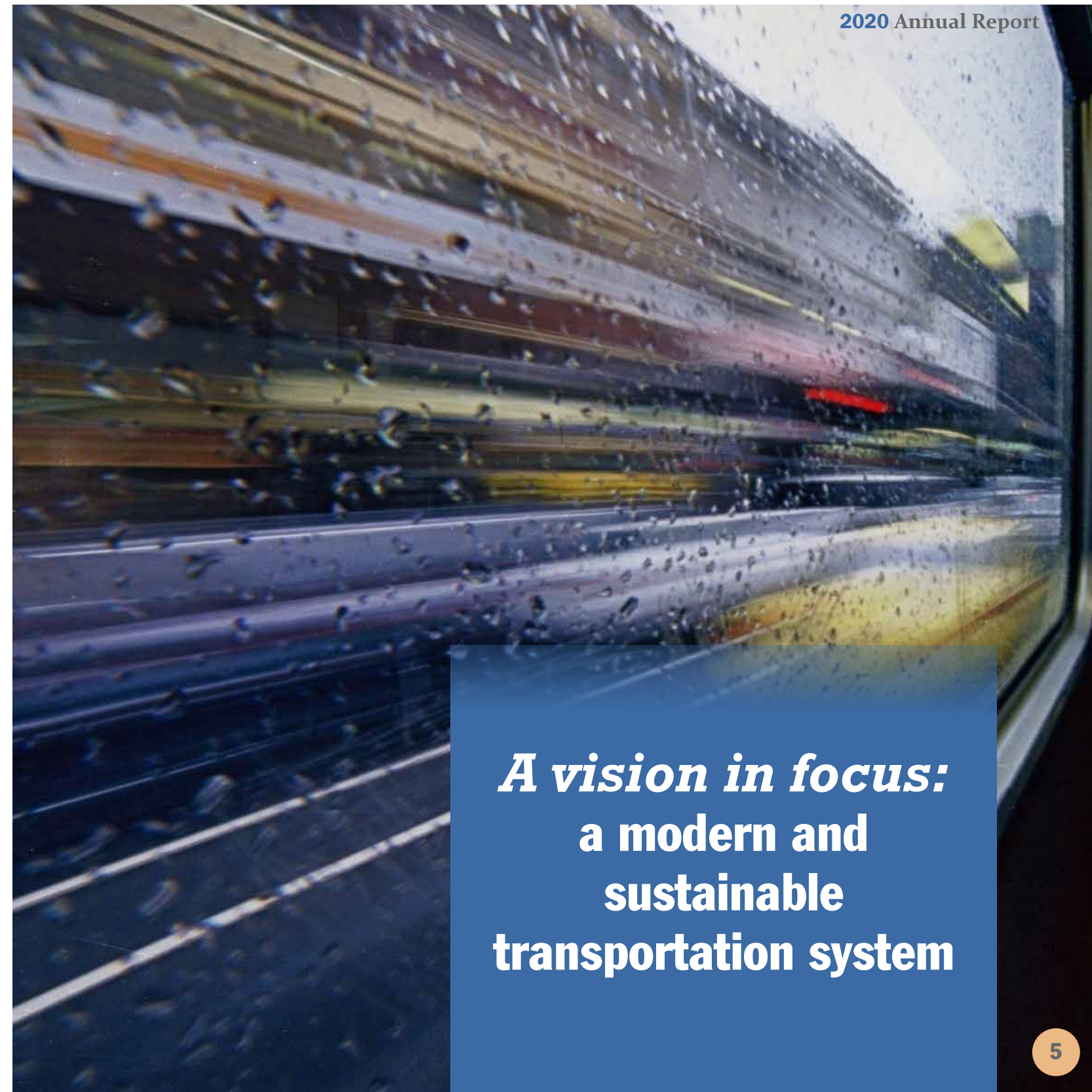
Although NOACA has made advances toward achieving equity in its planning and resource allocation and has realized some success through the process of continuous improvement and best practices, to eradicate racism and its negative effects on our communities of color, we are committed to exploring, listening and learning to further address the impacts that racism may have in decision making and organizational practices. We are committed to understanding, evaluating and measuring how our policies and actions impact equity in our region. We will continue to embrace diversity, strive for equity, and seek inclusion in all our efforts; and, we will ensure that these actions remain explicit values that are always reflected as a core component of our work. We will commit to creating a

Subcommittee of the Policy Committee and develop a plan to ensure racial equity is embedded in all of our work.

NOACA recognizes the historically inequitable results of transportation planning in Northeast Ohio and throughout the country, particularly the development of the highway system, which have facilitated and heightened racially segregated communities and disparate outcomes relative to mobility and access to opportunity. We are aware that there are still inequity implications across the region and nation. We will seek to better understand the root causes of racial disparities linked to transportation and the environment, such as development patterns, and promote a deeper awareness of their correlations, with the goal of eliminating them. We will be more comprehensive in our planning scope, focusing on the relationship of transportation and environmental planning to housing, land use, economic development and health outcomes. We intend to achieve planning solutions that are not only highly equitable but also help correct structural problems that perpetuate racial inequity.

NOACA is committed to being a leader in transforming our region into one where equity is achieved by creating access to opportunity through transportation and environmental planning, focusing on inclusive practices that empower all citizens in our region. We will apply an equity lens, with a specific focus on racial equity, to the important work that we do, and we will do it with intentionality and transparency. The resulting economic and social outcomes will create a healthier and more prosperous Northeast Ohio region for all.

Adopted by the NOACA Board of Directors: June 26, 2020



***A vision in focus:*
a modern and
sustainable
transportation system**



LONG-RANGE PLAN: **eNEO2050**—AN EQUITABLE FUTURE FOR NORTHEAST OHIO

In January 2020, NOACA launched the development process for Northeast Ohio's long-range plan. NOACA is federally mandated to create this comprehensive plan, which guides development of the region's future multimodal transportation system and establishes a vision for transportation priorities for the next 20-plus years. The new long-range plan, *eNEO2050*, embraces equity as its guiding principle, and

will focus on ensuring that the future built environment works for everyone in the region. The plan will be more far-reaching in its scope than in previous plans, spreading beyond transportation to land use, housing, employment, health impacts, the environment, and economic development. The project selection process will incorporate an equity lens and a multi-modal emphasis. NOACA prepared a public engagement plan for *eNEO2050* and is reaching

out to various publics to be more inclusive in obtaining input and vision for the plan. NOACA created a subsite of the agency website dedicated to *eNEO2050*, with pages informing the public about the plan's objectives, focus areas, timeline, and public engagement opportunities. With in-person meetings severely restricted due to the COVID-19 pandemic, NOACA has employed virtual meeting formats and other tools to reach target audiences.



Visit eNEO2050.com



HIGHWAY INTERCHANGE POLICY

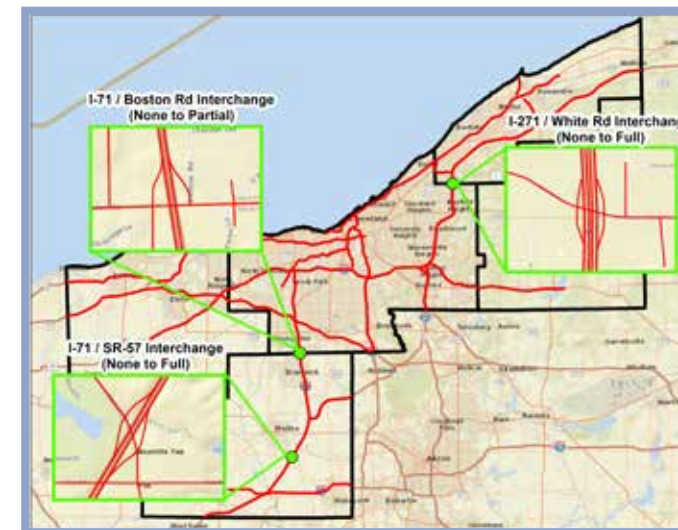
NOACA acknowledges that construction of new highway infrastructure can be inequitable and is therefore creating a new policy that will prioritize proposed highway interchanges for inclusion in *eNEO2050*. NOACA has established a coordinated approach to review and assess the merits of interchange proposals. Each proposal will

receive thorough examination of its impacts (transportation planning, fiscal responsibility, economic development, environmental protection, safety, quality of life, etc.), which may extend far beyond the immediate vicinity of the project site and well into the future beyond the completion of the project.

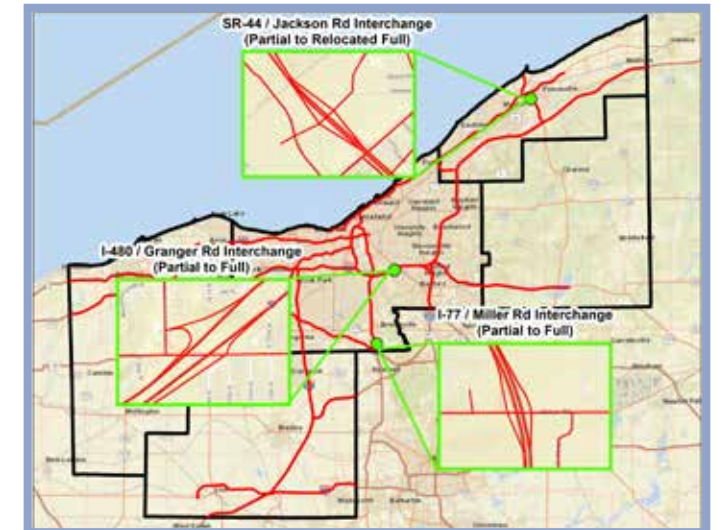
In a region with a declining population that has spread

out in less dense development patterns since 1970, this policy sets the bar for project sponsors to demonstrate whether a proposed new or modified highway interchange truly results in net regional benefit. Only those projects that benefit the region should merit approval and financial support through NOACA's Board.

Proposed Highway Interchanges: None to Partial or Full



Proposed Highway Interchanges: Partial to Full



eNEO2050 Public Information & Engagement Tools



Regional Statistical Survey:
2455 participants



Town Hall meetings
in each county & the
City of Cleveland



Monthly lunch hour
discussion series



Sasaki Crowd Gauge
Activity



Podcast focused on
Long-Range Plan topics



REAT LAKES HYPERLOOP FEASIBILITY STUDY

NOACA and Hyperloop Transportation Technologies (Hyperloop TT) unveiled the landmark Great Lakes Hyperloop Feasibility Study in December 2019. The study revealed that a hyperloop route from Pittsburgh to Cleveland to Chicago is not only feasible, but could also generate significant economic development in the three cities and create thousands of new jobs. Since its release, the draft study went through a three-month public comment period in early 2020, and an academic peer review by faculty at Cleveland State University, Carnegie-Mellon University, University of Illinois of Chicago, and Northwestern University.

Full-scale development testing of the hyperloop is now underway in Toulouse, France. NOACA, the Ohio Department of Transportation (ODOT), and HTT are moving to the next phase for the project, an Environmental Impact Study (EIS), which will determine if the proposed project will have any adverse impact on the land and environment adjacent to the development area. During the EIS, additional aspects of the hyperloop system will be studied, including where the routes will ultimately be placed.

In July 2020, U.S. DOT published Pathways to the Future of Transportation. This document explains the purpose and mission of the new Non-traditional and Emerging Transportation Technologies (NETT) Council, which will help advance hyperloop technologies and projects. The document also establishes a regulatory structure for hyperloop and other cross-modal technologies, and clarifies the federal role in advancing new technologies and grant eligibility.



Hyperloop Feasibility Study Highlights

- The hyperloop's top speed could reach 760 m.p.h., rivaling airline travel.
- 2025 -2050 Regional Economic Impact**
Employment Growth: more than **900,000 jobs**
Property Value Increase: **\$74.8 billion**
Expanded Tax Base: **\$12.7 million**
- Decrease in regional carbon emissions by **143 million tons**



A vision in focus:
**well-maintained
and efficient
transportation assets**



FYs 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

In March 2020, the NOACA Board of Directors adopted the State Fiscal Years (SFY) 2021-2024 Transportation Improvement Program (TIP), which contains 640 capital improvement projects that total \$1.9 billion. The TIP includes all federally funded and regionally significant, non-federally funded highway, bridge, transit, bicycle, pedestrian, and freight-related projects scheduled for the next four years in NOACA's five counties. It also serves as the implementation tool of the long-range plan. Preservation and maintenance projects make up 88% of the projects in the SFY 2021-2024 TIP.

Because of the limitations on public gatherings due to coronavirus, NOACA conducted public involvement virtually. NOACA made the TIP available online with an interactive map that showed all of the proposed projects and their descriptions and

locations. This user-friendly tool enabled the public not only to review and to comment on any of the mapped projects, but also to receive a response from NOACA when requested.

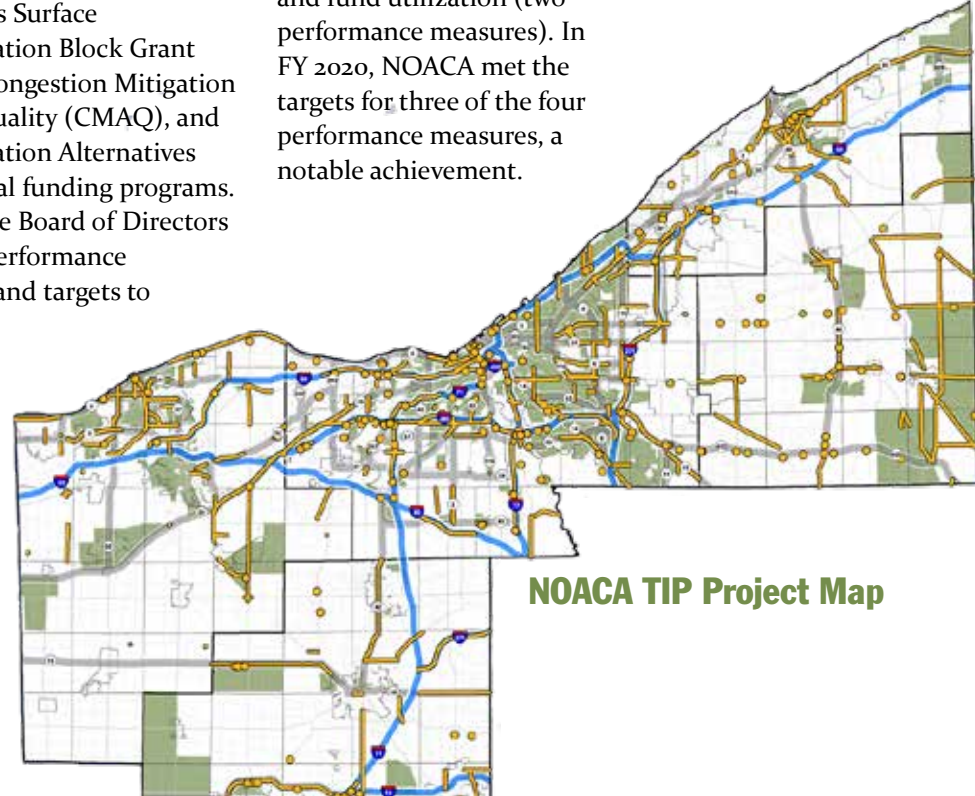
NOACA Capital Programs Performance Measures

NOACA allocates over \$50 million annually to transportation projects through its Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) capital funding programs. In 2016, the Board of Directors adopted performance measures and targets to

guide management of the programs to ensure informed decisions, optimal expenditure of resources, and increased accountability.

NOACA's performance measures are focused on two elements of NOACA capital programs implementation: program delivery (two performance measures) and fund utilization (two performance measures). In FY 2020, NOACA met the targets for three of the four performance measures, a notable achievement.

NOACA also strives to spend down its annual TIP funding allocation to ensure that projects are advanced, as programmed, to the implementation phase. In SFY 2020, NOACA encumbered \$69.7 million (96%) from a budgeted \$72.3 million in projects, making this one of the best years NOACA has had recently for project delivery.



FY 2020 TIP Impact in Northeast Ohio

- 27 miles of roadway improvements
- 30 replacement transit vehicles
- 10% of the cost for Greater Cleveland RTA rail cars
- 5 miles of new bicycle facilities
- 5 TLCI implementation projects
- 2 signal upgrades
- Geauga County roadway safety improvement design
- \$11 million in debt service paid down

Congestion Mitigation and Air Quality (CMAQ) Projects

The Ohio Department of Transportation facilitates the allocation of federal Congestion Mitigation and Air Quality (CMAQ) funding to urban areas for transportation projects and programs that reduce traffic congestion and improve air quality.

Using its historical funding allocations, NOACA selects projects in accordance with statewide CMAQ program policy scoring criteria and recommends the highest impact projects to a statewide

CMAQ committee for funding. Projects selected in FY 2020 will be programmed into the Transportation Improvement Program for FYs 2024 and 2025.

Selected projects:

- Greater Cleveland Regional Transit Authority (RTA) – 23 replacement buses; \$16.6 million
- Laketrans vehicle replacements – 24 light transit vehicles and 16 vans; \$3.8 million

- RTA Blue and Green Rail Line shelter improvements; 20 stations; \$1.6 million
- Electric Vehicle Charging Stations, various locations; \$3 million
- Broadway Avenue/Richmond Road multi-purpose bike/pedestrian facility in Bedford Heights' high-density job corridor; \$635,000
- SR-91 SOM Center Road multi-purpose bike/pedestrian facility in Willoughby; \$1.85 million

The SFY 2021-2024 TIP represents **\$1.9 billion** in regional infrastructure investment

Regional Transportation Improvements supported by NOACA

The transportation improvements on this page were completed in Fiscal Year 2020 with NOACA-attributable federal funding.



Towpath Trail Stage 1, Cleveland



SR-10 streetscaping in Fairview Park



Black River Trail, Lorain



Replacement buses for the Greater Cleveland RTA



Median and crosswalk improvements in Strongsville



Pearl Road resurfacing, Strongsville



Lakewood Heights Boulevard rehabilitation in Lakewood



Light transit vehicles for Laketrans



GAUGA COUNTY ROADWAY SAFETY IMPROVEMENTS

Throughout FY 2020 NOACA worked with the Geauga County Engineer, Ohio Department of Transportation, and Federal Highway Administration to complete the agreement to use Better Utilizing Investments to Leverage Developments (BUILD) grant funds awarded to NOACA to make a “bundle” of safety improvements in the heart of Geauga County’s Amish country.

With assistance from ODOT, and by leveraging committed safety projects already under design, NOACA and the Geauga County Engineer were able to expand the reach of safety improvements to include additional unfunded locations previously identified as needs in an Amish Safety Strategic Plan completed by ODOT in 2016. NOACA and the Geauga County Engineer’s office worked together to hire a design consultant to complete the plan for the added work locations subject to an

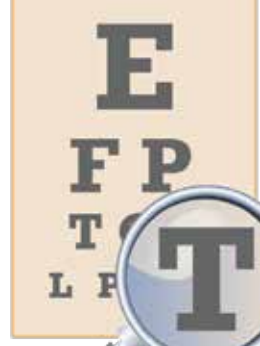
extremely tight schedule. The consultant was able to complete plans for Newcomb Road, Mumford Road, and SR-168 in near-record time. The project is on schedule for implementation in 2021, with work starting on SR-608 and SR-87. Work on the remaining locations is expected to occur the following year.

The complete \$14.3 million project includes:

- Widening roadway shoulders to accommodate buggies and pedestrians
- Adding buggy warning and detection systems
- Improving roadway signage



NOACA received a **\$9.6 million BUILD** grant for Geauga County roadway safety improvements.



TRANSPORTATION ASSET MANAGEMENT

Transportation infrastructure are foundational assets and systems for transporting people and goods. These systems include roads, railways, sidewalks, bicycling facilities, bridges, transit stations, and airports. NOACA's asset management program is a balanced approach for the preservation and rehabilitation/replacement of pavements, bridges and transit components.

Asset management considers the region's comprehensive transportation system and employs a process for getting the most out of limited funding resources. Regular maintenance of roads, bridges, transit and other transportation assets can effectively manage costs and extend the life of the original investment.

NOACA uses a pavement management modeling system called "RoadMatrix - Next Generation Pavement Management System," a computerized information system designed to assist decision-makers in the process of managing a pavement network. NOACA analyzes the current condition, future performance, and expected monetary needs of the pavement network in the region using the RoadMatrix system, the Ohio Department of Transportation pavement database and the NOACA travel forecasting model.

In 2020, as in previous years, NOACA produced Roadway Pavement Maintenance Reports for its five member counties and



88 cities and villages in the region. NOACA analyzed the current conditions of pavement networks in these communities and produced an individual pavement maintenance report for each county, city and village. Each report includes five maintenance and rehabilitation strategies. In addition, the reports document a comparative analysis of these strategies in terms of monetary and pavement conditions after applying the proposed treatments.



TRANSPORTATION ASSET	SCOPE OF ASSETS	ESTIMATED ACCUMULATED MAINTENANCE COSTS, 2020 - 2024
Roadways	3,300 centerline miles	\$380 million
Bridges	3,100 bridges	\$240 million
Transit	5 agencies, 2.05 million (2020) population	\$340 million



ENHANCED MOBILITY FOR SENIORS & INDIVIDUALS WITH DISABILITIES

Through the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program, NOACA awards capital funding grants to transit agencies, communities and social service agencies that provide coordinated transportation services for

older adults and people with disabilities. The grants are used to purchase vehicles and communications equipment to enable these special populations to get to work, stores, and medical appointments, and maintain their mobility and independence.

funding for the Section 5310 program. These funds will help purchase replacement vehicles for transit agencies Laketran and Greater Cleveland RTA, and light transit vehicles/vans for five communities and 10 social service agencies in NOACA's urbanized area.

In Fiscal Year 2020, NOACA approved \$1.68 million in

\$977,000
to transit agencies
for replacement vehicles

\$705,000
to communities and
social service agencies
for vehicles





SIGNAL TIMING OPTIMIZATION PROGRAM (STOP)

Since Fiscal Year (FY) 2017, NOACA has administered a consultant contract to provide technical assistance to Northeast Ohio agencies to improve traffic signal operation on congested roadways. Since then, five corridors have been improved by retiming a total of 194 traffic signals in over 12 different communities.

In FY 2020, NOACA and its consultant worked with the City of Cleveland to improve traffic signal timing patterns on Chester Avenue between East 13th Street and Euclid Avenue, and along Euclid Avenue from East 105th Street to East 123rd Street, including a large number of nearby signals on Cedar Road, Carnegie Avenue, and other major cross streets. NOACA purchased eight GPS timeclocks for installation at traffic signals not synchronized with others along Chester and Euclid Avenues. These timeclocks were installed by the City in April. Their installation ensures that they will be able to remain synchronized and provide more reliability for motorists well into the future.

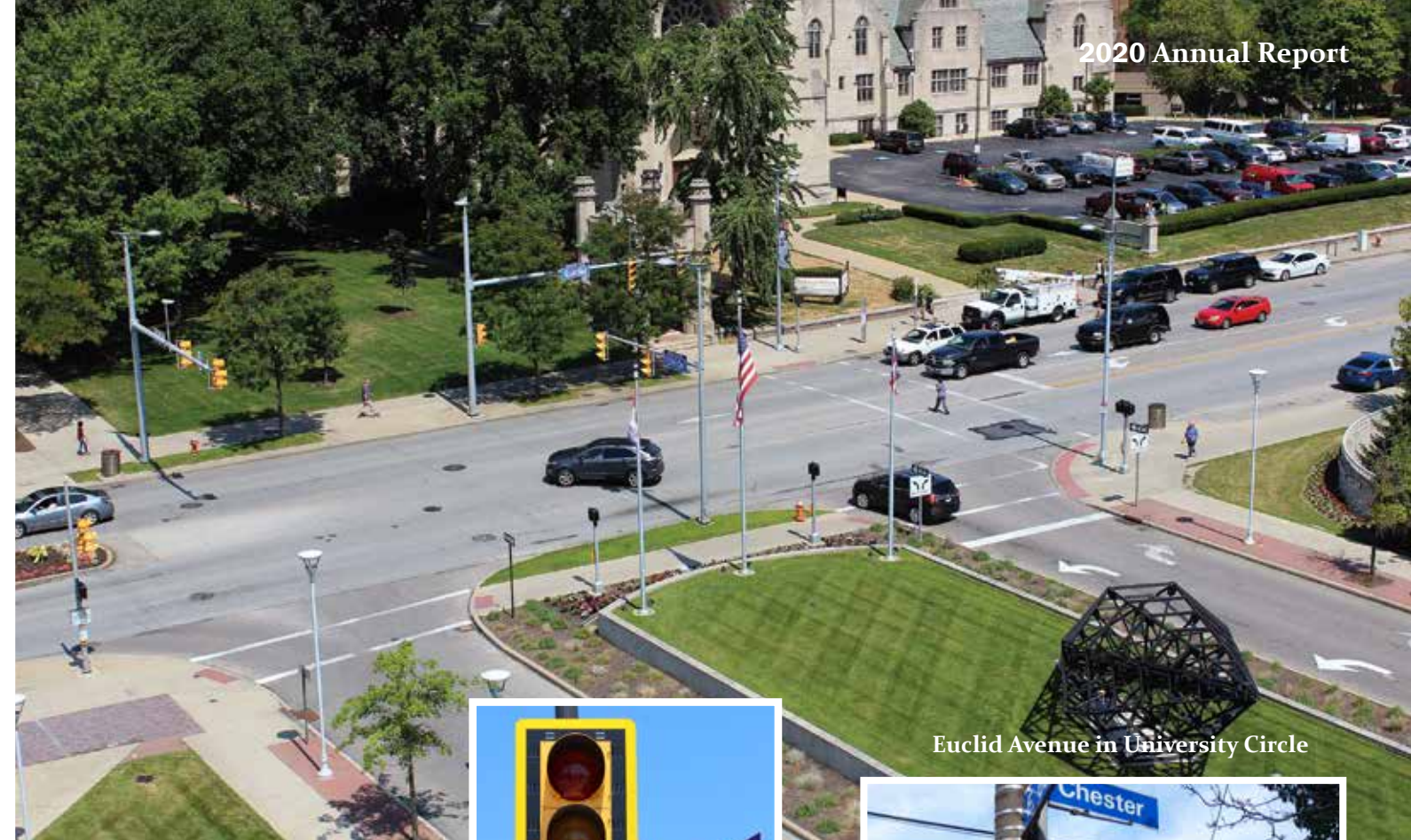
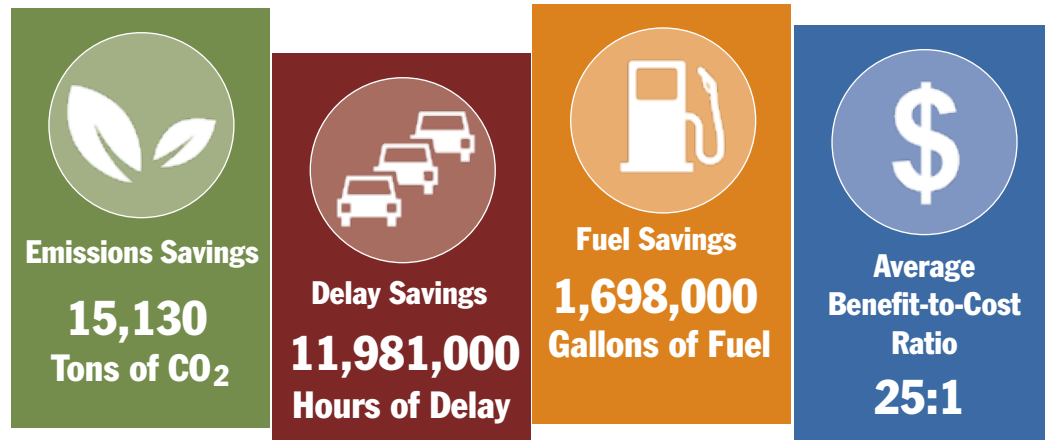
Additionally, this project identified the need for improvements to pedestrian facilities at several intersections on Chester Avenue. While outside the scope of the STOP program, these intersections will be incorporated into an upcoming city-wide pedestrian safety improvement project scheduled to begin in 2021. When implemented, these improvements are expected to provide safer and better movement for both pedestrians and vehicles traveling along or crossing Chester Avenue.

NOACA awarded its next STOP contract and held a kickoff meeting with stakeholders just before the coronavirus began to adversely affect travel in the region. Two corridors were selected for improved traffic signal timings this year:

- Bagley Road, from Lindbergh Road to Pearl Road; 28 signalized intersections, in Berea and Middleburg Heights
- Ridge Road, from Pearl Road to Denison Avenue; 30 signalized intersections, in Parma, Brooklyn, and Cleveland

Signal Timing Optimization Program (STOP) Benefits

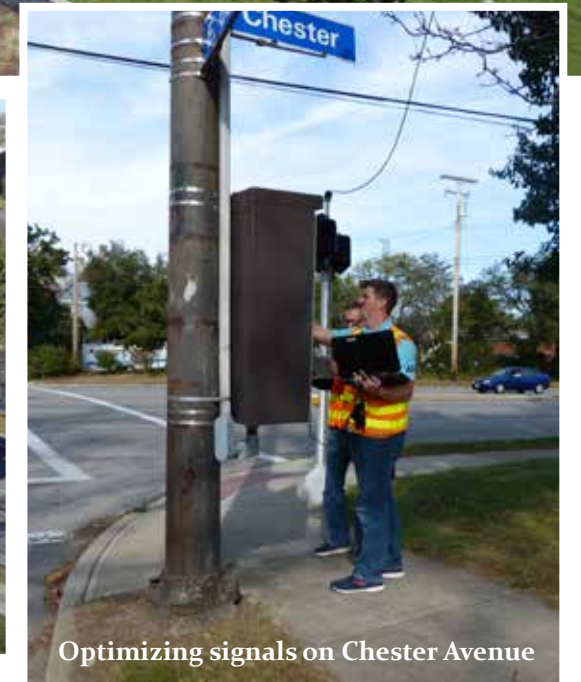
Five travel corridors in Northeast Ohio have been improved by the retiming of traffic signals through NOACA's STOP - a total of **194 traffic signals in 12 communities**



Euclid Avenue in University Circle



Bagley Road corridor, Middleburg Heights



Optimizing signals on Chester Avenue



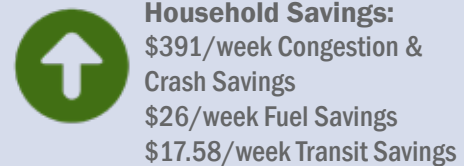
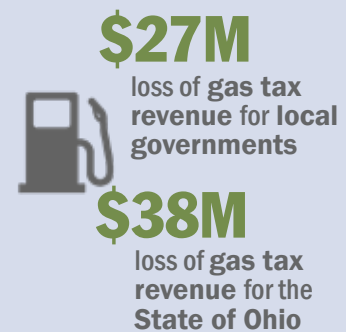
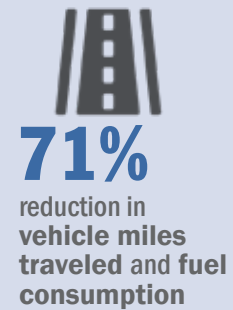
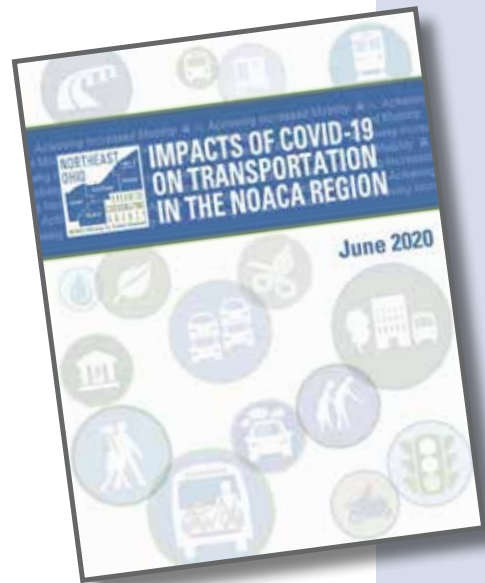
IMPACT OF COVID-19 ON TRANSPORTATION IN THE NOACA REGION

On March 24, 2020, Ohio Governor Mike DeWine issued a mandatory “Stay-at-Home” order for non-essential workers due to the coronavirus, with the goal of keeping people safe and preventing continued spread of the virus. This mandate significantly impacted regional travel patterns, fuel consumption, traffic congestion, road accidents, freight traffic, vehicle-related

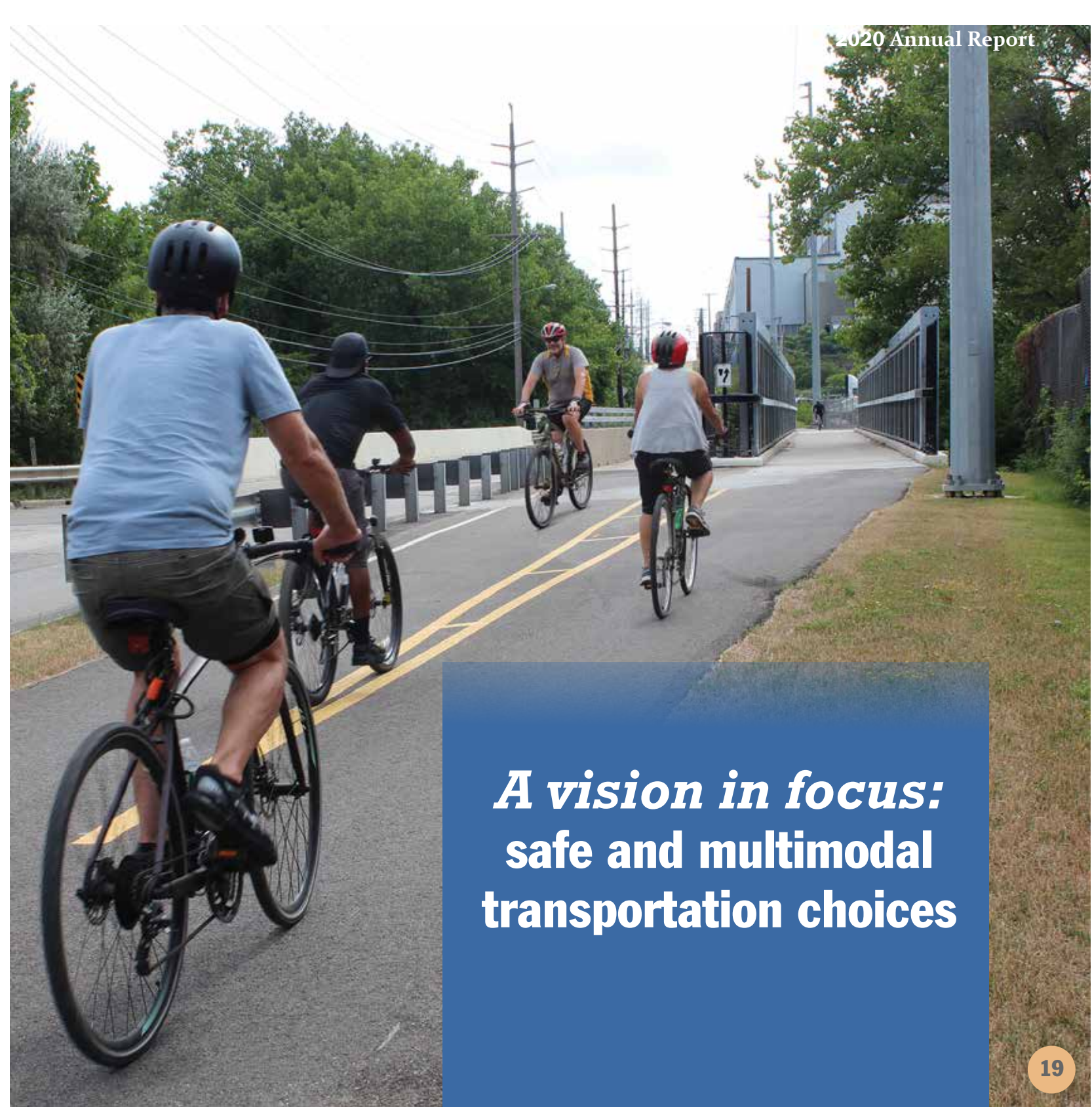
pollution, transit ridership, Motor Fuel Tax (MFT), and sales tax in Northeast Ohio. NOACA analyzed the effects on the region’s transportation system resulting from the Stay-at-Home order and reduction in commuters from March 24 through June 1, when the order was lifted. NOACA’s analysis shows that in the five-county region, local

governments are estimated to have lost \$27 million during the analysis period, and the State of Ohio’s share dropped by \$38 million. The NOACA report also demonstrates the impacts to the region’s five countywide transit systems, from reductions in fare collections, sales tax revenues, state general

revenue transfers, and contract services. These losses have been largely mitigated thus far by transit relief funds provided by the federal CARES (Coronavirus Aid, Relief, and Economic Security) Act; however, larger transit systems may need additional funding to recover from the economic impacts related to the coronavirus pandemic.



Report analysis period: March 24 to June 1, 2020



A vision in focus:
safe and multimodal transportation choices



REGIONAL BICYCLE/PEDESTRIAN PLAN



Towpath Trail

NOACA continues to support the Ohio and Erie Canal Towpath Trail through its final phases in the City of Cleveland. Stage 1 of the trail, from Harvard Avenue to Steelyard Commons was completed this year. NOACA has committed more than \$30 million to this regional amenity.

In FY 2020, NOACA committed \$550,400 toward the construction of a trailhead at Canal Basin Park in Cleveland, the northern terminus of Phase IV of the Towpath Trail. The project will remove two parking lots, creating a buffer between the trail and an adjacent parking facility, and add benches, bike racks, fencing and other trail amenities. Phase IV, now under construction, is the final leg of the Towpath Trail in Cleveland.

Community surveys have shown that residents want to have enhanced opportunities to walk, bike and run safely as ways to navigate through the region. These opportunities include active transportation facilities such as bike lanes, sidewalks, trails, multipurpose paths and road sharing. Access to these amenities will make Northeast Ohio an even more attractive place to live, work and play. Implementing active transportation facilities also promotes a healthy lifestyle,

reduces congestion, and improves regional air quality.

In fall 2019, NOACA began developing a new active transportation plan--*ACTIVATE*. This plan will:

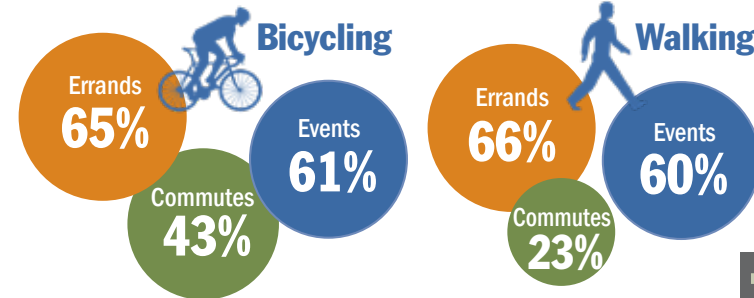
- Provide a vision and framework for increasing the use of bikeways and walkways for transportation and commuting
- Support safety and multimodal connectivity
- Serve as a guide for future pedestrian and bicycle improvements

The first phase of plan development involved gathering input from the community-at-large in a public survey to better understand challenges and issues related to bicycle and pedestrian travel. NOACA also issued a local government survey to learn about community needs, examples of projects, and current approaches to bicycle and pedestrian transportation. The feedback received will help NOACA to develop a useful and effective plan.

ACTIVATE Public Survey Findings

1,900
Survey Respondents

How feasible are occasional bicycling and walking trips of this type?



More than **5,800** locations identified where biking and walking is a challenge

Most Reported Community Needs



GEAUGA COUNTY BIKE MAP

In spring 2020, NOACA published a Geauga County bike map, the final map in the series of county bike map updates launched in 2016. Like the other county bike maps, the Geauga County map is printed on waterproof paper and includes existing and planned bicycle facilities, levels of traffic stress, local bike shops, local points of interest, bicycle safety tips, and resources.

This map is unique in that it also shows the location of Amish buggy lanes (which bicyclists may also use), the section of the Maple Highlands Trail where buggies are allowed, and tips for safe cycling alongside buggy traffic.



More than **90,000** Cuyahoga County BIKE MAPS have been printed since **2016**



COMPLETE & GREEN STREETS POLICY

To help the region achieve the goal of developing safe, equitable, and sustainable transportation infrastructure, NOACA adopted a Complete and Green Streets Policy. Complete Streets are roadways designed to accommodate all users safely and comfortably, including motorists, cyclists, pedestrians, individuals with disabilities, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users include people of all ages and abilities.

Green Streets help minimize environmental impact by focusing on retaining, treating and eliminating stormwater runoff at the source by using green infrastructure applications. Green infrastructure helps replicate natural processes such as filtration, evaporation, transpiration, and uptake by plants, and can reduce runoff volumes and improve water quality. These natural functions are often missing in transportation projects where impervious road surfaces prevent rain water

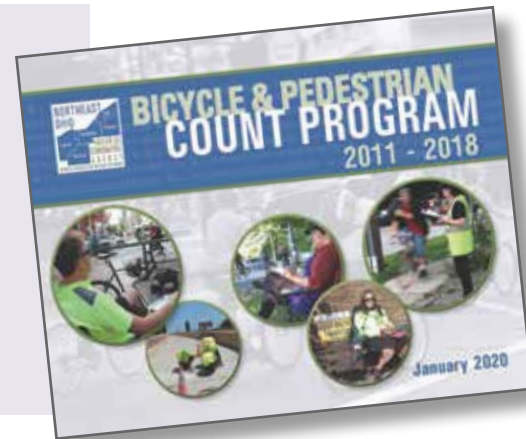


from soaking into the ground. Green infrastructure also offers a bonus for neighborhoods: attractive streetscaping that enhances livability and quality of life.

NOACA has amended its Regional Transportation Investment Policy to include eligibility and support for complete and green streets components in NOACA administered funding programs.

BICYCLE & PEDESTRIAN COUNT REPORT

For years, NOACA has enlisted the help of volunteers to take bicycle and pedestrian counts at specific locations in the region. The staff has compiled data taken at these sites from September 2011-September 2018 and prepared a report that shows: regional and local levels of bicycling and walking, trends in ridership, and behavioral changes. This data will help NOACA identify trends that aid in the planning and design of multimodal transportation infrastructure, and prioritize future bicycle/pedestrian infrastructure and planning projects.



SAVE: NOACA'S PLAN FOR TRANSPORTATION SAFETY

NOACA envisions a safer future where no one is killed or seriously injured on Northeast Ohio's transportation network. The purpose of SAVE: NOACA's Plan for Transportation Safety (SAVE Plan) is to save lives in the NOACA region by identifying actions to reduce crashes that result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040.



FY 2020 SAFETY & OPERATIONS ACCOMPLISHMENTS



- An award to participate in the Walkability Virtual Academy, a national program offered only to MPOs to engage a regional team to develop a walkability team action plan for the NOACA region. Only six teams across the nation were chosen by the National Association of Chronic Disease Detectors to participate.
- The launch of the NOACA Safety Webinar series, to educate and inform stakeholders about safety data and analysis in our region, new and impactful programs, policies and resources available to communities, and expert presentations on issues that reflect the 10 NOACA Safety Emphasis Areas within the SAVE Plan.
- Support of the University Hospitals Rainbow Babies and Children's Child Injury Prevention Program (CIPP), a 5-year Ohio Department of Health grant to decrease motor vehicle crashes that involve young drivers ages 16-20, and decrease the rates of youth bicycle and pedestrian injury through policy and programming.
- A focus on partnerships to advance transportation safety for older drivers, young drivers, pedestrians, and cyclists, and to reduce distracted driving in our region. These include AAA Carfit training, representation on all five county Safe Community Coalitions and the Cleveland Vision Zero Coalition, and supporting local Safe Routes to School planning and implementation.



SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a program that focuses on making it safe, convenient and accessible for kids and families, including those with disabilities, to walk or bicycle to school and in everyday life. The planning framework is safety-based, following the 6 E's of Safety – Education, Encouragement, Enforcement, Evaluation, Engineering and Equity.

NOACA's Safe Routes to School Assistance Program provides planning and implementation support to schools and communities, and addresses SAVE Plan goals and objectives, specifically strategies and actions for the emphasis areas on Pedestrian, Bicycle, and Intersections.



FY 2020 Accomplishments & Community Impacts



Assisted in developing four **new school travel plans** in Avon, Bay Village, Brecksville-Broadview Heights, and Warrensville Heights



Support for ODOT Safe Routes to School funding applications, resulting in **over \$1 million in infrastructure funding**, and **\$46,000 in non-infrastructure funding** to communities in our region



Schoolpool pilot programs implemented in two Lorain County schools, in partnership with the NOACA Gohio Commute Air Quality Program



Conducting a **Student Transportation and COVID-19 Impacts survey**, and shared resources supporting Schoolpool, Walking School Bus, Bike Train, and Crossing Guard Training programs to assist school districts with student transportation issues as a result of the pandemic



A vision in focus:
regional economic development and growth

E F P T L F M ETROPOLITAN STATISTICAL AREAS

In fall 2019, NOACA produced a report that examined the potential for merging the Cleveland Metropolitan Statistical Area (MSA) with the Akron and Canton MSAs to create one large, more populous MSA. A merger of the MSAs would bring greater economic benefit to the region and make Northeast

Ohio more competitive with other MSAs in the nation with similar population and employment densities. The merger would also boost regional collaboration, raise the region's profile, attract business to the area, and give the region more influence in legislative affairs.

An MSA is a core area with a substantial population

nucleus that is joined with adjacent communities that have a high degree of economic and social interaction with the core area. To make the merger of Northeast Ohio MSAs possible, the U.S. Census Bureau and Office of Management and Budget (OMB)—which determine the criteria for defining

Cleveland-Akron-Canton MSA



Northeast Ohio communities would have benefited from a direct funding allocation from the Coronavirus Aid, Relief, and Economic Security (CARES) Act if its population had been larger.

MSAs—would need to change the delineation criteria.

NOACA's report analyzed three possible delineation criteria or data changes, and developed eight possible scenarios that would result in an increase in the size of the Cleveland MSA. The analysis showed that by simply increasing the current urbanized areas of Cleveland, Akron, and Canton into one expanded MSA, the population of the MSA would grow to more than 3.1 million.

NOACA shared its research with the appropriate federal agencies and the Board passed a resolution expressing support for an accurate representation of Northeast Ohio's MSA based on the Census.



NOACA's freight planning programs ensure that businesses can easily and inexpensively import and export their raw materials and finished goods by air, rail, road, or water. This gives the region a competitive advantage that helps businesses stay or move from other regions, creating jobs and growing the economy. Freight planning also helps to connect residents through multimodal transportation with jobs in manufacturing and other freight-related industries. Lastly, we look for ways to minimize the environmental impacts, particularly air pollution, caused by freight traffic. In

2020, NOACA produced two freight studies:

- Hopkins Airport Freight Hub Study
- Norfolk Southern Freight Hub Study

These studies take a comprehensive look at transportation planning and investment as an economic development generator for key regional freight hubs: Hopkins Airport and the Norfolk Southern Rail yard. They discuss existing infrastructure and traffic conditions; identify key commodities shipped by air or rail and industry sectors; review socioeconomic and commuting data; and identify projects that may facilitate

freight shipments and employee commuting.

The analysis indicates that these areas see high traffic volumes, especially trucks, resulting in increased congestion and road damage; these factors make it harder for businesses to locate and grow here. Residents in those areas have lower incomes and education levels, and commuting by public transit or bicycle is difficult. There are

many environmental justice communities that have faced decades of disinvestment and systemic racism, especially by the railyard. By understanding these conditions, this analysis can help NOACA and local stakeholders identify investments that maximize the ability of the airport and railyard to be economic generators for all of Northeast Ohio while increasing racial equity.





TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE

NOACA's Transportation for Livable Communities Initiative (TLCI) provides federal funding to communities and public agencies for improvements that strengthen community livability; encourage sustainable, multimodal transportation; and promote complete and green streets. NOACA provides funding for both planning and implementation grants under the TLCI program.

For the FY 2020 TLCI planning grant program, NOACA is leading and funding three regionally-significant planning studies that involve many communities and will have far-reaching impacts:

- Downtown Cleveland Transportation Connectivity Study, \$250,000
- Regional Lakefront Transportation Connections Study, \$250,000
- Regional Metroparks Trails Transportation Study, \$250,000

The **Regional Lakefront Transportation Connections Study** is a long-term project that involves close to 30 miles of lakefront and six communities, with the goals of providing more public access to the lake and strengthening transportation within the corridor. In Euclid, a three-quarter-mile path has recently been constructed on private lakefront property. For these homeowners, allowing easements helped to stabilize the hillside and prevent damaging erosion from the lake.



TLCI IMPLEMENTATION PROJECTS

The TLCI implementation program provides funding assistance for communities to construct low-cost improvements projects identified in TLCI or TLCI-like plans developed by

communities. TLCI implementation projects have had such a positive impact on the communities in which they are constructed, the program continues to grow and applications far outweigh the amount of available

funding. All applications were evaluated based on their ability to improve transportation choices, enhance communities, and support economic development. After the staff evaluation process, the Board

approved seven projects that requested a total of \$1,270,500 from 20 applications totaling \$4.8 million in funding. Take a look at some of the TLCI implementation projects completed in FY 2020:



1. Lorain Avenue road diet, West 117th Street to West 65th Street - Cleveland
2. Median and crosswalk improvements, Pearl and Royalton Roads - Strongsville
3. Sidewalks at the Cook Road/Fitch Road intersection - Olmsted Township
4. Paved shoulder on Newcomb Road - Middlefield Township
5. North Park Place transportation and streetscape enhancement - Painesville



EAST 66TH STREET CORRIDOR TLCI STUDY

NOACA amended its Fiscal Year 2020 TLCI program to add an Update to the East 66th Street Corridor Plan through a \$150,000 grant from The Cleveland Foundation. In 2012, NOACA completed the League Park District Neighborhood Plan, sponsored by the City of Cleveland, which established

a strategy for investment in the Hough neighborhood.

Since completion of the original plan, significant activity has occurred in the neighborhood along with promised future investment—including the relocation of The Cleveland Foundation’s headquarters to E. 66th Street and Euclid Avenue, and the

proposed construction of a Center for Innovation right next door. This activity has warranted a comprehensive update of the 2012 plan, both in content and expanded geography, as to how planned and future investment in this revitalized corridor can be guided.



Parklet on Broad Street at the Main and Broad Street intersection in Wadsworth (above); and speed humps for traffic calming on Marlowe Avenue in Lakewood (right).



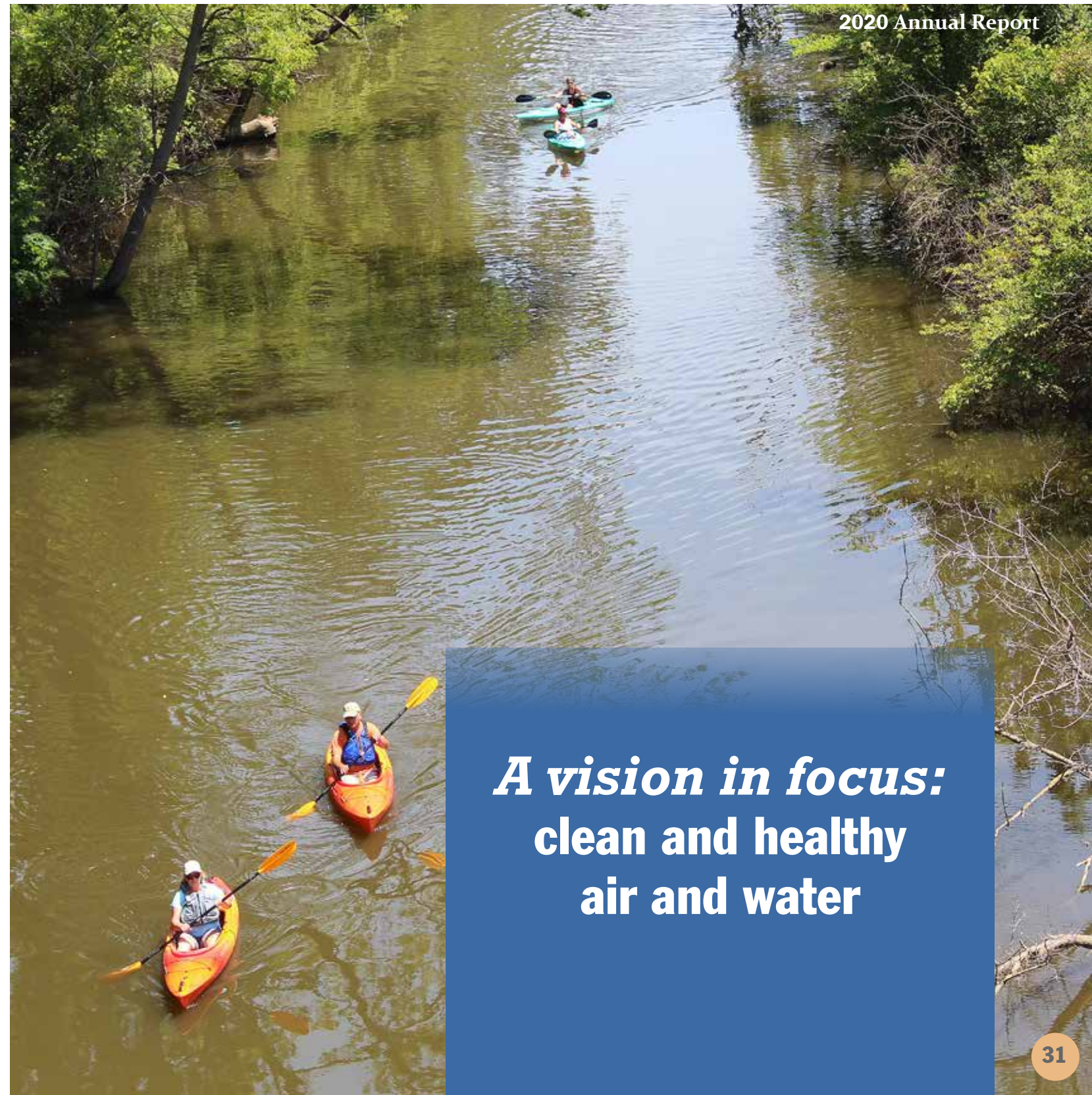
STREET SUPPLIES MATERIALS LIBRARY

In 2018, with a \$160,000 active transportation plan grant from the Ohio Department of Transportation, NOACA established a roadway demonstration materials library that it makes available for free to communities in the NOACA region. The library stocks paint, stencils, cones, planters, street furniture and other materials to set up temporary road infrastructure so that communities can evaluate the potential benefits of a transportation improvement before its permanent construction.

The impact of the coronavirus pandemic has limited the installation of Street Supplies projects in FY 2020, however, the program has been a regional success story with many diverse projects.

11 Projects

have been implemented in the NOACA region with Street Supplies materials



A vision in focus:
clean and healthy
air and water



AIR QUALITY PLANNING & PROGRAMS

NOACA monitors the region's air quality conditions and assesses needs in relation to Clean Air Act requirements, specifically the National Ambient Air Quality Standards (NAAQS) for ground-level ozone and fine particulate matter generated from mobile emissions.

NOACA issues Air Quality Advisories on days when ozone or fine particles are expected to exceed clean air standards. The advisories make the public aware that air quality is degraded, and that sensitive populations—including the elderly, children, and people with respiratory diseases—should limit their time outdoors. The advisories

bring awareness of these issues to the public and encourage people to modify their behaviors to improve air quality. Taking transit or bicycling instead of driving, refraining from idling, and refueling vehicles after 8 p.m. are voluntary actions people can take to reduce emissions.



AIR QUALITY OUTREACH STRATEGY

This year, NOACA's Air Quality programs embarked on an aggressive social media campaign to increase awareness of the importance of clean air within the region. In addition to promoting the various challenges conducted through Gohio Commute, the campaign included a six-week period of social media posts aimed at educating the public about the health impacts of motor vehicle idling. The campaign was timed to run at the start of the summer, when Air Quality Advisories began to be issued, as a way of connecting vehicle idling to the harmful air pollution idling causes.

The project included the development of a new section on noaca.org devoted to transportation emissions and the effects of idling. This section featured researched information on the economic, environmental and health impacts of idling and air pollution, as well as action items that users can take to reduce the amount of harmful pollutants their vehicles release into the air.



GOHIO COMMUTE

Gohio Commute, the region's ridesharing and trip-making platform, supports the region's clean air goals and encourages alternative modes of transportation, including carpooling, bicycling, walking, telecommuting and taking transit. Commuters login their commute information, and all alternative mode options for that trip will be

displayed. With each option, Gohio Commute provides detailed directions, costs, and benefits (both in dollars and emissions), so commuters can make the best choices for their daily work trip.

Gohio Commute offers regional employers the opportunity to set up customized workplace subsites on Gohio Commute to be used exclusively by their employees.

GOHIO COMMUTE CHALLENGES

Lake Erie Bike Challenge
95 participants
1,818 trips
CO₂ saved: 4.8 tons



Northeast Ohio Loves Transit Challenge
79 participants
1,408 trips
CO₂ saved: 3.8 tons



Carbon Free Challenge
77 participants
1,169 trips
CO₂ saved: 6.7 tons



726 
NEW GOHIO COMMUTE
USERS IN FY 2020

Now, schools can set up a Schoolpool platform on Gohio Commute. Schoolpool is a free, secure service that connects parents of children who attend the same school and are interested in sharing driving duties. Schoolpool offers many

benefits: a method of getting children to school safely; reduced traffic congestion around schools, and improved air quality. Currently, two schools in Lorain County have established Schoolpool platforms.

COMMUTER CHOICE AWARDS

NOACA, in partnership with Sustainable Cleveland, Greater Cleveland RTA, and Laketran, recognizes Northeast Ohio employers who encourage employees to use alternative modes of transportation through the Commuter Choice Awards. Organizations can earn gold, silver or bronze ratings or honorable mentions based on the incentives, programs and investments they implement to support alternative commute modes, employer location, and commuter behavior.

In October 2019, NOACA presented Commuter Choice Awards at the City of Cleveland's Sustainability Summit. A total of 37 organizations with more than 121,000 employees participated, a new record for the awards program. Ten unique employers received awards:

- Gold:** Bike Cleveland, Century Cycles
- Silver:** University Circle, Inc., Ohio City, Inc., Case Western Reserve University
- Bronze:** Ohio City Bicycle Co-Op, The Cleveland Foundation, Cleveland Clinic, Cleveland Museum of Natural History, Thompson Hine, LLC





CLEAN WATER 2020 PLAN

Northeast Ohio is fortunate to have abundant and valuable fresh water resources on its doorstep. Lake Erie and the rivers that drain into it provide drinking water and habitat for fish and other wildlife, support diverse recreational activities and advance a robust regional economy. The lakefront is an attractive magnet for the region's residents for fishing, swimming and boating.

NOACA water quality planning addresses both municipal waste treatment (sewage) issues and nonpoint source (indirect source) pollution management and controls. NOACA serves as Northeast Ohio's Areawide Water Quality Planning Agency under Section 208 of the Clean Water Act, and is responsible for creating and maintaining the region's Clean Water (208) plan. In 2020, after three years of development and collaboration, NOACA

published *Clean Water 2020*, the first comprehensive plan update since 2000. *Clean Water 2020* focuses on:

- Optimizing existing water quality infrastructure
- Managing stormwater runoff and erosion
- Identifying strategies to address nonpoint sources of pollution
- Protecting valuable water resources
- Minimizing the regional water quality impacts of new development

A unique element of the *Clean Water 2020* plan is that each chapter includes regional strategies and best management practices, specific agency recommendations, and NOACA policies to address water quality issues. The NOACA Board will adopt such strategies, practices, recommendations, and policies at its September

2020 Board meeting. The adoption of the *Clean Water 2020* plan will guide NOACA's wastewater management and water quality planning work.

The 2020 plan includes the input of many Northeast Ohio stakeholders who represent counties, municipalities, townships, sewer districts, watershed organizations, local health districts, wastewater treatment plants, and various state and federal agencies.



Clean Water 2020 addresses how to manage stormwater runoff from streambank erosion (above) and impervious surfaces (below).



FACILITY PLANNING AREA BOUNDARY MODIFICATIONS & PRESCRIPTION CHANGES

Chapter 4 of the Clean Water plan contains Facility Planning Area (FPA) maps and policies for the Designated Management Agencies (DMAs) that manage wastewater treatment. FPA boundary maps define areas currently served by sanitary sewers, areas to be served over the next 20 years, and areas that will remain on individual

lot systems (i.e., "on-site" systems) for the next 20 years. NOACA staff processes requests to modify FPA boundaries for wastewater management and wastewater treatment prescriptions to meet the region's changing wastewater needs. NOACA's Board considers these requests to facilitate the efficient and cost-effective treatment of wastewater in the region. Between September 2019 and June 2020, the Board approved three FPA revisions to allow for the extension of sanitary sewers:

- North Olmsted FPA Boundary and Prescription Change in Olmsted Township
- Avon Lake/Lorain County Rural Wastewater District (LORCO) Phase I FPA Boundary Change in Columbia Township
- Geauga County FPA Prescription Change in Chardon Township

SUBWATERSHED WATER QUALITY PLANNING EFFORTS

Nationally and in Ohio, water quality data is collected at eight levels of progressive hydrologic unit identified by unique 2-16 digit codes called Hydrologic Unit Codes (HUCs). Bodies of water are assigned 2-16 HUCs, with larger watersheds assigned shorter HUCs (e.g., 2 or 4 digits), while subwatersheds are assigned lower HUCs (e.g., 12-16).

In Ohio, water quality data and planning is now focused on the subwatershed level. Watershed planning efforts are focused on developing Nonpoint Source Implementation Strategy (NPS-IS) plans for subwatersheds using the HUC12 data.

NOACA staff has been integral in supporting the development of NPS-IS plans for a variety of subwatersheds. For example, staff provided GIS mapping support to the West Creek Conservancy and Chagrin Valley Engineering, which resulted in approved NPS-IS plans for the Headwaters Chippewa Creek (Cuyahoga County), Village of Independence-Cuyahoga River and Willow Creek-Cuyahoga River subwatersheds. The staff has also provided mapping support to the Medina Soil & Water Conservation District in its development of NPS-IS plans for the Headwaters of Chippewa Creek (Medina County) and Hubbard Creek subwatersheds. Staff will be partnering with West Creek Conservancy to develop NPS-IS plans for Sawyer Brook-Cuyahoga River, East Branch Reservoir-Cuyahoga River and Tare Creek subwatersheds in Geauga County.

**E
F P
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L P** **N** **ET ZERO COOL PROJECT**

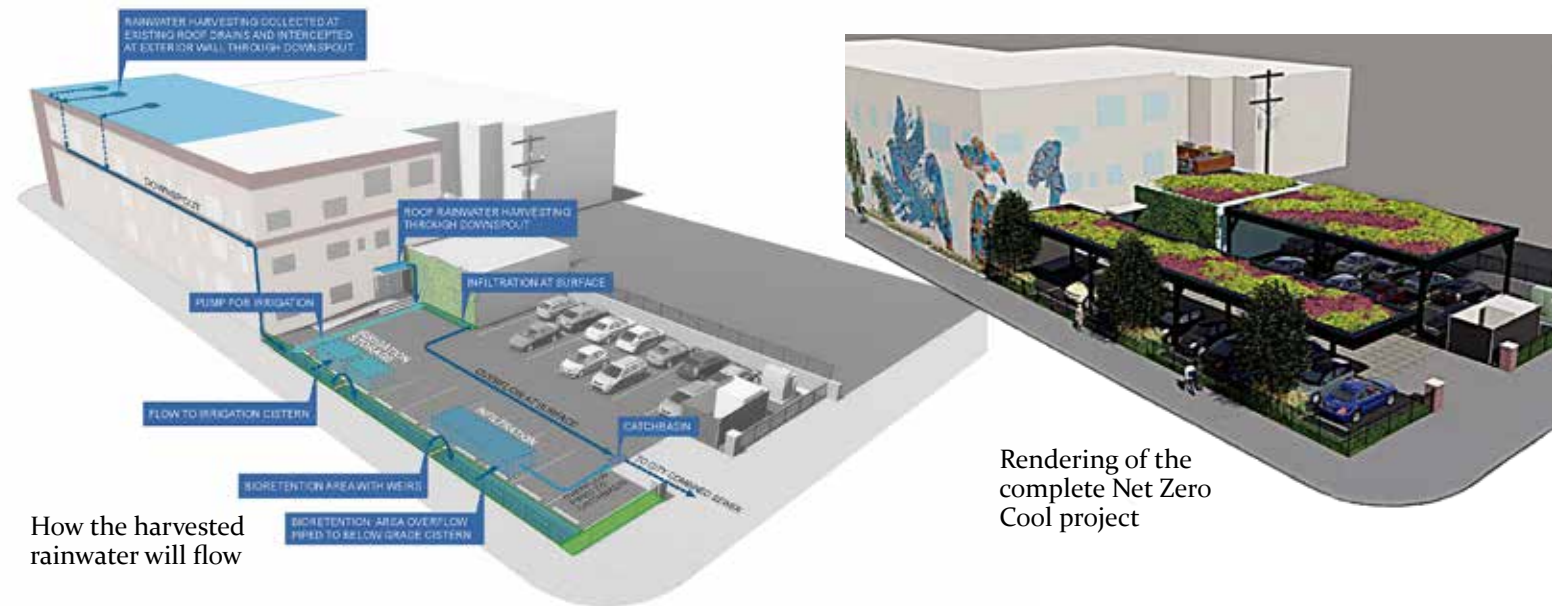
In November 2019, the Northeast Ohio Regional Sewer District (NEORS) awarded NOACA a \$185,000 Green Infrastructure Grant (GIG) to implement a stormwater capture project at NOACA's office, 1299 Superior Avenue in Cleveland. As Northeast Ohio's Areawide Water Quality

Planning Agency, NOACA is leading by example: the "Net Zero Cool" project will collect stormwater runoff from the agency's roof and eliminate its contribution to the combined wastewater/stormwater conveyance system. The project supports NOACA clean water goals and a healthy environment

by reducing the amount of runoff that empties into the region's waterways. The NEORS grant is supporting two components of the Net Zero Cool project--the rooftop stormwater collection system with bioretention, and a one-story, "green" exterior wall with living plants. Construction

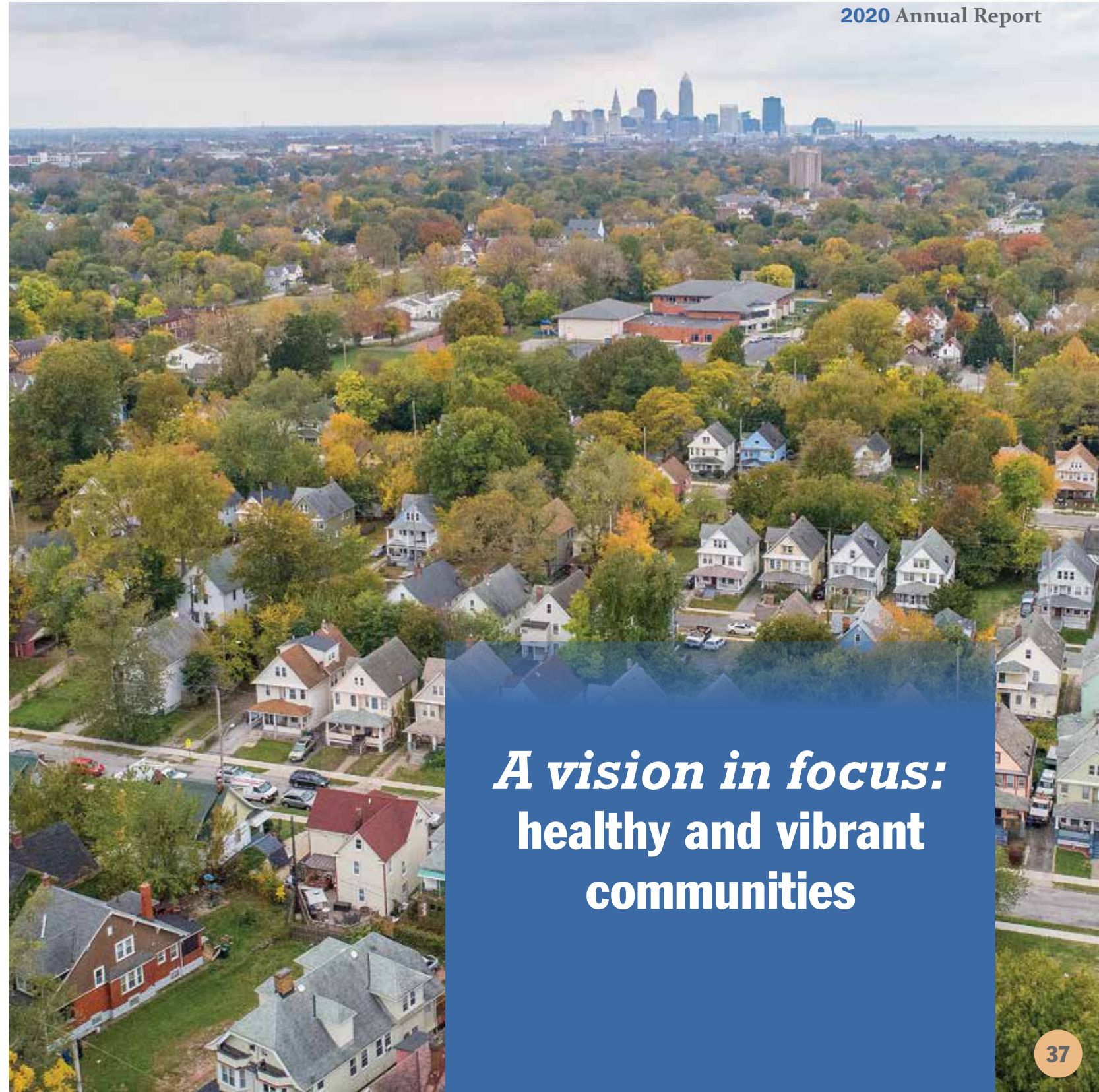
began on these projects in late summer 2020. The complete project also includes an extensive green roof system with useable outdoor space, environmentally-friendly parking lot improvements, and a three-story water-themed mural that will wrap around the building.

The Story of Water



How the harvested rainwater will flow

Rendering of the complete Net Zero Cool project



***A vision in focus:
healthy and vibrant
communities***



LEGISLATIVE ADVOCACY & COLLABORATION

In December 2019, NOACA's Board of Directors adopted the 2020 Legislative Agenda, a platform of basic principles and specific federal and state priorities to guide policy analysis on infrastructure issues. The Legislative Agenda is a useful tool to guide legislative advocacy for members of Northeast Ohio's Congressional delegation as they work on the reauthorization of the Fixing America's Surface Transportation (FAST) Act. During FY 2020, NOACA also:



- Continues to play a role in the creation and funding of a new agency within the U.S. Department of Transportation, the Non-traditional and Emerging Transportation Technologies (NETT) Council, which will create a regulatory structure for hyperloop technologies and projects.
- Worked with Representative Marcy Kaptur to develop legislative language, unanimously adopted by the U.S. House of Representatives, to forcefully oppose cuts to Northeast Ohio's daily Amtrak service.
- Worked with its bipartisan congressional delegation to advocate for direct Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funding to Northeast Ohio communities. Despite the U.S. Treasury's eligibility restrictions, NOACA continues to monitor the State of Ohio's distribution of these essential funds, and advocate for more flexibility governing the use of these dollars.
- Successfully advocated for continued full funding in the Ohio biennium budget for "areawide" water quality agencies, such as NOACA, to allow these organizations to carry out important clean water mandates under federal and state law.
- Created a FAST Act "Initiatives for Action" document to guide Northeast Ohio members of Congress as they work to reauthorize the FAST Act, to give local elected officials greater control over how federal transportation dollars are spent in our region.

2020 FINANCIAL SUMMARY

The funds to support NOACA's transportation and environmental planning come from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Ohio Department of Transportation (ODOT), the U.S. Environmental Protection Agency (USEPA), Ohio EPA, miscellaneous outside organizations, and annual dues paid by local governments throughout the region. In State Fiscal Year (SFY) 2020, FHWA, FTA, USEPA, and other federal sources provided about 78% of NOACA's annual operating budget, with FHWA supplying the bulk of the funding for transportation and transportation-related air quality planning.

ODOT provides slightly less than 10% of the overall budget to support transportation-related work while Ohio EPA provides a little less than 1% of NOACA overall funding to support water

quality initiatives. Local dues and other grant revenues supply the remaining 12% of the agency's operating budget. Local dues are used to provide the required "match" to federal funds and to supplement various activities ineligible for federal funding.

The match requirement for federal funds varies depending on the federal agency, federal priorities, and initiatives. Most transportation funding requires a 20% match. The State of Ohio contributes 10% and NOACA contributes the other 10% of the match for Consolidated Planning Grant funding, NOACA's largest source of planning funds. NOACA receives federal funds for infrastructure improvements, including Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Set-Aside (TA), and Section 5310 for specialized transportation.

Program	Eligible Projects	FY 2020 Funding Allocation	Source
Surface Transportation Block Grant (STBG)	Roadway, bridge, transit, bicycle, pedestrian, safety, planning, Transportation for Livable Communities Initiative (TLCI)	\$30 million	FHWA
Congestion Mitigation and Air Quality (CMAQ)	Projects that reduce congestion and improve air quality, including transit, Travel Demand Management, emission reduction programs, and traffic signals	\$16 million	FHWA
Transportation Alternatives Set-aside (TA)	Bicycle and pedestrian facilities, streetscaping, Safe Routes to Schools, historic transportation facility preservation	\$3.1 million	FHWA
Section 5310	Enhanced Mobility for Seniors and Individuals with Disabilities	\$1.78 million	FTA
Consolidated Planning Grant (CPG)	NOACA planning efforts	\$4.27 million	FHWA/FTA

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