



Northeast Ohio Areawide Coordinating Agency

SFYs 2026-2029 Transportation Improvement Program



April 30, 2025

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INTRODUCTION

Introduction

The Northeast Ohio Areawide Coordinating Agency (NOACA) is the metropolitan planning organization (MPO) for northeast Ohio serving the counties of and municipalities and townships within Cuyahoga, Geauga, Lake, Lorain and Medina.

As the MPO, NOACA is responsible for the comprehensive, cooperative and continuous planning for highways, public transit and transportation alternatives defined in the current transportation law.

As the MPO, one of NOACA's primary responsibilities is to ensure that existing and future expenditures for transportation projects are based on a continuing, cooperative and comprehensive (3C) planning process. The federal highway and transit acts of 1962 and 1964 respectively required that urbanized areas fulfill the 3C transportation planning process.

The most recent transportation act, the Bipartisan Infrastructure Law: Infrastructure Investment and Jobs Act: (IIJA), continued the above requirements. For northeast Ohio to remain eligible for federal transportation funding, the planning process must demonstrate that the northeast Ohio region is in compliance with federal requirements.

Federal law requires that MPOs such as NOACA prepare and maintain a long range plan (LRP) and develop a transportation improvement program (TIP).

NOACA's LRP and TIP are key elements of its transportation planning process.

NOACA's LRP, *eNEO2050: An Equitable Future for Northeast Ohio*, creates a vision for the region's transportation system over a 30-year period, along with transportation goals and planning principles.

NOACA develops the TIP as part of its transportation planning process, consistent with the LRP. The TIP is the prioritized listing of proposed highway, transportation alternative and transit projects using funds administered by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT).

Federal law requires that all transportation projects using federal aid under title 23 U.S.C. and title 49 U.S.C. Chapter 53 provisions must be listed in the TIP.

TIP Document Organization

Federal Requirements

The new final planning rule to implement federal transportation law, updated in 2021 to include performance based planning, issued by the U.S. Department of Transportation, includes specific requirements for development and content of the TIP.

The requirements are summarized below and addressed within this document. The document is organized into sections which address the various requirements.

Time Period - The TIP must cover no less than a four-year period and be updated at least every four years. The financial tables and project tables included in this document cover state fiscal years (SFYs) 2026 - 2029 (i.e. beginning July 1, 2025 through June 30, 2029). In Ohio, the MPOs and ODOT have established a two-year update cycle.

Consistency with the Transportation Plan - Each project or project phase in the TIP must be consistent with the Long Range Plan.

Specific Project Information - The TIP must include capital and non-capital surface transportation projects that use a variety of federal funds or are regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP must include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency.

The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. NOACA has incorporated performance plans required by the law for specific programs. The LRP must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.

- The **TIP Summary Data** summarizes the total TIP by highway and transit funding, by county and by primary work category.
- **Section 1: Roadway and Transportation Alternatives Projects** contains individual roadway projects and transportation alternatives projects sorted by county, route and section. This section also includes roadway and transportation alternatives projects that are not considered to be of appropriate scale for individual identification, added to the TIP by statewide line items (SLIs) grouped projects. The 2026 – 2029 Highway STIP SLI Group Budgets for the NOACA region with their descriptions are contained in a table following the roadway and transportation alternatives projects.

The roadway and transportation alternatives projects to be programmed with SLI Group Budget NOACA (MPO) Capital 45 are shown following the 2026 – 2029 Highway STIP SLI Group Budgets.

The use of statewide line items (SLI) grouped projects is discussed further under Section 7: TIP Maintenance and Revision.

- **Section 2: Transit Programs** contains the individual transit projects sorted by county and grantee agency. This section contains only individual transit projects. Transit projects within large urban areas are precluded from utilizing grouped projects. Following the listing of transit projects is a transit TIP group summary for the rural and small transit programs in the NOACA region with descriptions. The use of SLI grouped projects is discussed further under *Section 7: TIP Maintenance and Revision*.

Prioritization Process – The TIP should identify the criteria and process for prioritizing projects from the Long Range Plan for inclusion in the TIP. Section 3 describes the project selection process.

- **Section 3: Project Review, Programming and Prioritization** includes excerpts from NOACA's Regional Transportation Investment Policy (RTIP) which involve the

procedures employed in the review, selection and prioritization of transportation projects placed on the LRP, TIP and the priority list of projects programmed with NOACA administered funds. This section also includes the method for evaluating and advancing projects from the LRP to the SFY 2026 - 2029 TIP, *Implementing SFY 2026 - 2029 TIP Development Methodology*.

- **Section 4: Performance Measures** includes a discussion of the National performance goals that have been established for nine key areas, which are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delivery delays, transit asset management and transit safety plans. States and MPOs are required to establish performance targets in support of these national goals.

Financial Plan - The TIP must include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

- **Section 5: Financial Resources and Financial Assessment/Fiscal Constraint/Innovative Finance** includes a discussion of the financial resources programmed in the TIP for highway and transit projects, and an analysis of the highway and transit programs assessing whether the projects in the TIP can be implemented with the financial resources expected to be available to the NOACA region. This section includes tables summarizing the TIP fiscal balance. The section also includes a fiscal constraint analysis and management summary of NOACA-administered Congestion Mitigation Air Quality (CMAQ) funds, Carbon Reduction Program (CRP) funds, Surface Transportation Block Grant (STBG) and the STBG set-aside for transportation alternatives projects funds in state fiscal years (SFYs) 2026 through 2029.
- **Appendix C: Funding Programs** contains a list and descriptions of primary funding sources utilized to finance transportation projects in the NOACA region. The funding sources are listed by funding within the primary work types (i.e. bridge, roadway, safety, transit etc.).

Public Review and Comment - The TIP process must provide opportunity for public review and comment on the TIP.

- **Section 6: NOACA Public and Interested Party Involvement** for SFY 2026 – 2029 TIP contains a summary of activities to be implemented during the public and stakeholder involvement period for NOACA's SFY 2026 – 2029 TIP. The public and stakeholder involvement strategy developed for the TIP is consistent with NOACA's Public Participation Plan (December 2016).
- **Appendix G: Public Comments Received** includes feedback and recommendations from the public on the TIP and planned projects.

Air Quality Conformity - The TIP must document conformity with the State Air Quality Implementation Plan (SIP).

- ***Appendix D: TIP Air Quality Conformity Analyses*** includes the minutes from the Ohio 2026 - 2029 STIP/TIPs Air Quality Conformity Interagency Consultation Conference Call regarding the SIP Requirements Rule for the Ozone NAAQS.

Community Impact - The TIP must document that its implementation does not disproportionately affect targeted populations. NOACA's Community Impact analysis assesses the impacts of transportation improvement projects on disadvantaged or underrepresented populations.

- ***Appendix E: Community Impact*** contains demographic data showing the number and percentage of residents in the NOACA region who identify as members of minority groups. Community Impact analysis aims to encourage participation by these groups in the planning process and to identify factors that may contribute to adverse effects of transportation improvement projects. Reducing barriers to meaningful public involvement helps planners and decision-makers understand the needs of communities, allowing for a more systematic evaluation of the benefits and burdens of transportation projects.

Status of Projects from SFY 2024 - 2027 TIP – The TIP should list major projects from the previous TIP that were implemented or delayed.

- ***Appendix F: SFY 2024 - 2027 TIP Projects Implemented*** includes a list of highway and transit transportation projects from the SFY 2024 - 2027 TIP that were implemented (sold) with federal and state funds between April 14, 2023 and January 15, 2025. The appendix also includes major projects (greater than \$12 million) that have experienced delays in implementation.

NOACA Board of Directors resolutions – The TIP must include the resolution approving the SFY 2026 – 2029 TIP.

- ***Appendix H: NOACA Resolutions***
 - *Resolution 2024-056: SFY 2026-2029 TIP Development-Projects Recommended for NOACA Funds* adopted December 13, 2024
 - *Resolution 2025-014: TIP Approval-pending*

Description of the Agency

Background

NOACA was formed in 1968 for the purpose of coordinating planning and development activities in northeast Ohio. The Demonstration Cities and Metropolitan Development Act of 1966 and the Intergovernmental Cooperation Act of 1968 provided the impetus for creation of the agency.

In 1969, NOACA merged with the Cleveland Seven County Transportation Land Use Study (SCOTS), which had been established in 1964 to respond to requirements of the 1962 Federal-Aid Highway Act, requiring that a metropolitan area prepare a comprehensive transportation/land use plan in order for the area to receive federal highway funds.

Subsequently, Congress has written a series of surface transportation laws, otherwise known as authorizations, that have given MPOs such as NOACA a key role in transportation planning and project funding for major metropolitan areas.

Organization and Management

NOACA is designated to coordinate and review some federal and state-funded planning and development activities for a five-county area of northeastern Ohio. The agency is the region's coordinator for certain programs of the following federal and state agencies:

U.S. Department of Transportation (DOT), FTA and FHWA, in conjunction with the ODOT, U.S. Environmental Protection Agency (EPA), and Ohio Environmental Protection Agency (OEPA).

The NOACA Board of Directors

The NOACA Board of Directors is comprised of 48 members representing five counties, plus the communities and transit agencies of Cuyahoga, Geauga, Lake, Lorain and Medina. Membership distribution is proportionate to the population among the region's five counties, per NOACA's Code of Regulations. NOACA's Board of Directors members are the policy makers for NOACA.

As a federally designated MPO, NOACA's Board of Directors is charged with determining how certain federal surface transportation funds will be spent in northeast Ohio, and helping to ensure that NOACA and its partners properly carry out the federally required 3C planning process. NOACA also conducts certain air and water quality planning activities, which the Board of Directors oversees. In addition, the NOACA Board of Directors serves as a forum for local public officials to discuss regional issues and intergovernmental cooperation.

The NOACA Board of Directors also functions as the 208 Policy Board for the Northeast Ohio Lake Erie Basin. In this capacity it oversees a continuing planning process for areawide water quality management planning in five rivers that are tributary to Lake Erie as well as direct areas that drain to the lake away from those five rivers.

A diagram depicting NOACA's Board and principal committee structure is included as Figure Intro.1.

Additional subcommittees, advisory councils, task forces, and working groups support the efforts of the Board and its committees as necessary.

Committee Structure

Board of Directors and standing committee meetings rotate on a quarterly schedule. Standing committees are appointed by the president of the Board of Directors with approval of a majority of the Board of Directors. Each member serves on at least one standing committee.

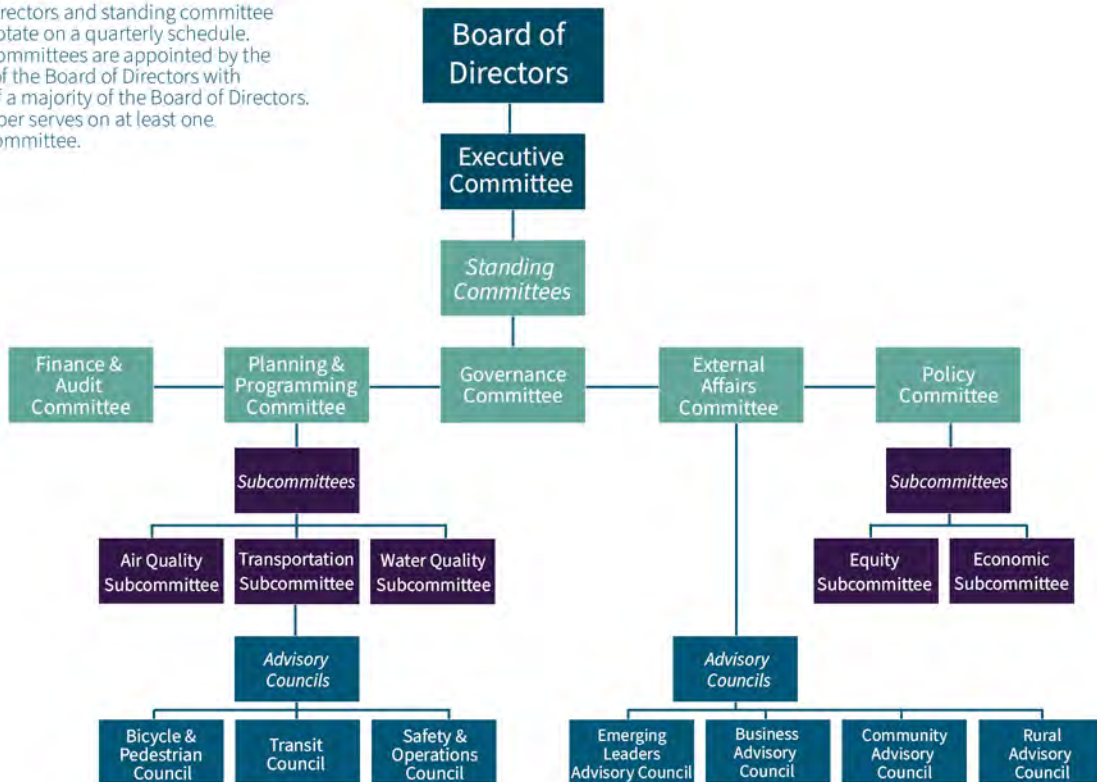


Figure Intro.1: NOACA Board and Committee Structure

NOACA Committees

Executive Committee - The Executive Committee review Agency policy documents, including the Agency’s budget and Overall Work Program (OWP) as prepared by the Executive Director and makes recommendations to the Board regarding approval. The Executive Committee also provides advice to the Executive Director and carries out other responsibilities delegated to it by the Board of Directors.

Finance and Audit Committee - The Finance and Audit Committee is responsible for selecting outside auditors, reviewing and evaluating the agency’s accounting and financial controls with the President and the Executive Director, providing general financial oversight for the Agency, and reporting annually to the Board on the results of the audit.

Planning and Programming Committee - The Planning and Programming Committee provides policy recommendations with regard to transportation, water quality, and air quality powers of the Agency and evaluates recommendations from its subcommittees and brings such recommendations, as it deems appropriate, to the Board of Directors for discussion and approval.

Policy Committee - The Policy Committee provides technical advice and recommendations in the area of comprehensive policy and long-range planning matters to the Board of Directors.

External Affairs Committee - The External Affairs Committee assists the Agency with its relationships with various government agencies and subdivisions, the media and the general public.

Governance Committee - The Governance Committee nominates officers of the Board of Directors and conducts the election. The Governance Committee also creates and implements an orientation program for new Directors, monitors the procedure by which Directors annually identify and report known and potential conflicts of interest, and review and recommend to the Board for approval proposed revision to the Code of Regulations as necessary.

Subcommittees/Advisory Councils (under the Planning and Programming Committee)

Water Quality Subcommittee - The Water Quality Subcommittee provides advice and policy recommendations to the Planning and Programming Committee regarding the water quality environmental planning powers of the of the agency.

Air Quality Subcommittee - The Air Quality Subcommittee provides advice and policy recommendations to the Planning and Programming Committee regarding the air quality environmental planning powers of the agency.

Transportation Subcommittee - The Transportation Subcommittee provides advice and policy recommendations to the Planning and Programming Committee with regard to transportation matters affecting the Planning Area.

Bicycle and Pedestrian Advisory Council (BPAC) - The BPAC provides insight and feedback on how NOACA programs and policies are affecting multi-modal transportation infrastructure in Northeast Ohio to the Transportation Subcommittee.

Transit Council - The Transit Council provides advice and policy recommendations to the Transportation Subcommittee regarding transit matters affecting the Planning Area.

The Safety and Operations Council - The Safety and Operations Council (SOC) provides recommendations about regional safety and operations programs to the Transportation Subcommittee. The SOC will also oversee and guide the implementation of a transportation safety action plan.

Advisory Councils (under the External Affairs Committee)

Business Advisory Council – The Business Advisory Council provides insight and feedback on how NOACA programs and policies are affecting business and economic development in Northeast Ohio to the External Affairs Committee.

Community Advisory Council – The Community Advisory Council plays an important role in providing feedback on how NOACA programs and policies are performing on the local level to the External Affairs Committee.

Rural Advisory Council – The Rural Advisory Council plays an important role in advising NOACA of the public policy and planning priorities from rural communities within the region and how

NOACA planning work can most productively coordinate with rural interests to maximize the beneficial outcomes for urbanized and rural communities alike.

Emerging Leaders Advisory Council – The Emerging Leaders Advisory Council plays an important role in advising NOACA of the public policy and planning priorities of interested parties from the emerging leader community within the NOACA region and inspires new ideas, approaches, and perspectives for growing NOACA’s stakeholder and community connections now and into the future.

Subcommittees (under the Policy Committee)

Economic Development Subcommittee- The Economic Development Subcommittee provides advice and policy recommendations to the Policy Committee to support economic growth and enhance quality of life.

Equity Subcommittee – The Equity Subcommittee shall provide advice and policy recommendations to the Policy Committee to ensure equity in all matters affecting the NOACA region.

NOACA Vision Statement

In January 2015, the NOACA Board of Directors adopted a new regional strategic plan, *Going Forward Together*. The Regional Strategic Plan is a progressive approach for propelling the region forward in an era of changing demographics, job climate, and funding constraints. An overarching goal of the plan is to keep northeast Ohio sustainable, competitive in a global economy and effective at moving people and freight.

The plan embraces a vision statement, five goals and strategies for meeting the goals and effectively allocating the region’s resources. Future NOACA planning and programming efforts will focus on activities that support the plan.

NOACA's Vision Statement is as follows:

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.

- Goal 1: Strengthen regional cohesion
- Goal 2: Preserve existing infrastructure
- Goal 3: Build a sustainable, multi-modal transportation system
- Goal 4: Support economic development
- Goal 5: Enhance quality of life in Northeast Ohio

The NOACA vision lends itself naturally to the five goals above and is consistent with the NOACA LRP *eNEO2050* (June 2021) goals.

Description of the Planning Area

While NOACA is politically organized as a five-county agency, its planning boundaries and influence vary by program area. The following figures provide a reference to these boundaries.

NOACA's transportation planning program covers the five northeast Ohio counties of Cuyahoga, Geauga, Lake, Lorain and Medina (exclusive of the City of Vermilion) as shown on Figure Intro.2. The region has a total population of nearly 2.1 million, with 61 percent residing in Cuyahoga County.

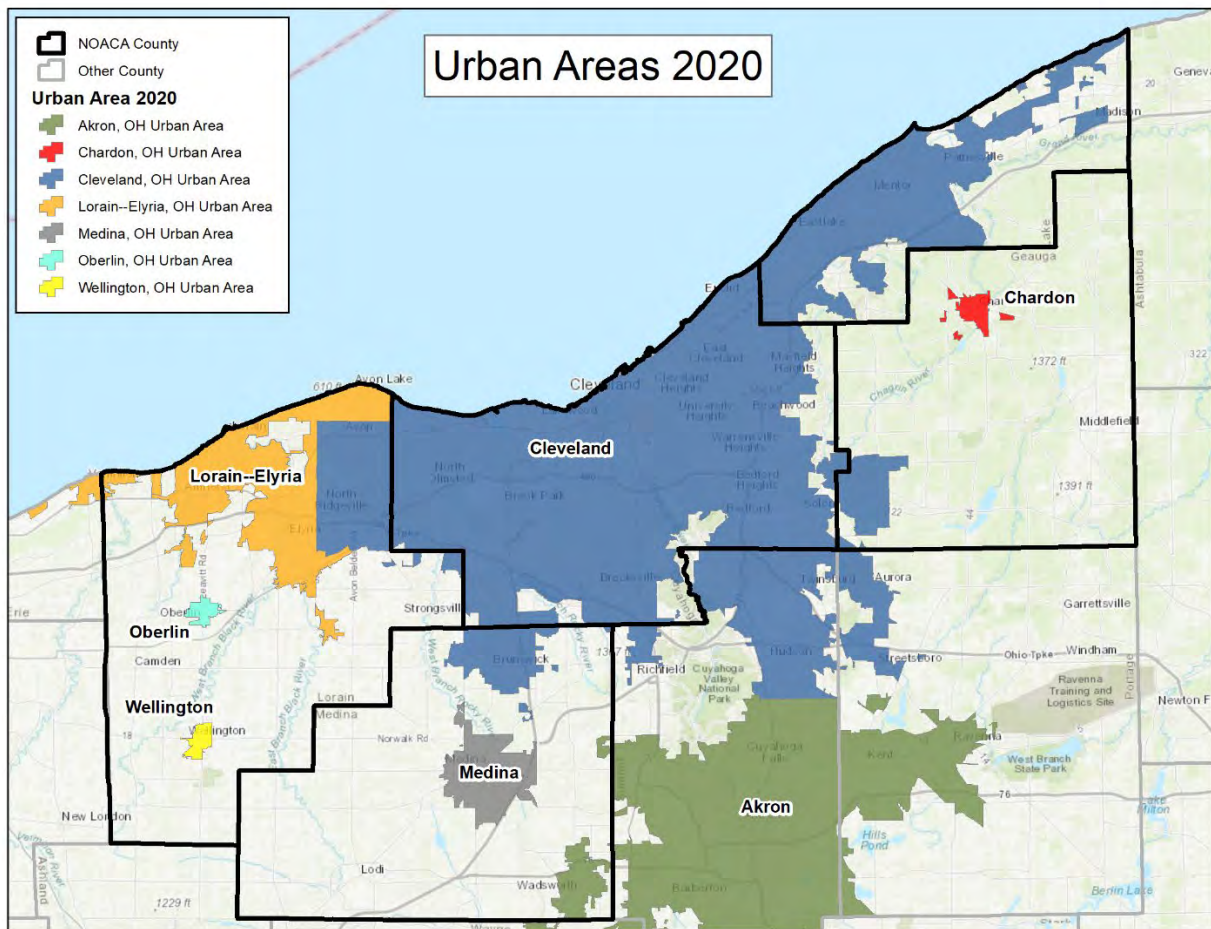


Figure Intro.2: NOACA Planning Area (bold black outline)

The agency's environmental programs, however, require coordination beyond these counties. For air quality purposes, NOACA coordinates its efforts with the Akron Metropolitan Area Transportation Study (AMATS), the Erie Regional Planning Commission (ERPC) and ODOT for the eight counties shown in Table Intro.1, which have a total population of nearly 2.9 million.

Table Intro.1: NOACA Eight-County Environmental Planning Area: 2010 & 2020 Population Counts, 2030 Population Projections

COUNTY	POPULATION 2010	POPULATION 2020	POPULATION 2030 Projections
Ashtabula	101,497	97,574	93,604
Cuyahoga	1,280,122	1,264,817	1,210,921
Geauga	93,389	95,397	96,327
Lake	230,041	232,603	226,501
Lorain	301,356	312,964	316,704
Medina	172,332	182,470	186,744
Portage	161,419	161,791	153,249
Summit	541,781	540,428	519,874
TOTAL	2,881,937	2,888,044	2,803,924

Source: U.S. Census Bureau, 2010 Census Redistricting Data (Public Law 94-171) Summary File; 2020 Census Redistricting Data (Public Law 94-171) Summary File; Ohio Department of Development, Projections by County 2020-2050

NOACA's *Clean Water 2020* is the five-county region's 208 wastewater management and water quality plan. Figure Intro.3 shows Lake Erie's watershed boundaries, illustrating the importance of ongoing coordination with planning agencies outside NOACA's five counties.

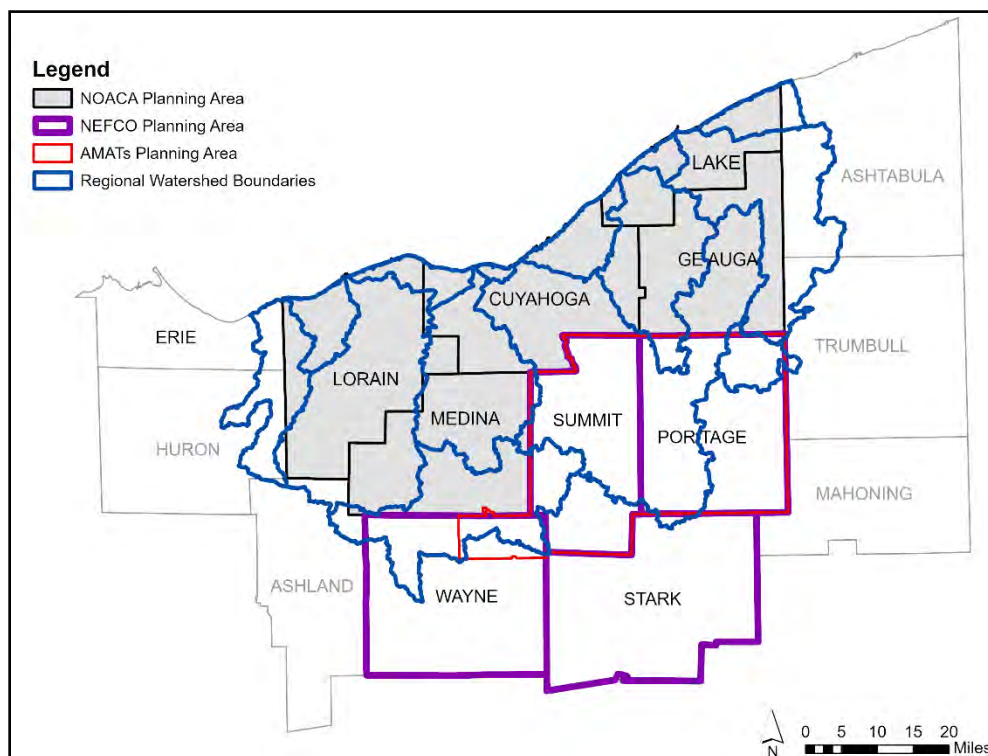


Figure Intro.3: Lake Erie Watershed Boundaries & Planning Areas

Planning Functions

In compliance with all applicable state and federal laws and regulations, the NOACA Board of Directors manages the agency's planning activities in five separate but interconnected areas:

- **Transportation** - In accordance with the federal transportation law, NOACA is the federal and state designated MPO responsible for transportation planning in northeast Ohio.
- **Water Quality** - In accordance with Section 208 of the Federal Clean Water Act, NOACA is the federally designated areawide water quality management planning agency for the five-county Northeast Ohio Lake Erie Basin (NEOLEB) planning area.
- **Air Quality** - NOACA continues its efforts to assist the State of Ohio in addressing northeast Ohio's air quality concerns. The region is currently designated as being in "marginal nonattainment" of EPA air quality standards for ozone pollution, and in "nonattainment" of EPA standards for fine particulate pollution. NOACA serves as the Clean Air Act Section 174 lead planning organization for transportation-related air quality issues.
- **Intergovernmental Review and Consultation (IGRC) and Project Planning Review (PPR)** - Based on NOACA Board of Directors' direction, and consistent with federal and state regulations, NOACA has incorporated Intergovernmental Review and Consultation (IGRC) into its Project Planning Review (PPR) process. PPR is a process of review by staff, committees, the general public, and the NOACA Board of Directors. IGRC extends the review process to governments and communities that may be affected by a given project. The process is designed to provide the opportunity for local review and comment on federal aid applications for transportation projects, to ensure compliance with local and regional planning, and to foster coordination and cooperation.
- **Other Planning and Related Support Activities** - Within guidelines established by the Board of Directors, NOACA provides services to member communities, other public and private organizations and the general citizenry. These services include information, reports, data, geographic information systems (GIS) products and other planning assistance that draw upon the capabilities of NOACA staff and programs. At the direction of the NOACA Board of Directors, and at the request of sponsoring agencies, NOACA provides limited environmental management planning support to: Waste Management Districts, local health districts, soil and water conservation districts, planning commissions, and other special districts with environmental management responsibilities.

NOACA Long-range Plan (LRP)

NOACA's Long-range Plan (LRP) *eNEO2050* (<https://www.eneo2050.com/>), required by federal law, is the document that provides a vision for the region's transportation system through 2050. The LRP focuses on ten transportation goals and emphasizes the interconnectivity of the transportation goals and the role that transportation plays in equity, linking people to jobs, commerce, and an improved quality of life. The LRP identifies major transportation projects to be implemented through 2050 and addresses the transportation needs of residents and

travelers through a safe, accessible, convenient transportation system. NOACA updates the LRP every four years.

Regional Transportation System

The Regional Transportation System (RTS) is defined as all elements of public transportation infrastructure. NOACA uses this definition to assess the current condition and anticipated needs on important non-freeway roadways within the NOACA planning region. These roadways, all of which are on the federal-aid system are seen as vital to travel throughout the NOACA region. They are being evaluated from a standpoint for all roadway users including cars, transit, bicyclists and pedestrians.

The RTS study analyzed different system deficiencies on the NOACA region's roadway network through geographic information system (GIS) technology. Deficiencies were identified based upon pavement condition, congestion data, highway crash data and bridge condition. This process identified problem areas that have multiple roadway issues.

The RTS study is designed to act as a system to identify multimodal projects and is being completed on a county-by-county basis. Initially important non-freeway roadways vital for county wide and region wide travel are identified, current multimodal conditions are assessed, and multimodal recommendations are made.

It is NOACA's intention to have project sponsors consider all users of the roadway when any project is proposed on these important non-freeway corridors that have been analyzed or will be analyzed in the future as part of the RTS system.

Transportation Improvement Program (TIP)

The TIP is a document containing proposed highway, bikeway, enhancement, and transit projects for the region. These projects are expected to be implemented within the next four years. The proposed projects are sponsored by various implementing agencies and coordinated through NOACA. The SFY 2026 - 2029 TIP covers a period of four years, from July 1, 2025 to June 30, 2029. NOACA's TIP is a component of Ohio's Statewide Transportation Improvement Program (STIP).

Transportation projects are required to be included the TIP in order to be eligible for federal funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Overview

The Infrastructure Investment and Jobs Act (IIJA) legislation went into effect in November of 2021. The IIJA, which built on the changes established by the FAST Act (Fixing America's Surface Transportation Act, enacted December 2015) and MAP-21(The Moving Ahead for Progress in the 21st Century Act, enacted October 2012), established and funds programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. The IIJA authorized Federal funding for fiscal years 2022 through 2026 for road, bridge, bicycle, and pedestrian improvements and includes provisions designed to improve freight movement in support of national goals.

The Highway Trust Fund (HTF) is the primary source of funding for most of the programs and projects in the Act. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF.



The IJA continues and enhances the metropolitan and statewide transportation planning processes to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for an LRP and a short-term TIP continue, with the LRP to incorporate performance measures and plans. The LRP must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

In development of performance planning initiatives, it is critical that NOACA goals also support the efforts of our state and federal oversight agencies. Alignment of goals allows for the successful coordination and planning between agencies to accomplish shared and consistent initiatives.

The table below portrays how NOACA goals closely align with those of our oversight agencies.

Table Intro.2: NOACA, ODOT, & US DOT Goal Alignment

	 Northeast Ohio Areawide Coordinating Agency	 (Access Ohio 2045)	 (IJA)
Strengthen Regional Cohesion	Preserve Existing Infrastructure	Preservation	Infrastructure Condition
	Build a Sustainable Multimodal Transportation System	Efficiency and Reliability Mobility and Accessibility	Congestion Reduction System Reliability
	Support Economic Development	Economic Competitiveness	Freight Movement and Economic Vitality Reduced Project Delivery Delays
	Enhance Quality of Life	Environmental Stewardship Quality of Life Safety	Environmental Sustainability Safety

All agencies place great importance on the preservation of existing infrastructure, building a safe and efficient multimodal system, promotion of economic development through the movement of people and goods, and maintaining quality of life through better stewardship and

environmental sustainability. The NOACA goal to Strengthen Regional Cohesion is intertwined and facilitates all goal areas through collaboration and a unified vision.

The NOACA 2026 - 2029 TIP details investments that align with goal areas. NOACA's process for prioritizing NOACA sub-allocated funds includes criteria to ensure selected projects contribute to goal areas. NOACA, in cooperation with the state, developed specific performance measures and targets, initially adopted in December 2017.

TIP Summary Data

The following data summarizes the total TIP by highway and transit funding, by county and by improvement type, by project type and by project and fund type

Table Intro.3: Total 2026 - 2029 TIP Projects* by County

County	2026	2027	2028	2029	Total
Cuyahoga	\$ 410,652,077	\$ 440,916,706	\$ 259,205,735	\$ 216,766,580	\$ 1,327,541,097
Geauga	\$ 18,069,989	\$ 9,702,085	\$ 10,520,000	\$ 11,370,000	\$ 49,662,074
Lake	\$ 64,336,133	\$ 24,981,908	\$ 139,364,500	\$ 36,432,750	\$ 265,115,291
Lorain	\$ 28,341,289	\$ 48,820,112	\$ 10,220,052	\$ 3,613,041	\$ 90,994,494
Medina	\$ 41,161,971	\$ 20,634,671	\$ 27,328,725	\$ 5,204,954	\$ 94,330,321
Total	\$ 562,561,459	\$ 545,055,482	\$ 446,639,012	\$ 273,387,325	\$ 1,827,643,278

**Excludes Highway Operating and Transit Operating*

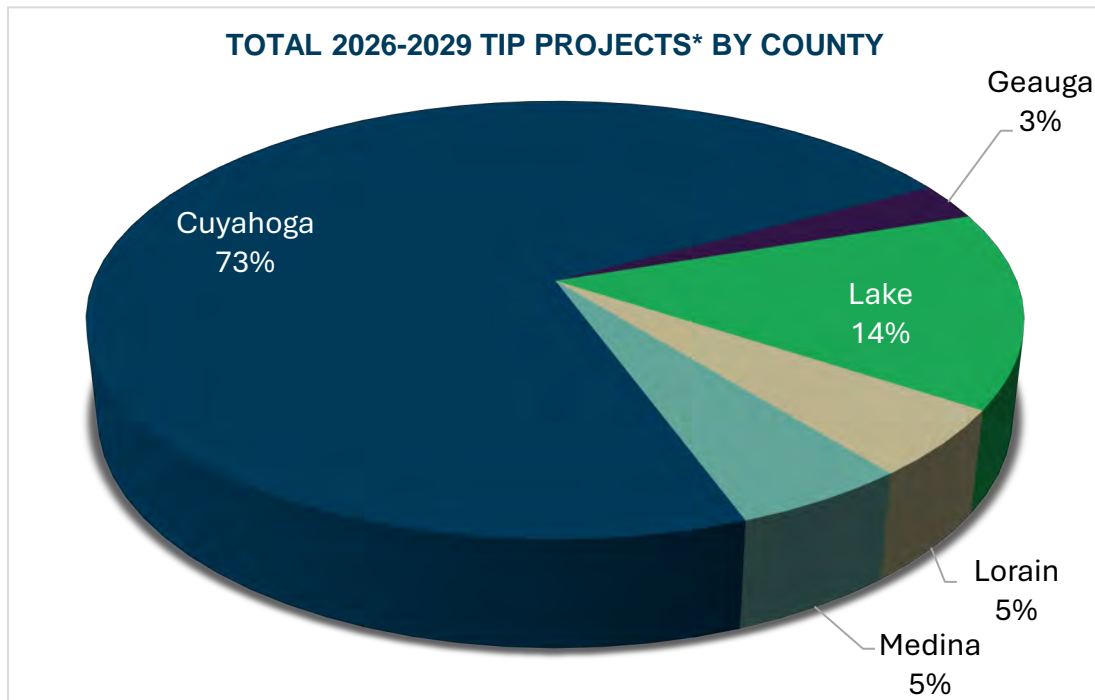


Figure Intro.4: Total 2026 - 2029 TIP Projects* by County

Table Intro.4: Total 2026 - 2029 TIP Projects* by Improvement Type

Improvement Type	Total	Total (%)
Enhance	\$ 351,278,162	19%
Expand	\$ 1,000,000	0%
Maintain	\$ 1,472,112,974	81%
Total	\$ 1,824,391,136	100%

**Excludes Highway Operating and Transit Operating*

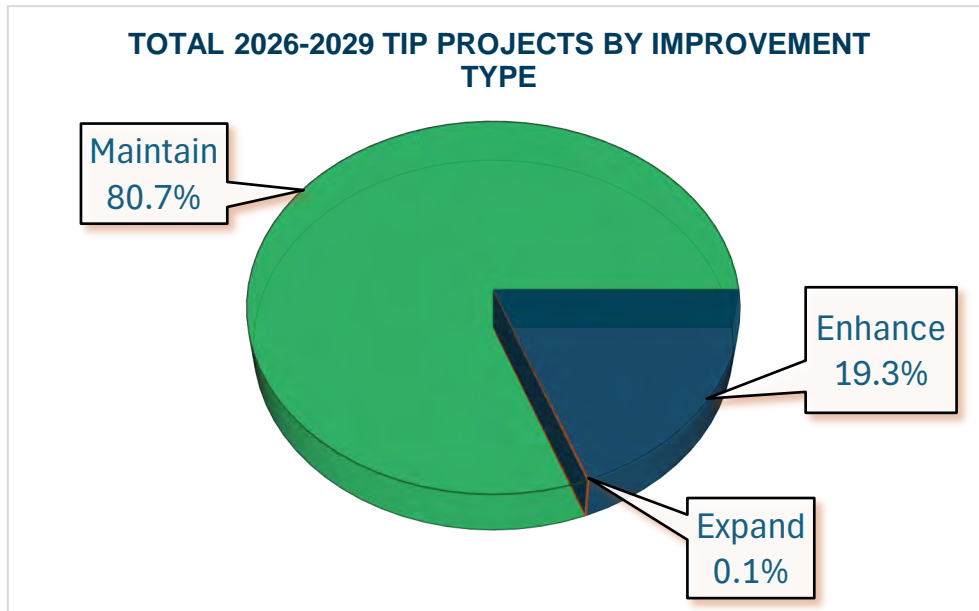


Figure Intro.5: Total 2026 - 2029 TIP Projects* by Improvement Type

Table Intro. 5: Total 2026 - 2029 TIP Highway Projects* by Project Type

Project Type	2026	2027	2028	2029	Total
Bicycle / Pedestrian	\$ 45,001,013	\$ 32,026,221	\$ 1,248,030	\$ 26,667,150	\$ 104,942,414
Bridge	\$ 196,732,568	\$ 141,392,512	\$ 152,252,703	\$ 119,456,003	\$ 609,833,786
Enhancement	\$ 61,721,940	\$ 34,186,977	\$ 23,798,856	\$ 2,840,000	\$ 122,547,773
Roadway	\$ 127,490,769	\$ 214,458,061	\$ 192,448,140	\$ 51,492,671	\$ 585,889,641
Total	\$ 430,946,290	\$ 390,037,550	\$ 369,747,729	\$ 200,455,824	\$ 1,423,213,614

**Excludes Highway Operating*

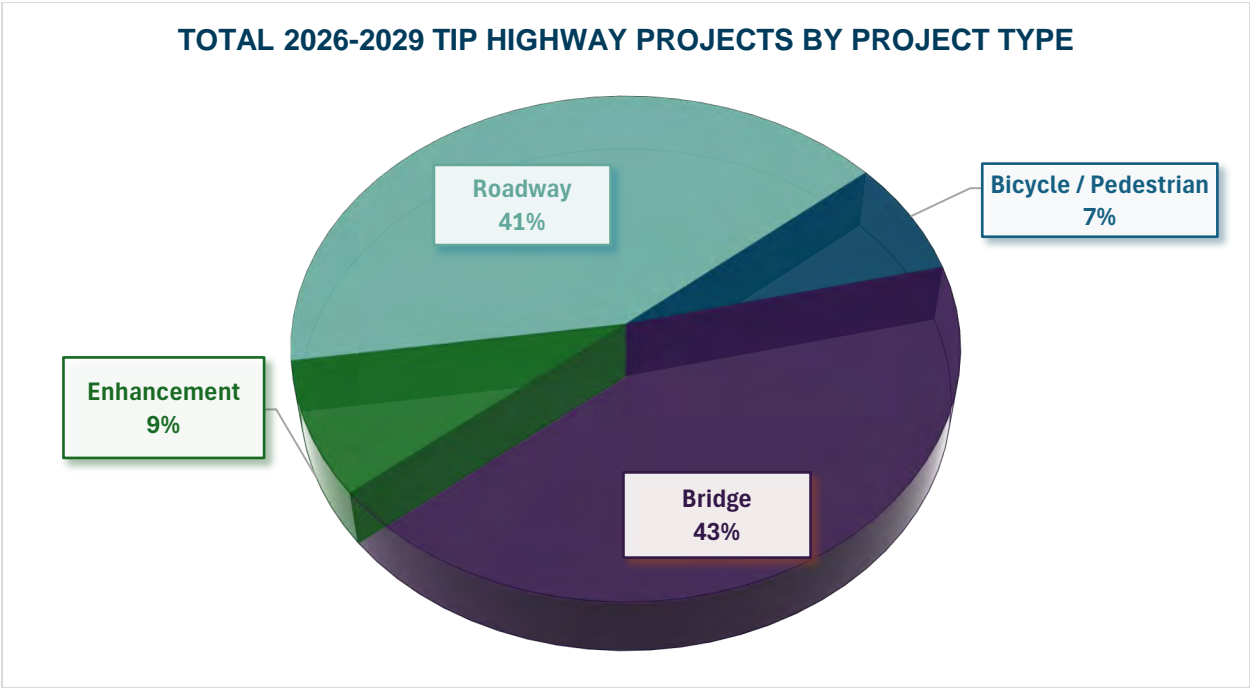


Figure Intro.6: Total 2026 - 2029 TIP Highway Projects* by Project Type

Table Intro. 6: Total 2026 - 2029 TIP Transit Projects by Project Type

County	2026	2027	2028	2029	Total
Equipment & Operations Support	\$ 2,401,203	\$ 1,032,025	\$ 16,478,323	\$ 17,981,291	\$ 77,892,842
Facilities Improvements	\$ 8,175,000	\$ 8,941,576	\$ 17,637,500	\$ 13,018,750	\$ 47,772,826
Rail Infrastructure	\$ 85,852,477	\$ 68,417,462	\$ 23,138,443	\$ 22,294,443	\$ 199,702,825
Revenue Vehicle Replacements	\$ 15,186,489	\$ 21,348,506	\$ 19,637,017	\$ 19,637,017	\$ 75,809,029
Total	\$ 131,615,169	\$ 119,739,569	\$ 76,891,283	\$ 72,931,501	\$ 401,177,522

**Excludes Transit Operating*

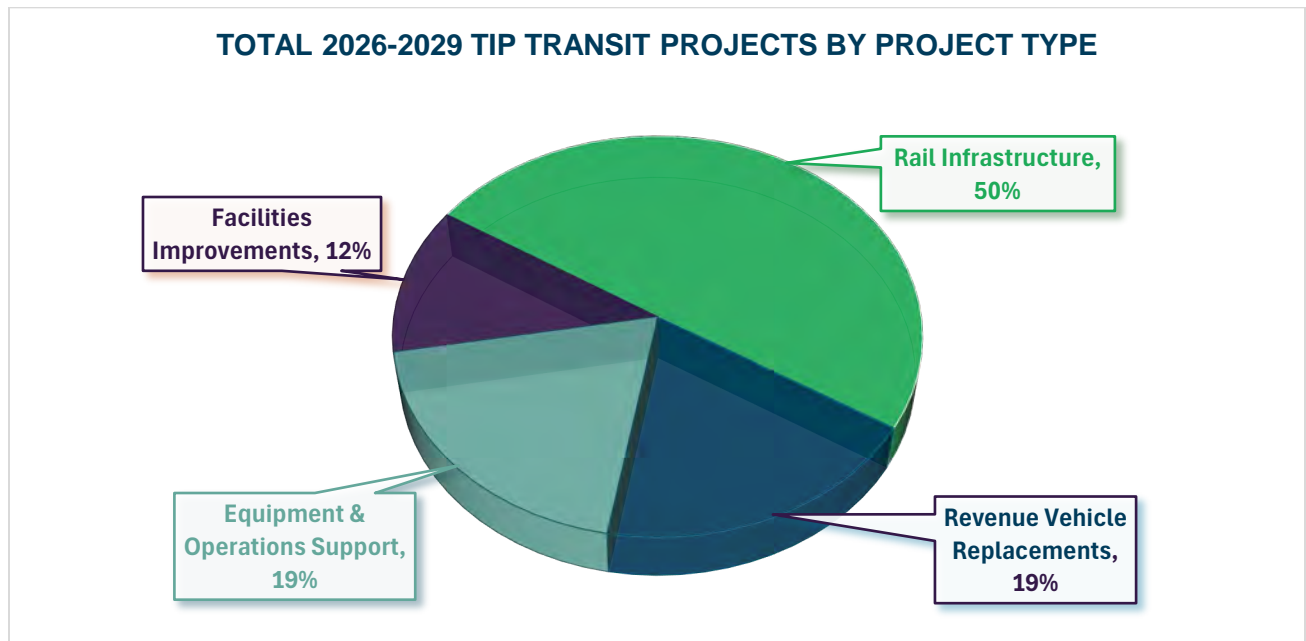


Figure Intro.7: Total 2026 - 2029 TIP Transit Projects by Project Type

SECTION 1: HIGHWAY PROJECTS

Highway Projects

Project list in Appendix A

SECTION 2: TRANSIT

Transit Projects

Project list in Appendix B

Transit Overview

Public transportation provides mobility and accessibility to all populations by providing travel choices that also reduce environmental impacts over single-occupancy vehicle travel. Mobility options are important to all people, but particularly to senior citizens and people with disabilities, and access to public transportation plays a key role in maintaining their quality of life.

Public transit is not limited to just the urban core. In Northeast Ohio, transit also provides access to jobs and daily activities in suburban and rural areas. There are five public transit systems operating within the NOACA region, Geauga County Transit (GCT), the Greater Cleveland Regional Transit Authority (GCRTA), Laketrans, Lorain County Transit (LCT), and Medina County Public Transit (MCPT). In 2023, Geauga County Commissioners entered into contract with Laketrans to operate Geauga County Transit.

Where service areas meet or overlap, a regional fare agreement allows riders to transfer once between systems with no additional cost to the rider, though LCT and MCPT are not part of this agreement.

In 2014, Medina County Public Transit (MCPT) transitioned from a rural system to an urban system. After the 2020 Census, the Cleveland UZA was amended removing the City of Medina, which, as county seat, changed the county's designation by the state from urban to rural. Once redesignation takes effect, MCPT would no longer be eligible for Section 5307 Urbanized Formula award, but, would in turn, receive allocations through the Section 5311 Formula Grants for Rural Areas funding.

At the time of developing this TIP, conversations are still ongoing with the 2020 Census' impact to the Cleveland urbanized area's boundaries within Medina County.

Table 2.1 describes the make-up and associated costs to support each transit system.

Provider	System Area (sq. miles)	Population Served	Unlinked Trips (Fixed Route)	Unlinked Trips (Demand Response)	Fixed Route Operating Costs	Demand Response Operating Costs	Fares, Local and Other Revenue	State Funds
GCT	408	95,397	---	13,982	---	\$ 667,286	\$ 178,285	\$ 148,509
GCRTA	458	1,264,817	21,811,976	603,394	\$ 31,665,702	\$ 2,335,249	\$ 292,735,720	\$ 677,088
Laketran	627	326,867	376,255	252,387	\$ 9,600,856	\$ 13,738,725	\$ 18,999,461	\$ 1,387,618
LCT	49	127,025	30,540	26,498	\$ 855,372	\$ 1,995,868	\$ 811,984	\$ 521,303
MCPT	425	183,512	35,264	34,872	\$ 1,040,960	\$ 1,873,681	\$ 675,657	\$ 62,852
TOTALS	1,967	1,997,618	22,254,035	931,133	\$ 43,162,890	\$ 70,610,809	\$ 313,401,107	\$ 2,797,370

Table 2.1: NOACA Region Transit System Operators

Source: Federal Transit Administration, National Transit Database, <https://www.transit.dot.gov/ntd/transit-agency-profiles> (Accessed: January 24, 2025)

SECTION 3: Project Review, Programming and Prioritization

NOACA Project Planning Review (PPR)

NOACA's role is to help project sponsors identify the transportation needs that the project will address and determine if the proposed project will offer the best, most cost-effective solution that aligns with NOACA goals. If the proposed project qualifies for federal aid, the project goes through NOACA's Project Planning Review (PPR) process.

The PPR procedure fulfills the following goals:

- Determines whether a proposed project helps to achieve one or more of the Transportation Plan goals to enhance the region's transportation system and quality of life;
- Assesses if the proposed project fulfills the NOACA planning requirements;
- Enables staff to work with the applicant to develop a project that meets or exceeds NOACA planning requirements;
- Provides opportunity to project sponsors to revise projects if they do not meet NOACA planning requirements and goals;
- Creates accountability between project sponsors and the NOACA board;
- Ensures that public concerns and intergovernmental issues are being addressed by project sponsors as the project evolves.

The PPR process includes the following review steps:

- Staff Review
- Committee Review
- Intergovernmental Review and Consultation (IGRC) and Public Involvement
- Board of Directors Review/Consideration

Each component of the review ensures that project sponsors address financial, planning, multimodal, environmental and economic development requirements and policies for proposed projects to advance to Plan or TIP amendment status.

Financial Planning Requirements

Project sponsors must provide a detailed estimate of the total cost of the proposed project, the desired federal funding amount and the local match amount. Reasonable cost estimates should be developed using the Ohio Department of Transportation's preliminary cost estimating procedure or some similarly detailed cost estimating procedure

Planning Requirements

NOACA staff and committees use the following planning requirements during PPR to evaluate proposed projects and develop conditions to be addressed prior to advancement to the NOACA TIP. Project sponsors must demonstrate compliance with the following planning requirements throughout project development, construction, maintenance and operation.

STRENGTHEN regional cohesion

- NOACA will prioritize resources for projects that are the result of regional collaboration, providing far reaching cross-jurisdictional benefit. Sponsors are encouraged to develop projects that promote partnership in the funding, implementation and maintenance of projects.
- Proposed projects must be identified as a need in and be consistent with adopted planning documents such as a master plan, capital improvement program, NOACA's plans or other special area study.
- Project sponsors must demonstrate coordination with all affected parties responsible for the construction, maintenance and operation of the facility, including, but not limited to, local jurisdictions, ODOT districts, county engineers, transit agencies, utilities and sewer districts and other service providers affected by the project.
- Project sponsors must demonstrate that the project is a result of thorough public involvement and consensus. Project sponsors are required to ensure the participation of all potentially affected communities in the decision-making process, including review by adjacent jurisdictions and other stakeholders that would be impacted by the project.

PRESERVE existing infrastructure

- NOACA will prioritize resources for projects that preserve or enhance currently developed areas of the region, connect existing activity centers, reinvigorate existing communities, ensure efficient freight movement and support development in higher-density areas.
- Projects must meet established NOACA preservation targets. Project sponsors are advised that when identifying local priority projects, federal funding is prioritized for preservation and system enhancement projects that create regional and national benefits.
- Projects are encouraged to align different preservation needs within one project; including but not limited to modal improvements, utilities, sewer work, stormwater and green infrastructure.
- The NOACA share for highway capacity projects or highway projects with capacity elements (e.g., new roadways, major widening) is limited to up to 50 percent funding participation, requiring a 50 percent non-federal match.
- Projects that meet the Ohio Transportation Review Advisory Council (TRAC) policy criteria must be approved as a TRAC priority project (Tier I, II or III) prior to being eligible for NOACA-administered funds.

BUILD a sustainable multimodal transportation system

- NOACA will prioritize resources toward projects that ensure the safe and efficient operation of the roadway and corridor for all users, including, but not limited to, pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders and adjacent land users.
- Sponsors are required to consider bicycles, pedestrians and transit access improvements in the planning and design of their proposed project. In particular, 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. The project may not warrant consideration 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, crosswalks, signage or other low-cost bicycle and pedestrian countermeasures may 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 the 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 that is not projected to carry significant bicycle or pedestrian usage, or that does not carry or provide access to fixed route transit service.
- The design and development of the transportation facility should improve conditions for all users by:
 - 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 AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the ITE Recommended Practice "Design and Safety of Pedestrian Facilities," Americans with Disabilities Act Accessibility Guidelines and other recognized and acceptable design publications.
 - Prioritizing safety and acceptable levels of service equally for all modes. Safety improvements for any one mode will not be minimized to achieve an improved level of service for any one mode.
 - Designing intersections and interchanges to accommodate bicyclists, pedestrians and transit riders in a manner that is safe and accessible.
- 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.

SUPPORT economic development

- NOACA will prioritize resources for projects that support economic development where the existing infrastructure system can accommodate the development, with special emphasis given to projects that involve designated intermodal connectors. If a project is expected to increase freight traffic, the project sponsor must demonstrate the effect this increased volume will have on the facilities adjacent to the proposed project.
- Project sponsors must demonstrate how their project contributes to closing the regional job-housing disconnect by identifying affected populations, job centers served by the transportation project and multimodal access provided by the corridor and by specifying improvements to the corridor.

- To demonstrate the benefits from economic development that is anticipated as a result of the corridor improvements, project sponsors are required to submit a cost-benefit analysis. The analysis should illustrate anticipated revenue from development and documenting new jobs that will be created for the region and how residents of the NOACA region are made better off as a result of the project. Projects providing a stated commitment from tax-paying or job creating entities will be prioritized over speculative development.
- Where system expansion is necessary to accommodate economic growth, project sponsors are required to leverage the benefits that private entities will accrue due to the construction of the project (through public-private partnerships, tax increment financing, business improvement districts or other best practices) to cover construction and maintenance costs.

ENHANCE quality of life in Northeast Ohio

- NOACA will prioritize resources for projects that improve safety, reduce congestion, reduce environmental impacts and support multimodal transportation options to enhance livability for all users on or adjacent to the transportation system.
- Project sponsors must address all existing or projected safety issues for all users of the transportation facility. The proposed project must contain appropriate countermeasures that mitigate identified safety issues.
- Project sponsors are required to coordinate and comply with NOACA's water quality management plan.
- Project sponsors must demonstrate how environmental issues will be addressed throughout the design, construction and operation of the project. This includes, but is not limited to, water quality, air quality, environmental justice and other human and natural environmental issues such as archeological and historical preservation, energy conservation and noise.
- The project must support appropriate best management practices to mitigate stormwater and flooding, and manage wastewater. Thus, project sponsors must demonstrate how the project will handle stormwater control, mitigation and vegetation during design, construction and post-construction long-term performance (operation and maintenance). Sponsors may use the Ohio Department of Natural Resources Rainwater and Land Development Manual to demonstrate sound design practices.
- Project sponsors are required to implement context-sensitive solutions, including but not limited to, historic and cultural districts, along scenic rivers and parks, for special view sheds, and if the impacted communities have specific plans for the corridor.
- Project sponsors are required to avoid, minimize or mitigate disproportionately high and adverse human health, socioeconomic and environmental effects of transportation projects on minority populations and low-income populations (Executive Order 12898).

Projects successfully completing PPR will receive a NOACA Board of Directors' Resolution stating that the project has fulfilled staff, Board and public review against NOACA's planning requirements, enabling the project to be amended to the Plan and/or TIP. The resolution may contain comments and/or recommendations that must be addressed by the project sponsor prior to funding commitment in the TIP.

Project Programming

Once a project has completed the planning stage of project development and is placed on the Long Range Plan, the sponsor is expected to continue to work on the project, including preliminary engineering and environmental assessment. This is a stage when unforeseen problems may arise that can affect the scope and estimated cost of the project - and result in delays.

Before the project can be “programmed,” or amended to the four-year Transportation Improvement Program (TIP), sponsors are required to show how they have addressed any planning issues the NOACA Board of Directors identified through the project’s planning review. If the project’s total construction cost is estimated to be more than \$5 million, project sponsors also need to have a financial plan and a commitment to provide the 20 percent local match within the four-year life of the TIP.

If the project scope changes significantly and/or the cost increases more than 20 percent, the project must go through the Project Planning Review process again unless the project sponsor pays the additional costs. For this reason, NOACA encourages careful and continuous planning before the project is programmed. Ongoing coordination and communication with NOACA can help keep the project on track. Placement on the TIP allows project sponsors to prepare for the implementation phase.

Project Prioritization

The NOACA SFY 2026 - 2029 TIP contains the program of road, bridge, public transit, enhancement and other transportation projects within the NOACA five-county region scheduled for implementation between July 1, 2025 and June 30, 2029. These include projects supported by federal funds administered by NOACA, ODOT, and other governmental units including public transit agencies and the area’s Metroparks.

The universe of projects evaluated for NOACA funding was developed through a comprehensive planning and needs assessment process. This included projects derived from NOACA plans, including Transportation Asset Management (TAM), Safety, Congestion, Multimodal, Enhancement and Transportation Alternatives plans, in addition to projects submitted by communities for consideration and from public transit agencies based on their respective Transit Asset Management plans.

The initial TIP universe of identified needs for the SFY 2026 - 2029 TIP timeframe far exceeded NOACA’s estimated funding over the four years. As such, it was important that projects advanced with NOACA funding in the SFY 2026 - 2029 TIP best represent priorities contained in the *eNEO2025* long range plan while also aligning with established State and Federal transportation performance management initiatives.

NOACA’s process for evaluating projects for funding involved developing the initial universe of projects to be considered for NOACA funding (both identified by NOACA’s TAM plan and sponsor requested projects) by their cost effectiveness. Cost effectiveness criteria include the importance of the transportation facility (i.e. AADT, functional classification) along with the proposed improvement type and cost.

NOACA coordinated with its partner communities and agencies to review and compare the universe of projects against their respective priorities.

NOACA then incorporated all other plan list projects, including safety and congestion priorities, Transportation Alternatives (TAP) projects, and Transportation for Livable Communities (TLCI) project components. Additionally, NOACA evaluated other projects that, though not appearing in a plan or condition report, are recognized needs, which are regionally significant, multi-modal in nature or are deemed important to regional economy and regional travel and destinations.

Qualifying projects were then evaluated on whether they had a regional, county or local impact on five defined Regional Significance Criteria (RSC). The RSC includes a project's roadway and transportation alternative significance within the region as well as its importance in providing access to the region's job centers, educational, governmental and medical centers, the intermodal facilities throughout the region, and to the area's cultural, sports and entertainment centers.

In addition, projects were evaluated by their relationship with current NOACA plans including safety and congestion priority locations, the region's priority freight plan routes, public transit priority corridors, transit oriented development (TOD) opportunities, and identified bicycle and pedestrian networks or to a TLCI or Safe Routes to School study. Other considerations included a project's cost effectiveness across different project types, its location relative to the area's Environmental Justice, Urban Core and Disadvantaged Communities, as well as the equity of the geographic distribution of projects between the area's urbanized and rural areas.

The methodology utilized during this development process prioritized projects that best provide regional benefit and connectivity, as well as address local needs, which are measured against criteria that align with the goals of the NOACA *Going Forward Together* regional strategic plan. In addition, the projects were evaluated against plan priorities as contained in the NOACA *eNEO2025 long range plan*.

To ensure that investments of federal funds in the region best implement the priorities established in the LRP and the NOACA Vision statement, potential projects were evaluated in accordance with the following TIP development methodology.

Implementing eNEO 2050 SFY 2026-2029 TIP Development Methodology

NOACA ensures that investments of federal funds in the region are the result of an objective-based evaluation that directs resources to achieve the maximum benefit. The projects advanced in the 2026 - 2029 Transportation Improvement Program (TIP) will implement the priorities established in the NOACA eNEO2050 and align with the NOACA Vision statement.

Table 3.1: TIP Development Methodology

A. Regional Significance Criteria – Project provides access to facility with multi-county or regional (high), county (medium) or community (low) impact. Evaluation Criteria to Assess Alignment with NOACA Vision	Maximum Points
1. TAP or Interstate Projects	2
<ul style="list-style-type: none"> • <i>Project addresses a deficiency, enhances or improves access to a regional, county, or community facility.</i> • <i>Project addresses a deficiency or improves access to priority roadways and/or Intermodal Facilities</i> 	
2. Job Centers degree by which the proposed project addresses a deficiency or improves access to large, medium and small job centers	2
<ul style="list-style-type: none"> • <i>System Condition</i> • <i>Urban Reinvestment</i> 	
3. Educational/Governmental/Medical	2
<ul style="list-style-type: none"> • <i><u>Educational</u> - project provides or maintains access to the area’s colleges, universities, technical schools and other education facilities</i> • <i><u>Governmental</u> - project provides or maintains access to the area’s centers of government – both federal, state, county and local communities</i> • <i><u>Medical</u> - project provides new or maintains access to medical facilities</i> 	
4. Cultural / Sports / Entertainment - Measures the degree by which the proposed project(s) addresses a deficiency or improves access to regional, county or community Cultural, Sports, or Entertainment Districts or locations	2
5. Intermodal Facilities - Non-NHS roads or project that provides direct access to or supports other regionally significant modes of travel	2
6. NOACA Plans Does the project address requirements included in one or more of the following NOACA plans:	
<i>Safety and/or Congestion Priority Locations</i>	1

<i>Freight Plan Priority Routes</i>	1
<i>Public Transit Priority Corridors</i>	1
<i>Transit Oriented Development projects (TAZ within ½ mile of Rail Stations)</i>	1
<i>Bicycle and Pedestrian Networks and/or TLCI/SRTS study recommendations</i>	1
B. Project Readiness – Screening Criteria	Screening Criteria
All comments/issues resulting from NOACA's Project Planning Review process have been addressed	X
Project funding plan is complete and committed for year of implementation	X

Regional Impact

The regional benefit of the project is measured against factors that are aligned with the NOACA goals. Evaluation factors are contained below with descriptions and criteria measures

A. Regional Significance Criteria

Regional Connectivity

- Regional (high) – Proposed project(s) provides access to a facility with multi-county or regional impacts.
- County (medium) – Proposed project(s) provides access to a facility with a county impact, but limited or no impact on a multi-county or regional basis.
- Community (low) – Proposed project(s) provides access to a facility with a community impact, but limited or no impact on a multi-county or regional basis.

Note – CHOOSE TAP OR INTERSTATES, BUT NOT BOTH

1. **TAP Projects (Up to 2 points)** – The degree by which the proposed project(s) addresses a deficiency, enhances or improves access to a regional, county or community facility.

Regional (High)	Project provides direct enhancement/connectivity to an area or facility of importance
County (Medium)	Project provides direct enhancement/connectivity to an area or facility of county scale importance
Community (Low)	All other locations not included above (local).

OR

Roadway (Up to 2 points) – The degree by which the proposed project(s) addresses a deficiency or improves access to priority roadways and/or Intermodal Facilities on a regional, county or community basis.

Regional (High)	Project is on NHS route, or NHS Intermodal Connector, that provides access to/from the Interstate System.
County (Medium)	Project is an arterial or major collector providing direct access to/from National Highway System or Interstate System.
Community (Low)	All other locations not included above.

2. **Job Centers (Up to 2 points)** – Measures the degree by which the proposed project(s) addresses a deficiency or improves access to large, medium and small job centers.

Regional (High)	Cleveland Central Business District / University Circle
County (Medium)	Hopkins Airport, I-77/Rockside, Solon-Cochran & Chagrin Highland areas.
Community (Low)	All other job centers not identified above.

3. **Educational/Governmental/Medical (Up to 2 points)** – Measures the degree by which the proposed project(s) addresses a deficiency or improves access to regional, county or community educational, governmental or medical center.

Educational Centers – Measures the degree by which the proposed project(s) provides or maintains access to the area’s colleges, universities, technical schools and other education facilities.

Regional (High)	Four-year degree colleges including, but not limited to Case Western, Cleveland State, John Carroll, & Oberlin.
County (Medium)	All two-year colleges including but not limited to Cuyahoga County College (Tri-C), Lorain County Community College, and Lakeland Community College locations, branch campuses of Ohio Universities.
Community (Low)	All other education centers not identified above including but not limited to municipal school districts.

Governmental Centers – Measures the degree by which the proposed project(s) provides or maintains access to the area’s centers of government – both federal, state, county and local communities.

Regional (High)	Federal and State government facilities including the Federal & State Courts, Federal building, Social Security locations, etc.
County (Medium)	All County facilities and government centers.
Community (Low)	All other local municipal government centers not identified above including city halls and courts.

Medical Centers – Measures the degree by which the proposed project(s) provides new or maintains access to medical facilities.

Regional (High)	Level 1 & 2 Trauma Centers: MetroHealth Medical Center, University Hospitals (UH) Cleveland Medical Center, UH Rainbow Babies & Children’s Hospital, and Cleveland Clinic Hillcrest and Fairview Hospitals
County (Medium)	All Level 3 Trauma Centers: Southwest General Health Center, UH Geauga Medical centers, and UH St. John Medical Center
Community (Low)	All non-Trauma Centers and medical centers not included above.

4. **Cultural / Sports / Entertainment (Up to 2 points)** - Measures the degree by which the proposed project(s) addresses a deficiency or improves access to regional, county or community Cultural, Sports, or Entertainment Districts or locations.

Cultural

Regional (High)	Major museums including those in the University Circle neighborhood, Cleveland Play House, Karamu House, Play House Square, Rock and Roll Hall of Fame, and Great Lakes Science Center. National or State Park Lands and conservations.
County (Medium)	County Metroparks/Nature Centers, museums, observatories, etc. Includes facilities referenced in Assembly for the Arts “Northeast Ohio’s Arts and Culture Plan” publication.
Community (Low)	All other locations not included above.

Sports

Regional (High)	Includes Major League Sports franchises including the Cleveland Browns, Cleveland Cavaliers, and Cleveland Guardians stadiums and arena
County (Medium)	Includes Minor League Sports franchises including the Lake County Captains and the Lake Erie Crushers
Community (Low)	All other locations not included above.

Entertainment – Regional Major Attractions

Regional (High)	Major regional attractions as included in Destination Cleveland’s “Major Attractions” list, the International Exposition (IX) Center, & the Cleveland Convention Center
County (Medium)	Includes, but not limited to Cain Park, the Agora, and those locations included in Destination Cleveland’s “Arts & Entertainment” location list, Also includes County Fairgrounds, local beaches, & shopping centers.
Community (Low)	All other locations not included above such as community parks & theaters, recreation and community entertainment facilities, and golf courses.

5. Intermodal Facilities – Non-NHS roads or projects that provides direct access to or supports other regionally significant modes of travel.

Regional (High)	Cleveland Hopkins International Airport, Port of Cleveland, Amtrak Station, Greyhound Station, GCRTA Rail Cars, and Irishtown Bend.
County (Medium)	Other Port facilities in the region (Lorain, Fairport Harbor), fixed route bus service routes, transit centers, park-n-ride lots, & GCRTA Rail stations.
Community (Low)	All other locations not included above.

6. NOACA Plans (Up to 5 points total) – Does the project address requirements included in various NOACA plans (Yes = 1 / No = 0). NOACA plans include:

1. Safety and/or Congestion Priority Locations
2. Freight Plan Priority Routes,
3. Public Transit Priority Corridors,
4. Transit Oriented Development projects (TAZ within ½ mile of Rail Stations)
5. Bicycle and Pedestrian Networks and/or TLCI/SRTS study recommendations

B. Project Readiness (Screening Criteria) – Sponsors have demonstrated to NOACA that the proposed project(s) can be implemented in TIP year requested. Components of project readiness include:

- All comments/issues resulting from NOACA’s Project Planning Review process have been addressed to the satisfaction of the Planning and Programming Committee
- Project funding plan is complete and committed for year of implementation

The project screening and evaluation criteria contained in the NOACA SFY 2026 - 2029 TIP Development Methodology is consistent with the Regional Strategic Plan, *Going Forward Together* in that the intent is to effectively allocate the region’s resources to keep northeast Ohio sustainable and competitive in a global economy and effective at moving people and freight.

Future NOACA planning efforts will focus on activities that support the plan.

SECTION 4: PERFORMANCE MEASURES

The IJA continues to emphasize the incorporation of performance management principles into the transportation planning and programming processes. In response, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) established national performance goals and targets and required states, MPO's and public transit agencies to establish their own performance targets in support of the national goals.

Programmed projects within the NOACA TIP and Ohio STIP address transportation needs in one or more of these key areas below:

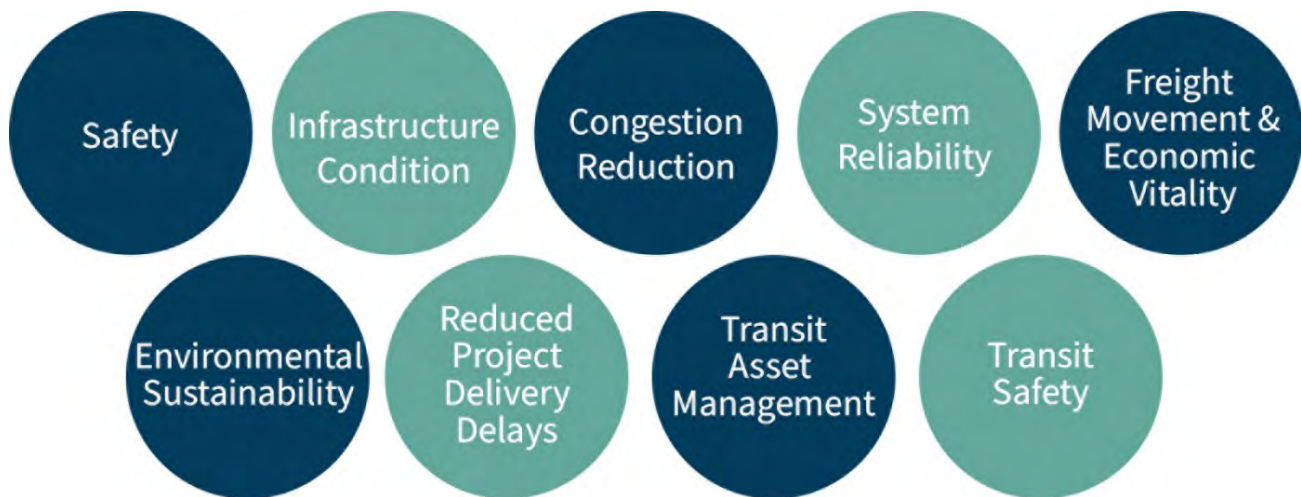


Figure 4:1: Transportation Needs

In June 2018, the Northeast Ohio Areawide Coordinating Agency's Board of Directors approved Resolution 2018-016 entering into a Memorandum of Understanding, with the Ohio Department of Transportation (ODOT) and the Cleveland UZA's Public Transit providers. The Agreement directs the development, design, and implementation of standard procedures of operations and coordination of efforts and responsibilities between the parties regarding the federal transportation performance management-based planning process.

Since then, the NOACA Board of Directors has approved the adoption of performance measures and applicable targets for inclusion in the NOACA Long Range Plan and Transportation Improvement Program (TIP). These performance measures include:

1. Infrastructure Condition - Pavement and Bridge
2. Congestion Mitigation and Air Quality (CMAQ)
 - a. Peak-hour Excessive Delay
 - b. Non-Single Occupancy Vehicle
 - c. Mobile Emissions Reduction
3. System Reliability

4. Freight Movement & Economic Vitality
5. Transit Asset Management
6. Transit Safety

This section demonstrates that projects selected for funding and programmed in the NOACA 2026-2029 TIP advance Ohio and NOACA adopted performance targets, advancing federally established transportation performance measures. NOACA will ensure coordination with the State and its plans, including Access Ohio 2045 and performance-based planning processes.

Highway Safety Performance Measures and Targets

Federal Rule 23 CFR 490 required states to establish five highway safety performance targets for those measures to demonstrate. In accordance with federal legislation, Ohio used five-year rolling averages to calculate historic crash trends and identify statewide reduction targets.

Safety Performance Management (Safety PM) is a part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets.

State DOTs are required to adopt targets annually. MPOs must establish targets within 180 days and represent the anticipated outcomes for the same calendar year as the State DOT target. MPO targets can be established through one of two options:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for a safety performance measure, or
2. Commit to a quantifiable target for a safety performance measure for the metropolitan planning area.

After reviewing historical crash trends and external factors, ODOT and ODPS have adopted a 2% percent annual reduction target across all five categories for the calendar year (CY) 2025.

Historically, NOACA has adopted ODOT's target of a 2% reduction each calendar year up through 2024 to support state targets for safety performance (NOACA Board of Directors Resolution 2023-055). The ODOT 2% annual reduction rate has reflected an approach toward reducing crashes, consistent with the 2% reductions recommended for emphasis areas in NOACA's SAVE Plan (November 2019). However, following input received from the Bicycle and Pedestrian Advisory Council and the Planning and Programming Committee, the NOACA Board of Directors adopted a target of a 3.8% reduction for calendar year 2025 (Resolution 2024-058).

Calculated Targets for 2025

Below are the State of Ohio and NOACA's calendar year (CY) 2025 targets. The baseline years for setting CY 2025 targets are CY 2019-2023. FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2024 targets in December 2024. States will be notified in March 2025.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

Table 4:1: Ohio Safety Performance Measures

Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
Fatalities	1,228	< 1,173	No	< 1,180
Fatality Rate	1.12	< 1.04	No	< 1.08
Serious Injuries	7,791	< 7,649	No	< 7,482
Serious Injury Rate	6.77	< 6.77	No	< 6.51
Non-Motorized Fatalities & Serious Injuries	842.4	< 824	No	< 809

Source: Ohio Department of Transportation

Notes: 1) All safety measures are rolling 5-year averages; 2) Rates are expressed as events per 100 million vehicle miles traveled (VMT); 3) Targets for 2023 and 2025 are a 2% annual reduction from the baseline performance (for 2021 and 2023, respectively).

Table 4.2: NOACA Safety Performance Measures

Performance Measure	2023 Performance	2023 Target	Target Met?	2023 Baseline (CY 2019-2023)	2025 Target
Fatalities	151	150	No	162	150
Fatality Rate	1.13	1.04	No	1.25	1.15
Serious Injuries	1,290	1,247	No	1,344	1,244
Serious Injury Rate	9.7	6.92	No	10.25	9.49
Non-Motorized Fatalities & Serious Injuries	179	157	No	171	158

Notes: 1) All safety measures are rolling 5-year averages; 2) Rates are expressed as events per 100 million vehicle miles traveled (VMT); 3) Targets for 2023 are a 2% annual reduction from the baseline performance for 2021 and Targets for 2025 are a 3.8% reduction from baseline performance for 2023.

NOACA’s SFY 2026 – 2029 TIP was developed to ensure progress toward the accomplishment of the adopted safety targets and the other transportation performance measures. To that end, NOACA plans and programs projects with a focus on how they contribute toward achieving a significant reduction of fatalities and serious injuries consistent with the adoption of these safety performance targets and measures.

The SFY 2026 – 2029 TIP contains 64 projects expected to contribute toward accomplishing adopted safety targets utilizing \$111.3 million in funding awarded through various safety contributing funding programs.

Table 4.3 indicates the number of SFY2026-2029 safety related projects, total cost, and number of safety projects and funding through HSIP.

Table 4.3: 2026-2029 Projects Improving Safety*

Total Safety Projects	Total Safety \$ (Millions)	Total Projects with HSIP \$	HSIP \$ (Millions)
64	\$111.3	24	\$48.1

*Projects that have safety program funding or projects containing funding with one or more of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles). NOTE: HSIP funding is SAC 4HJ7

Based upon the increased level of investment, proposed project countermeasures, and alignment with high priority crash locations, it is realistic to assume that the program of projects will advance progress toward achieving safety targets established for CY 2025 and beyond. The 2026-2029 TIP will be updated with the establishment of annual targets.

Public Transportation Agency Safety Performance Measure Targets

The Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) Final Rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area (UZA) Formula Grants to develop Agency Safety Plans.

The PTASP regulation requires each transit agency subject to the regulation to include safety performance targets (SPTs) based on the safety performance measures (SPMs) established in the National Safety Plan in their Agency Safety Plan (§ 673.11(a)(3)). These SPMs track both the total number and rates of Fatalities, Injuries, and Safety Events, as well as System Reliability.

A safety performance measure is a quantifiable indicator to assess condition and safety management activities and progress toward meeting the established targets (§ 673.5). Transit providers may set additional targets for safety performance monitoring and measurement.

MPOs must include these performance targets in their Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and Metropolitan Transportation Plans. These targets must be established within 180 days of receipt from State DOTs.

Greater Cleveland Regional Transit Authority (GCRTA), Laketran, Lorain County Transit, and Medina County Public Transit are subject to these requirements and have all provided NOACA with their most recent PTASPs and SPTs. As a Class One transit agency, the FTA has updated and expanded GCRTA's target methodology to utilize the statical measure of a three-year rolling average.

Table 4.4: Current and Draft Safety Performance Targets for Geauga County Transit, Laketran, Lorain County Transit and Medina County Transit

			Injuries		Fatalities		Events		System Reliability
Agency	Status	Mode	Total # of Injuries	Rate per 100k Veh. Revenue Miles	Total # of Fatalities	Rate per 100k Veh. Revenue Miles	Total # of Safety Events	Rate per 100k Veh. Revenue Miles	System Reliability <i>(Mean distance between failures)</i>
Laketran & Geauga County Transit	Last Yr	Commuter Bus	0.20	0.06	0	0	0.20	0.06	43,646
	This Yr	Commuter Bus	0.00	0.00	0	0	0.00	0.00	64,121
	Last Yr	Demand Response	2.74	0.14	0	0	2.94	0.15	37,780
	This Yr	Demand Response	1.31	0.07	0	0	1.31	0.07	42,004
	Last Yr	Motorbus	1.37	0.19	0	0	1.37	0.19	14,046
	This Yr	Motorbus	0.33	0.04	0	0	0.33	0.04	10,768

			Injuries		Fatalities		Events		System Reliability
Agency	Status	Mode	Total # of Injuries	Rate per 100k Veh. Revenue Miles	Total # of Fatalities	Rate per 100k Veh. Revenue Miles	Total # of Safety Events	Rate per 100k Veh. Revenue Miles	System Reliability <i>(Mean distance between failures)</i>
Lorain County Transit	Last Yr	Demand Response	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	This Yr	Demand Response	1	0.34	0	0	0	0	0
	Last Yr	Motorbus	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	This Yr	Motorbus	1	0.83	0	0	0	0	0
Medina County Public Transit	Last Yr	Demand Response	0.07	0.04	0	0	0.06	0.02	36,777
	This Yr	Demand Response	0.05	0.04	0	0	0.05	0.02	35,251
	Last Yr	Motorbus	0.04	0.01	0	0	0.05	0.03	37,456
	This Yr	Motorbus	0.04	0.01	0	0	0.04	0.02	24,015

Table 4.5: Current and Draft Safety Performance Targets for Greater Cleveland Regional Transit Authority (GCRTA)

Performance Measure	Mode	2021-2023 Average	2025 Target
Major Events	Rail	27.6	25.3
	Bus	63.3	62
	Paratransit	12.3	12.15
Major Event Rate	Rail	0.97	0.9
	Bus	0.47	0.46
	Paratransit	0.3	0.28
Collisions	Rail	2	0
	Bus	53.3	52
	Paratransit	12.3	12.15
Collision Rate	Rail	0.07	0
	Bus	0.4	0.395
	Paratransit	0.3	0.28

Pedestrian Collision Rate	Rail	0	0
	Bus	0.03	0
	Paratransit	0	0
Vehicular Collision Rate	Rail	0.07	0
	Bus	0.36	0.35
	Paratransit	0.29	0.27
Fatalities	Rail	0.3	0
	Bus	1.3	0
	Paratransit	0	0
Fatality Rate	Rail	0.01	0
	Bus	0.01	0
	Paratransit	0	0
Transit Worker Fatality Rate	Rail	0	0
	Bus	0	0
	Paratransit	0	0
Injuries	Rail	11.3	11.15
	Bus	138.3	134
	Paratransit	22.7	20.35
Injury Rate	Rail	0.4	0.39
	Bus	1.04	1
	Paratransit	0.55	0.5
Transit Worker Injury Rate	Rail	0.11	0.07
	Bus	0.12	0.11
	Paratransit	0.1	0.08
Assaults on Transit Workers	Rail	n/a	n/a
	Bus	n/a	n/a
	Paratransit	n/a	n/a
Rate of Assaults on Transit Workers	Rail	n/a	n/a
	Bus	n/a	n/a
	Paratransit	n/a	n/a
System Reliability	Rail	57.5	106.5
	Bus	47	788
	Paratransit	5	43

Infrastructure Condition

Pavement Performance Measures and Targets

Federal Rule 23 CFR 490.307(a) (1-4) established four highway performance measures designed to provide information for the National Highway Performance Program (NHPP) on the condition, or state of good repair, of the area's road and bridges in support of the National Highway System (NHS).

In accordance with Section V of the Agreement, Pavement and Bridge Condition included within the agreement between the ODOT and NOACA, it was agreed that pavement condition would be analyzed using the Highway Performance Monitoring System (HPMS).

The four Pavement Performance Measures below include the performance measure baselines, ODOT's two- and four-year targets, and NOACA's two- and four-year targets. The measures are:

1. Percentage of interstate pavement in good condition;
2. Percentage of interstate pavement in port condition;
3. Percentage of non-interstate NHS pavement in good condition; and
4. Percentage of non-interstate NHS pavement in poor condition.

Bridges Performance Measures and Targets

Federal Rule 23 CFR 490.407(c)(1-2) established two bridge performance measures designed to provide information for the National Highway Performance Program (NHPP) on the condition of the area's bridges in support of the National Highway System (NHS).

In accordance with Section V of the Agreement, Pavement and Bridge Condition included within the agreement between the ODOT and NOACA, it was agreed that bridge conditions would be analyzed using the National Bridge Inventory (NBI) Database.

The two Bridge Performance Measures below include the performance measure baselines, ODOT's two- and four-year targets, and NOACA's two- and four-year targets. The two Bridge Performance Measures are:

1. Percentage of NHS bridges classified as good condition; and
2. Percentage of NHS bridges classified as poor condition.

NOACA's SFY 2026 – 2029 TIP was developed to ensure progress toward the accomplishment of the adopted pavement and bridge targets. To that end, NOACA plans and programs projects with a focus on how they contribute toward increasing and maintaining the percentage of pavements on the National Highway System (NHS) in good condition and reducing the percentage of pavement in the NHS in poor condition consistent with the adoption of these performance targets and measures.

The SFY 2026 – 2029 TIP contains 219 projects utilizing \$942.8 million in funding awarded through various pavement and bridge funding programs administered through the NOACA, Counties and ODOT. These investments contribute toward accomplishing the overall

improvement of pavement and bridges in the NOACA region, including NHS Interstate and NHS Non-interstate facilities.

Table 4.6: Pavement & Bridge Performance Measures and Targets (Baseline, ODOT, NOACA)

Performance Measure	Baseline (2021)	ODOT 2-Year Performance (2023)	ODOT 2-Year Target (2023)	ODOT 4-Year Target (2025)	ODOT 2-Year Target Met?	NOACA 2-Year Target (2022)	NOACA 4-Year Target (2022)
Interstate Pavement Condition							
% Good	72.9%	75.4%	> 55%	> 55%	Yes	N/A	> 55%
% Poor	0.1%	0.1%	< 1%	< 1%	Yes	N/A	< 1%
Non-Interstate NHS Pavement Condition							
% Good	46.4%	50.4%	> 40%	> 40%	Yes	> 50%	> 50%
% Poor	1.9%	1.3%	< 2%	< 2%	Yes	< 2%	< 2%
NHS Bridge Conditions							
% Good	60.9%	60.8%	> 55%	> 55%	Yes	> 55%	> 55%
% Poor	2.0%	2.0%	< 3%	< 3%	Yes	< 2%	< 2%

Table 4.7: 2026-2029 Projects Improving Pavement*

Road Type	No. of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	21	414	\$402.7
Non-Interstate NHS	36	337	\$156.9

*Projects that have construction contract funds assigned to treated interstate or non-interstate NHS segments

Table 4.8: 2026-2029 Projects Improving NHS Bridges*

No. of Projects	Bridges Improved	Construction \$ (Millions)
47	162	\$383.2

*Projects that have construction contract funds assigned to treated bridges on the NHS system

System Reliability - Travel Time and Freight Movement Performance Measures and Targets

NOACA's Travel Time Reliability Performance plan for Interstate, Non-Interstate and Freight Movement are based on the performance measures established by 23 CFR 490.507(a)(1-2) and 23 CFR 490.607.

Section VI.A. of the Agreement requires ODOT and NOACA to establish targets for the following two measures:

1. The percent of the person-miles traveled on the Interstate that are reliable (Interstate Time Travel Reliability (TTR 1)); and
2. The percent of the person-miles traveled on the Non-Interstate National Highway System (NHS) that are reliable (Non-Interstate NHS Level of Time Travel Reliability (TTR Non 1)).

Table 4.9: Travel Time & Freight Movement Reliability Performance Measures (ODOT & NOACA)

Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

NOACA's SFY 2026 – 2029 TIP was developed to ensure progress toward the accomplishment of the adopted system reliability and freight movement targets. NOACA plans and programs projects with a focus on how they contribute toward improving the level of travel time reliability for person miles travelled on National Highway System (NHS) and freight movement on the interstate system consistent with the adoption of these performance targets and measures.

The SFY 2026 – 2029 TIP contains 3 projects expected to contribute toward accomplishing the system reliability and freight movement targets utilizing \$4.3 million in funding awarded through various funding programs.

Table 4.10: 2026-2029 Projects Improving Travel Time Reliability*

Road Type	No. of Projects	Construction \$ (Millions)**
Interstate	0	\$0
Non-Interstate NHS	3	\$4.3

*A. Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation, Transport System Mgmt. and Ops) OR B. Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing).

**Total project cost for projects meeting criteria A above or sum of funding with federal improvement code listed in B above.

CMAQ-Congestion & Air Quality Mid-Performance Measures and Targets

The NOACA Air Quality/CMAQ Performance plan was prepared as a component of the Ohio Department of Transportation (ODOT) statewide CMAQ Performance reports for the mid-performance period in accordance with the requirements of 23 CFR 409.107(c) and 49 USC 149(1) in collaboration with the ODOT, FHWA, and stakeholders within the region. Specifically, this section focuses on the performance measures established through the PM3 regulation Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measures to Assess the CMAQ Program On-road Mobile Source Emissions)

The national performance measures to assess traffic congestion for the CMAQ program were established in 23 CFR 707 (a-b) and are referred to collectively as the CMAQ Traffic Congestion Measures. They are: (a) Annual Hours of Peak Hour Excessive Delay (PHED) per Person per Year (PHED Measure); and (b) Percent of Non-Single Occupancy Vehicle Travel (Non-SOV). Section VI of the agreement establishes targets for each of the CMAQ Congestion and Air Quality measures.

Table 4.9 shows the baseline and four-year target peak hours of excessive delay (PHED) per person, per year for the Cleveland urbanized area.

Peak travel hours are defined as 6:00 a.m. to 10:00 a.m. local time on weekday mornings. The weekday afternoon period is 3:00 p.m. to 7:00 p.m. The information for this measure was developed from FHWA vehicle occupancy factors, HPMS traffic count data, and the NPMRDS (National Performance Management Research Data Set) travel time data set.

Table 4.11: Traffic Congestion Measure: Peak Hour Excessive Delay (PHED)

Measure	NOACA Baseline 4-Year Average	ODOT 2-Year Target	ODOT 4-Year Target	NOACA 2-Year Target	NOACA 4-Year Target
Cleveland: Peak Hour Excessive Delay Per Capita	7.4 hours/year	N/A	< 10 hours/year	N/A	< 10 hours/year

Table 4.10 presents the baseline, two-year and four-year targets for Non-Single Occupancy Vehicle travel (Non-SOV) within the Cleveland urbanized area. The information for this metric was developed and analyzed using data from the American Community Survey (Table DP03).

Table 4.12: Traffic Congestion Measure: Non-Single Occupancy Vehicle (Non-SOV) Travel

Measure	NOACA Baseline 4-Year Average	ODOT 2-Year Target	ODOT 4-Year Target	NOACA 2-Year Target	NOACA 4-Year Target
Cleveland: % of Non-SOV Travel	17.90%	≥ 18%	≥ 18.5%	≥ 18%	≥ 18.5%

The following CMAQ On-Road Mobile Source Emissions information included in Table 4.11 on the following page shows the on-road baseline, ODOT and NOACA two-year quantitative NOACA emissions targets for Volatile Organic Compounds (VOC), Nitrous Oxide (NOx), and Particulate Matter with a diameter of less than 2.5 micrometers (PM2.5) compared to the impact of obligated projects during the first two years. NOACA’s baseline data was derived from the FHWA Congestion Mitigation and Air Quality (FHWA CMAQ) Public Access Database and aggregated by pollutant type for the years 2014-17. For the two and four-year targets, the data was derived from obligated projects with quantified emissions benefits for the two years and the four-year projection includes programmed projects for those years.

Table 4.11 below compares NOACA’s two-year targets to the actual performance over the same period of time. Projects in the NOACA region surpassed all three measures for this period.

Table 4.13: On Road Mobile Source Emissions

Measures	NOACA Baseline	ODOT 2-Year Target	NOACA 2-Year Target	NOACA 2-Year Performance
Volatile Organic Compounds Total Emissions Reduction (VOC kg/day)	4 year average 85.90 kg/day	69 kg/day	16.16 kg/day	73.64 kg/day
Nitrous Oxide Total Emissions Reduction (NOx kg/day)	4 year average 671.31 kg/day	537 kg/day	56.71 kg/day	147.6 kg/day
Particulate Matter at 2.5 Micrometers Total Emissions Reduction (PM2.5 kg/day)	4 year average 44.97 kg/day	36 kg/day	3.96 kg/day	158.24 kg/day

Utilizing CMAQ funding in part, NOACA’s SFY 2026 – 2029 TIP projects focused on improving air quality, congestion management/reduced peak hour excessive delay, and non-SOV travel options will help achieve CMAQ performance targets.

The SFY 2026 – 2029 TIP contains 24 CMAQ-funded projects, 36 Non-SOV projects, and 3 PHED projects, utilizing over \$100 million in funding awarded through various funding programs administered through NOACA and ODOT.

Table 4.14: 2026-2029 CMAQ Projects*

No. of Projects	CMAQ \$ (Millions)
24	\$49.5

*Projects that have CMAQ funding (SAC 4TB7, 4TE7, or 4NG5)

Table 4.15: 2026-2029 Projects Improving Non-SOV Travel*

Total Non-SOV Projects	Total Non-SOV \$ (Millions)	Non-SOV projects with CMAQ \$	NON-SOV CMAQ \$ (Millions)
36	\$100.9	9	\$34.7

*A: Projects that contain an FTA Transfer, OR B: Projects that contains 'Rideshare' in the project name, OR C: Projects that have a primary project purpose related to one of the following (Bike Facility, Enhanced Crossing, Pedestrian Facilities, Shared Use Path)

Table 4.16 Projects Improving Peak Hour Excessive Delay (PHED)*

Total PHED Projects	Total PHED \$ (Millions)	PHED projects with CMAQ \$	PHED CMAQ \$ (Millions)
3	\$4.3	1	\$0.4

*A: Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation) and contain committed construction contract funding OR B: Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing, Traffic Management Engineering - HOV) and contain committed construction contract funding.

Transit Asset Management Performance Measures and Targets

The MAP-21 Act, supported by IIJA, required the Federal Transit Administration (FTA) to develop rules establishing a systematic process of operating, maintaining, and improving public transit capital assets through their entire life cycle. In response, the FTA published the Transit Asset Management (TAM) system Final Rule, 49 USC 625, designed to monitor and manage public transportation capital assets to:

1. Enhance safety;

2. Reduce maintenance costs;
3. Increase reliability; and
4. Improve performance.

Public transit agencies are required to establish performance targets in support of these national goals and, in turn Metropolitan Planning Organizations (MPOs) to establish regional performance targets encompassing the area's public transit agencies.

The Final TAM Rule, 49 CFR part 625, established the general provisions for public transit TAM plans including performance management requirements, general capital asset categories and their associated asset classes, and the record keeping and reporting requirements for public transit agencies and MPOs. It defined the standards for measuring the condition of public transit capital assets and established four State of Good Repair (SGR) performance measures – the first two age-based, the third condition-based, and the last performance-based. These include:

1. **Rolling Stock/Revenue Fleet:** The percentage of revenue vehicles (by type) at or exceeding the useful life benchmark (ULB). ULB is defined by the FTA as the age at which the vehicles is no longer in a State of Good Repair (SGR).
2. **Equipment:** The percentage of non-revenue or service vehicles (by type) that exceed their ULB.
3. **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 or a SGR on the Transit Economic Requirements Model (TERM).
4. **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

In response, NOACA, ODOT and the region's Tier I and Tier II public transit agencies entered into the previously discussed Memorandum of Understanding referred to as the "Agreement" that defined the mutual responsibilities of each party in meeting their ongoing Transportation Performance Management - TAM Plan and Performance Management requirements.

Section VII of the Agreement, "Transit Asset Management Plans" established a standard process for the area's transit agencies and NOACA to follow when developing, implementing, and reporting on their TAM plans and for the MPO to document within the S/TIP. Section VII of the Agreement:

1. Requires the use of FTA defined Performance Measures for capital assets;
2. Establishes the required components of a TAM plan for the area's Tier I and Tier II public transit agencies and identifies the necessary State of Good Repair performance measures for all TAM plans;
3. Defines the process for Tier I and Tier II agencies to set asset class targets for TAM performance measures;
4. Establishes annual reporting requirements for transit agencies including the incorporation of TAM performance measures and targets that include a condition assessment narrative in each agency's annual National Transit Database (NTD) report including the Asset Inventory Module (AIM) report; and
5. Outlines the required supporting documentation for transit provider's TAM plans including:
 - a. The provider's State of Good Repair (SGR) policy and implementation plan;
 - b. A description of the impact that programmed projects will have on the SGR of their capital assets;
 - c. A provider's project-based prioritization of capital investments; and

d. How the provider will monitor, update and evaluate its TAM plan.

Section VIII of the Agreement, “Transportation Performance Reporting” establishes the TAM reporting requirements for transit agencies and NOACA to develop, monitor and report on the condition of their capital assets, performance targets, as well as documenting their progress towards meeting the performance goals or targets. These include:

1. Establishing that all amendments on or after October 1, 2018 with regards to TAM measures included in Section VII of the “Agreement” must include a description of the performance measures and performance targets used in assessing the performance of the transportation system: and
2. Defines the required information for a system performance report to evaluate the condition and performance of the transportation system in regards to the performance targets.

At present, due to significant differences between the area’s large and small urban and rural public transit providers, NOACA adopted Tiered TAM performance targets in March 2019 through Resolution #2019-021. This approach will help to better understand and track improvements in each transit provider’s State of Good Repair (SGR) measures and will facilitate the future development of one unified set of TAM performance measure targets for the region. The four established Transit Agency Tiers along with the associated providers include:

- Tier I – Large Urban Provider: Greater Cleveland Regional Transit Authority
- Tier II – Small Urban Providers: Laketran, Medina County Public Transit (small urban designation at the time of target setting), and Lorain County Transit
- Tier II – Rural Provider: Geauga County Transit (Established by the Ohio Department of Transportation)
- Tier II – Section 5310 Open Door Sub-Recipients

NOACA will continue to coordinate with all transit providers to ensure timely, realistic targets are established and will monitor their progress towards achieving them in the future.

Tiered Transit Asset Management (TAM) Performance Targets

Table 4.17: Tier I (GCRTA) TAM Performance Targets

Asset Category/Class	Sub-Group	Measure	% not to Exceed
Revenue Fleet (Useful Life Benchmark)	Revenue Vehicles	8-31 years ULB	15%
	Bus 60-Ft	12 years ULB	10%
	Bus 40-Ft	12 years ULB	15%
	Trolley	13 years ULB	5%
	Over-the-road Bus	12 years ULB	5%
	Paratransit	8-10 years ULB	15%
	Train: Heavy & Light Rail	31 years ULB	25%
Equipment	Heavy Equipment	10-25 years ULB	25%
	Non-Revenue Vehicles	8 years ULB	25%
Facilities (State of Good Repair)	Facilities	TERM Rating below 3.0 SGR	10%
	Facility Assets	TERM Rating below 3.0 SGR	10%
Infrastructure	Track, Catenary, Signals, etc	% of Rail system slow zones	2% during construction season
		% of Rail system slow zones	0.5% at year end

Table 4.18: Tier II Urban (Laketran, MCPT & LCT) TAM Performance Targets

Asset Category/Class	Sub-Group	Measure	% not to Exceed
Revenue Fleet (Useful Life Benchmark)	Revenue Vehicles	8-12 years ULB	5%
	Over-the-road Bus	12 years ULB	0%
	Bus -35/40-Ft	12 years ULB	0%
	Cutaway Bus	5-7 years ULB	6%
	Mini-Vans	8 years ULB	0%
	Vans	5 years ULB	17%
Equipment	Non-Revenue/Service Auto	10 years ULB	17%
	Trucks & Rubber Tire Vehicles	8-10 years ULB	23%
	Maintenance	10-25 years ULB	N/A
	Operations	10-25 years ULB	N/A
Facilities (State of Good Repair)	Administration	TERM Rating below 3.0 SGR	0%
	Maintenance	TERM Rating below 3.0 SGR	0%
	Passenger Facilities	TERM Rating below 3.0 SGR	0%
Infrastructure	Track, Catenary, Signals, etc	N/A	N/A
		N/A	N/A

Table 4.19: Tier II Rural (Geauga County Transit) TAM Performance Targets
 Established by ODOT*

Asset Category/Class	Sub-Group	Measure	% not to Exceed
Revenue Fleet (Useful Life Benchmark)	Revenue Vehicles	8-14 years ULB	N/A
	Over-the-road Bus	N/A	N/A
	Bus-35/40-Ft	14 years ULB	21%
	Cutaway Bus	10 years ULB	2%
	Mini-Vans	10 years ULB	10%
	Vans	8 years ULB	2%
Equipment	Non-Revenue/Service Auto	10 years ULB	0%
	Trucks & Rubber Tire Vehicles	N/A	N/A
	Maintenance	14 years ULB	0%
	Operations	10 years ULB	0%
Facilities (State of Good Repair)	Administration	TERM Rating below 3.0 SGR	38%
	Maintenance	TERM Rating below 3.0 SGR	22%
	Passenger Facilities	TERM Rating below 3.0 SGR	0%
Infrastructure	Track, Catenary, Signals, etc	N/A	N/A
		N/A	N/A

Table 4.20: Tier II Section 5310 Open Door Subrecipient Performance Targets

Asset Category/Class	Sub-Group	Measure	% not to Exceed
Revenue Fleet (Useful Life Benchmark)	Revenue Vehicles	8 years ULB	45%
	Over-the-road Bus	12 years ULB	N/A
	Bus-35/40-Ft	12 years ULB	N/A
	Cutaway Bus	8-10 years ULB	N/A
	Mini-Vans	8 years ULB	N/A
	Vans	8 years ULB	45%
Equipment	Non-Revenue/Service Auto	N/A	N/A
	Trucks & Rubber Tire Vehicles	N/A	N/A
	Maintenance	N/A	N/A
	Operations	N/A	N/A
Facilities (State of Good Repair)	Administration	TERM Rating below 3.0 SGR	N/A
	Maintenance	TERM Rating below 3.0 SGR	N/A
	Passenger Facilities	TERM Rating below 3.0 SGR	N/A
Infrastructure	Track, Catenary, Signals, etc	N/A	N/A
		N/A	N/A

Within the four years of the SFY 2026-2029 TIP, over 280 individual public transit agency projects are slated to be implemented, utilizing nearly \$1.5 billion towards maintaining and improving the State of Good Repair (SGR) of capital assets in support of the TAM Performance Measures and Targets listed in Tables 4.14-4.17.

In support of improving the dependability of their Revenue Fleets, the area’s large and small urban transit providers have programmed over \$82.6 million to replace a variety of Revenue Vehicles that have or will meet or exceed their ULB over the next four years. Significant areas of the combined Revenue Fleet replacement programs include:

- \$124 M for years 3-7 of the ten-year program to replace GCRTA’s Heavy (Red Line) and Light (Blue/Green Lines) Rail Cars;
- \$75.3 M for replacement fixed route, articulated and bus-rapid transit buses; and
- \$7.3 M for replacement demand response revenue vehicles

Programmed replacements of revenue vehicles are based upon the type of vehicle fleet, its condition and the availability of funds. Whereas rail cars have a Useful Life Benchmark (ULB) of up to 31 years, a fixed route 40-Ft bus has a ULB of 12 years, a demand response vehicle of seven years and a passenger van of five years. Accordingly, replacement vehicles are prioritized and funded based on their life cycle ULB and its operating condition.

Table 4.21: Transit Project Funding (by type)

Project Type	No. of Projects	Total \$ (Millions)
Vehicle Replacement	220	\$82,593,008.55
Rail Car Replacement	8	\$124,450,000.00
Equipment and Operations Support	n/a	\$1,093,491,757.24
Facility Improvements	33	\$53,143,750.00
Rail Infrastructure	20	\$94,518,572.00
	281	\$1,448,197,087.79

SECTION 5: Financial Resources and Financial Assessment

Financial Resources

The financial resources for TIP projects come from various federal, state and local funding sources. Certain funds are administered by ODOT and allocated through ODOT's project selection process for the particular fund program type. Some of the funds are administered by NOACA and allocated through NOACA's project selection process. Local jurisdictions provide funding, which is used to match federal funds and state funds. Some projects included in the TIP are solely locally funded.

ODOT Administered Funds

The majority of the projects listed in the highway portion of the TIP are managed by ODOT and financed through highway funding programs for which ODOT (Central or District office) is the program manager. The ODOT administered funding sources used for the highway projects programmed in the TIP are listed below.

- Bridge
- CMAQ - Congestion Mitigation Air Quality (attributable to the State)
- Discretionary/Earmark/High Priority - Federal Earmarks
- Emergency
FLAP
- GARVEE (Grant Anticipation Revenue Vehicle) - State Bonds to be Paid with Federal (Advance Construction)
- Local Programs
- HSIP - Highway Safety Improvement Program
- Major Rehabilitation
- National Highway Freight
- NHPP - National Highway Performance Program
- ODOT - Ohio Department of Transportation (State)
- Other
- Preservation
- Rail
- Recreational Trails
- SIB - State Infrastructure Bank
- STBG - Surface Transportation Block Grant (attributable to the State)
- TDC - Transportation Development Credit

Other federal discretionary programs administered through ODOT include:

- TAP/Enhancement - Transportation Alternatives Program/Enhancements
- TAP/Safe Routes to School
- TIGER - Transportation Investment Generating Economic Recovery

ODOT Central Office is responsible for the management and forecasting of the funds expected to be available from the above sources. Additional information on all ODOT programs can be found on ODOT's website at www.dot.state.oh.us.

NOACA Administered Funds

Other highway projects listed in the TIP are financed with funding attributable to NOACA. The NOACA-attributable funding sources used for the highway projects programmed in the TIP are listed below.

- CMAQ - Congestion Mitigation Air Quality
- CRP - Carbon Reduction Program
- STBG - Surface Transportation Block Grant
- TA - STBG set-aside for Transportation Alternatives Projects

NOACA receives a sub-allocation of ODOT's CRP funds, STBG funds and TA funds. CMAQ funding has historically been sub-allocated to the individual MPO programs by ODOT using a formula based on population of air quality non-attainment areas. However, in 2012, ODOT directed the Ohio Association of Regional Councils (OARC) and its eight large MPO (MPO) members to develop a statewide CMAQ Program. The statewide CMAQ program has replaced the individual programs previously administered by the eight largest MPOs.

Other Highway Funds

In addition to the projects funded with ODOT and NOACA administered funds, other federal, state and local funding sources used for the highway projects programmed in the TIP are listed below.

- Attributable to County Engineers Association of Ohio (CEAO)
 - C/BR - County Bridge
 - C/LBR - County Local Bridge
 - C/HSIP - County Highway Safety Improvement Program
 - C/STBG – County Surface Transportation Block Grant
- ODOD - Ohio Department of Development
- OPWC - Ohio Public Works Commission
- ORDC - Ohio Rail Development Commission
- OTC - Ohio Turnpike Commission
- OTP - Ohio Turnpike Mitigation
- State Bonds

Transit Allocated Funds

Transit projects programmed in the TIP are managed by the respective transit program operators and funded primarily from programs administered through the Federal Transit Administration (FTA), state and local funding sources. Additionally, some transit projects are programmed with flexible FHWA funding attributable to ODOT or NOACA. The funding sources used for the transit projects programmed in the TIP are listed below.

- Congestion Mitigation Air Quality (attributable to NOACA)

- Congestion Mitigation Air Quality (attributable to ODOT)
- FTAD - Federal Transit Administration Direct
- GRF - General Revenue Funds
- Section 5307 - Urbanized Area Formula
- Section 5309 - Capital Investment Grants
- Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5337 – State of Good Repair
- Section 5339 - Bus and Bus Facilities
- STBG - Surface Transportation Block Grant (attributable to NOACA)
- STBG - Surface Transportation Block Grant (attributable to ODOT)
- LNTP - Non-Traditional Local Match - Farebox Revenue
- LNTP - Non-Traditional Local Match - Local Dedicated Tax
- LNTP - Non-Traditional Local Match - Other Revenues (LNTP)

NOACA coordinates with the transit agencies to determine the funding resources expected to be available.

Financial Assessment/Fiscal Constraint/Innovative Finance

The IJJA requires that the TIP include a financial plan demonstrating that its projects can be implemented with the financial resources that are reasonably expected to be available to the NOACA area. The TIP's financial plan is derived from a comprehensive, cooperative, and continuing planning process for the region that involves ODOT, NOACA, and area transit operators. All federal funding for transportation programs and projects is handled through this 3C process

This section includes a summary table of programmed highway and transit projects by funding category from SFY 2026 to 2029. The table lists the ODOT allocated highway funds, the NOACA allocated highway funds, transit funds and the state and local matching funds to be used for the programmed projects.

This analysis includes funds with which projects are programmed in the TIP and covers the core highway formula program and discretionary funding, plus modified transit programs authorized in the IJJA. This analysis assumes that future federal revenues will be comparable to current federal revenues.

Project cost estimates are developed by project sponsors using ODOT's cost inflation factors. These factors are based on historic inflation trends for project costs and are considered to be a reasonable estimate for planned year of expenditure.

NOACA coordinates program budgets and allows for up to 20% overprogramming of budgeted funds for capital projects for both highway and transit programs. This assumption reflects possible under/over budget projects, delayed projects, and/or cancelled projects due to shifting local and regional priorities.

ODOT Administered Funds

The majority of projects listed in the highway portion of the TIP are managed by ODOT and financed with ODOT administered highway funding sources. The fiscal constraint analysis for these projects is portrayed in Table A.

NOACA Administered Funds

ODOT sub-allocates federal highway funding to NOACA, and has provided NOACA with revenue estimates for fiscal years 2026 through 2029. The NOACA-administered funds include STBG funds, the STBG set-aside for Transportation Alternatives Projects (TAP) and the Carbon Reduction Program (CRP) funds. Congestion Mitigation Air Quality (CMAQ) funds are administered by the Ohio Statewide Urban CMAQ Committee.

The projects approved by the NOACA Board of Directors for NOACA funding were selected in accordance with the process detailed in Section 3: Project Review, Programming and Prioritization.

The NOACA Board of Directors approved Resolution 2024-056 (Appendix H), which adopted the projects to be funded with NOACA STBG, TA and CRP funds in SFYs 2026 through 2029.

Tables 5.1-5.4 show expected revenues and expenditures for NOACA's allocated funds. The projects approved for NOACA funding, will be group projects added to the TIP by statewide line item (SLI) grouped project 45 (MPO Capital).

NOACA will manage its yearly program to ensure a balanced budget in any of the four fiscal years. This is done primarily by advancing projects from later years, or by exchanging funding with other MPOs. Also, NOACA uses State Infrastructure Bank (SIB) loans as a tool to maintain fiscal balance and flexibility while enabling projects to advance into the TIP during the year requested by their sponsors.

Funds can become available due to carry forward that was originally planned for expenditure in a previous SFY, projects awarded to bid under estimate, change orders to adjust for actual realized material and/or labor quantities, delayed or canceled projects or the receipt of new revenue.

If funding becomes available in the fiscal year, it will first be prioritized to meet delayed project commitments. Second, available funding will be prioritized to ensure fiscal constraint for the TIP projects as approved by the NOACA Board of Directors. Any remaining NOACA administered funding that becomes available will be prioritized toward projects consistent with the following hierarchy of approaches:

1. Reduce planned debt requirements
2. Advance future TIP project(s)
3. Fund new projects
4. Reserve funding for potential project cost increases

Regardless of the strategy used, there are sufficient NOACA and statewide controls and arrangements to ensure that fiscal balance is within acceptable tolerances.

Transit Allocated Funds

The transit funding was prepared using information provided by ODOT and the transit operators, including the Greater Cleveland Regional Transit Authority (GCRTA), Laketran (Lake County's transit operating system), Lorain County Transit and Medina County Public Transit.

The fiscal constraint analysis for the transit STIP is portrayed in Table 5.4, demonstrating that forecasted revenues are equal to or exceed forecasted expenditures for transit programs.

Innovative Finance

The Transportation Infrastructure Financing and Innovation Act (TIFIA) program provides federal credit assistance to eligible surface transportation projects.

Innovative financing tools assist ODOT in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing include Advance Construction and Public-Private-Partnerships (P3's).

Advance Construction

ODOT utilizes advance construction to help manage fund appropriations and obligation limitations provided by the FHWA. Advance construction allows the department to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA confirmed that ODOT has followed all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA is not guaranteeing funding for the project but is indicating that the activities would be eligible. ODOT places most of its projects in advance construction at the time of authorization.

The advance construction is placed into two groups. The first group is identified as short term. This group is used for projects in which the funding will be converted as project expenditures take place and are exhausted by the completion of the federally eligible activities. By using advance construction, ODOT can convert its appropriations and obligation limitations for costs that are currently being incurred and maintain a balance throughout the federal fiscal year.

The second group is identified as long term. This group is used primarily for GARVEE (Grant Anticipation Revenue Vehicle) bonds and MPO or CEAO SIB (State Infrastructure Bank) loans that are utilized and managed by ODOT.

GARVEE bonds are retired utilizing future federal funding to be received through the active and future highway authorization laws. Prior to the bond sale, the entire amount of the bond is put into advance construction for the projects being funded with its proceeds. These amounts are then converted over an 8-to-12-year period to retire the bonds. These payments are made on either a level principal or level interest payment schedule, depending on the bond structure.

State Infrastructure Bank (SIB)

SIB loans are loans taken out by a local sponsor and are being paid off with federal MPO or CEAO funding. These loans have a typical repayment term of 10 years and are paid down using a level principal amortization schedule.

SIB loans listed below are for high-cost projects as a means to maintain fiscal balance and flexibility while enabling these projects to advance into the TIP during the year requested by their sponsors. They are listed in the TIP for anticipated federal SIB loans and represent the federal-aid eligible share of the project's construction cost including interest and fees. Project sponsors must apply for and receive SIB loans. Repayments for each loan are shown as occurring over ten years starting in the estimated year of sale with NOACA-administered STBG funds.

The following project is listed in the TIP with executed SIB loan agreements:

- PID No. 95403 CUY ROCKSIDE ROAD BRIDGES

Although the above project has been awarded and is being implemented, the project is still shown in the TIP to account for the commitment of STBG funds toward debt-service repayment of the respective SIB loan.

The following projects will be financed through SIB loans or other innovative financing program:

- PID No. 109594 CUY HILLIARD RD BRIDGE
- PID No. 123386 LEE RD (in Shaker Heights)
- PID No. TBD LEE RD (in Cleveland)

Table 5.1: Group Budgets-Highway STIP Estimates for NOACA Region in 2026-2029

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary / Earmark	\$3,182,000	\$153,140,845	\$2,000,000	\$ -	\$158,322,845
Local Programs	\$15,770,363	\$7,764,708	\$21,796,000	\$ -	\$45,331,071
Major Programs	\$6,800,000	\$15,285,526	\$26,846,712	\$ -	\$48,932,238
MPO CMAQ	\$18,230,036	\$18,230,036	\$18,230,036	\$18,230,036	\$72,920,144
MPO CRP	\$9,259,524	\$9,259,524	\$9,259,524	\$9,259,524	\$37,038,096
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG <i>(Includes NOACA TLCI Program Budget)</i>	\$38,484,720	\$38,484,720	\$38,484,720	\$38,484,720	\$153,938,880
MPO TA	\$4,977,720	\$4,977,720	\$4,977,720	\$4,977,720	\$19,910,880
Other	\$3,137,989	\$229,090	\$558,000	\$ -	\$3,925,079
Preservation	\$85,488,402	\$108,915,827	\$130,378,298	\$102,233,859	\$427,016,385
PROTECT	\$472,500	\$ -	\$1,840,000	\$ -	\$2,312,500
Rail	\$110,000	\$ -	\$ -	\$ -	\$110,000
Safety	\$14,086,362	\$15,559,936	\$5,370,988	\$2,500,000	\$37,517,286
State	\$78,226,881	\$76,185,633	\$40,401,863	\$23,646,095	\$218,460,473
Labor	\$11,991,264	\$14,013,793	\$10,992,893	\$2,733,093	\$39,731,042
Local	\$39,488,835	\$160,537,941	\$14,697,995	\$9,959,949	\$224,684,720
N/A	\$ -	\$125,000	\$ -	\$ -	\$125,000
Total	\$329,706,595	\$622,710,299	\$325,834,749	\$212,024,996	\$1,490,276,640

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Table 5.2: Group Budgets-Summary of Transit STIP Estimates for NOACA Region in 2026-2029

STIP Fund Type	2026	2027	2028	2029	Total
5310 Large Urban (ODOT)	\$2,624,815	\$ -	\$ -	\$2,624,815	\$5,249,630
5310 Small Urban / Rural (ODOT)	\$165,270	\$168,576	\$ -	\$ -	\$333,846
5339 (ODOT)	\$88,379	\$88,379	\$ -	\$ -	\$176,759
MPO CMAQ	\$ -	\$2,884,447	\$ -	\$ -	\$2,884,447
MPO TA	\$1,500,000	\$ -	\$ -	\$ -	\$1,500,000
ODOT Flex	\$1,035,844	\$1,055,992	\$1,055,992	\$1,055,992	\$4,203,820
Local	\$13,630,460	\$13,341,343	\$1,100,431	\$1,756,635	\$29,828,868
Total	\$19,044,768	\$17,538,737	\$2,156,423	\$5,437,442	\$44,177,370

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Table 5.3: Demonstration of Fiscal Constraint for NOACA 2026-2029 Highway TIP

2026-2029 NOACA Highway TIP **ODOT E-STIP**

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Discretionary / Earmark	\$ -	\$6,031,000	\$6,031,000	\$ -	\$153,140,845	\$153,140,845	\$ -	\$2,000,000	\$2,000,000	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$14,400,000	\$14,400,000	\$ -	\$ -	\$ -	\$ -	\$17,500,000	\$17,500,000	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$15,951,574	\$15,951,574	\$ -	\$9,764,708	\$9,764,708	\$ -	\$43,588,175	\$43,588,175	\$ -	\$ -	\$ -	\$ -
Major Programs	\$ -	\$157,587,882	\$157,587,882	\$ -	\$95,171,526	\$95,171,526	\$ -	\$164,626,712	\$164,626,712	\$ -	\$ -	\$ -	\$ -
MPO CMAQ	\$7,414,530	\$13,470,036	\$6,560,239	\$14,324,327	\$8,818,976	\$24,877,120	-\$1,733,817	\$10,143,423	\$9,877,335	-\$1,467,729	\$10,143,423	\$12,557,020	-\$3,881,326
MPO CRP	\$4,910,878	\$3,972,939	\$5,124,404	\$3,759,412	\$3,972,939	\$3,390,996	\$4,341,355	\$972,939	\$9,874,067	-\$4,559,773	\$972,939	\$1,162,493	-\$4,749,327
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$23,865,819	\$33,862,371	\$34,208,914	\$23,519,276	\$33,862,371	\$54,388,039	\$2,993,609	\$33,862,371	\$32,229,408	\$4,626,572	\$33,862,371	\$33,312,664	\$5,176,279
MPO TA	\$8,508,507	\$2,097,423	\$7,410,477	\$3,195,453	\$3,597,423	\$8,668,275	-\$1,875,399	\$3,597,423	\$5,500,000	-\$3,777,976	\$3,597,423	\$1,500,000	-\$1,680,553
National Highway Freight	\$ -	\$79,000,000	\$79,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$3,137,989	\$3,137,989	\$ -	\$229,090	\$229,090	\$ -	\$870,000	\$870,000	\$ -	\$ -	\$ -	\$ -
Preservation	\$ -	\$91,979,271	\$91,979,271	\$ -	\$107,784,359	\$107,784,359	\$ -	\$129,811,660	\$129,811,660	\$ -	\$107,911,359	\$107,911,359	\$ -
PROTECT	\$ -	\$472,500	\$472,500	\$ -	\$ -	\$ -	\$ -	\$1,840,000	\$1,840,000	\$ -	\$ -	\$ -	\$ -
Rail	\$ -	\$1,180,000	\$1,180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$ -	\$16,773,599	\$16,773,599	\$ -	\$17,872,600	\$17,872,600	\$ -	\$7,958,737	\$7,958,737	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$439,817,849	\$44,798,469	\$ -	\$475,287,558	\$3,725,748	\$ -	\$425,676,095	-\$5,178,906	\$ -	\$156,443,535	-\$5,134,926
Other Funds													
Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$143,609,989	\$143,609,989	\$ -	\$85,748,932	\$85,748,932	\$ -	\$77,701,501	\$77,701,501	\$ -	\$26,093,595	\$26,093,595	\$ -
Garvee / SIB Repayments	\$ -	\$31,712,995	\$31,712,995	\$ -	\$34,115,421	\$34,115,421	\$ -	\$34,996,912	\$34,996,912	\$ -	\$33,987,159	\$33,987,159	\$ -
Labor	\$ -	\$33,916,654	\$33,916,654	\$ -	\$17,289,754	\$17,289,754	\$ -	\$19,058,743	\$19,058,743	\$ -	\$4,283,093	\$4,283,093	\$ -
Local	\$ -	\$66,962,735	\$66,962,735	\$ -	\$184,595,294	\$184,595,294	\$ -	\$56,552,265	\$56,552,265	\$ -	\$22,330,179	\$22,330,179	\$ -
N/A	\$ -	\$ -	\$ -	\$ -	\$125,000	\$125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$276,202,372	\$ -	\$ -	\$321,874,401	\$ -	\$ -	\$188,309,420	\$ -	\$ -	\$86,694,027	\$ -
Total	\$44,699,734	\$716,118,957	\$716,020,222	\$44,798,469	\$756,089,238	\$797,161,959	\$3,725,748	\$605,080,861	\$613,985,515	-\$5,178,906	\$243,181,541	\$243,137,562	-\$5,134,926

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Table 5.4: Demonstration of Fiscal Constraint for NOACA 2026-2029 Transit TIP

2026-2029 NOACA Transit TIP **ODOT E-STIP**

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Non-ODOT Administered Federal Funds													
5309 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$2,254,851	\$2,688,045	\$2,530,000	\$2,412,896	\$2,688,045	\$2,573,000	\$2,527,941	\$2,688,045	\$2,582,179	\$2,633,807	\$2,688,045	\$2,582,179	\$2,739,672
5307	\$38,416,470	\$37,379,023	\$44,980,380	\$30,815,113	\$37,379,023	\$35,570,823	\$32,623,313	\$37,379,023	\$24,952,960	\$45,049,376	\$37,379,023	\$25,245,613	\$57,182,786
5337	\$25,019,960	\$25,615,460	\$22,215,460	\$28,419,960	\$25,615,460	\$14,295,155	\$39,740,265	\$25,615,460	\$24,342,294	\$41,013,431	\$25,615,460	\$24,842,294	\$41,786,597
5310 (Non-ODOT)	\$5,600,000	\$2,624,815	\$5,289,630	\$2,935,185	\$2,624,815	\$1,994,658	\$3,565,342	\$2,624,815	\$2,974,814	\$3,215,343	\$2,624,815	\$2,974,814	\$2,865,344
Total	\$ -	\$ -	\$75,015,470	\$64,583,154	\$ -	\$54,433,635	\$78,456,862	\$ -	\$54,852,248	\$91,911,957	\$ -	\$55,644,901	\$104,574,399
ODOT Administered Federal Funds													
5310 Small Urban / Rural (ODOT)	\$ -	\$270,113	\$270,113	\$ -	\$168,576	\$168,576	\$ -	\$168,576	\$168,576	\$ -	\$168,576	\$168,576	\$ -
5311	\$ -	\$1,807,075	\$1,807,075	\$ -	\$1,055,992	\$1,055,992	\$ -	\$1,055,992	\$1,055,992	\$ -	\$1,055,992	\$1,055,992	\$ -
5339 (ODOT)	\$ -	\$88,379	\$88,379	\$ -	\$88,379	\$88,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$2,165,567	\$ -	\$ -	\$1,312,947	\$ -	\$ -	\$1,224,568	\$ -	\$ -	\$1,224,568	\$ -
Flex Fund Transfer													
MPO CMAQ	\$ -	\$4,760,000	\$4,760,000	\$ -	\$9,411,060	\$9,411,060	\$ -	\$8,086,613	\$8,086,613	\$ -	\$8,086,613	\$8,086,613	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$3,000,000	\$ -	\$3,000,000	\$3,000,000	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$1,500,000	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$6,260,000	\$ -	\$ -	\$9,411,060	\$ -	\$ -	\$11,086,613	\$ -	\$ -	\$11,086,613	\$ -
Other Funds													
State	\$ -	\$9,556,365	\$9,556,365	\$ -	\$5,420,995	\$5,420,995	\$ -	\$5,420,995	\$5,420,995	\$ -	\$5,420,995	\$5,420,995	\$ -
Local	\$ -	\$519,075,863	\$519,075,863	\$ -	\$529,587,946	\$529,587,946	\$ -	\$123,500,522	\$123,500,522	\$ -	\$44,082,578	\$44,082,578	\$ -
Total	\$ -	\$ -	\$528,632,228	\$ -	\$ -	\$535,008,940	\$ -	\$ -	\$128,921,518	\$ -	\$ -	\$49,503,574	\$ -
Total	\$71,291,281	\$605,365,138	\$612,073,265	\$64,583,154	\$614,040,291	\$600,166,583	\$78,456,862	\$209,540,041	\$196,084,946	\$91,911,957	\$130,122,097	\$117,459,655	\$104,574,399

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

SECTION 6: Public and Interested Party Involvement for SFY 2026-2029 TIP

Overview

NOACA is committed to informing and educating the public about its planning work, as well as providing opportunities for members of the public—including those in underrepresented communities—to be involved in and participate in developing and implementing that work.

NOACA developed a customized communications plan consistent with NOACA's Public Interaction Policy (December 2015) and Public Participation Plan (December 2016) to solicit feedback from stakeholders and the public. In accordance with NOACA's Public Interaction Policy, drafts of major planning documents such as the TIP have a minimum public involvement/review period of 45 days. Additionally, NOACA's committee structure is such that meeting materials are available for public review and comment.

The draft TIP was introduced for recommendation to NOACA's Planning and Programming Committee in January 2025 and the Executive Committee in February 2025. On March 14, 2025, the NOACA Board of Directors adopted Resolution 2025-014, approving the draft SFY 2026-2029 TIP.

Participation Plan

The draft Transportation Improvement Program (TIP) will be presented to the Board of Directors for approval on March 14, 2025. In accordance with NOACA's Public Interaction Policy (December 2016) and Public Participation Plan (December 2016), NOACA will make the TIP available for public comment, in advance of the Board meeting, for at least 45 days from January 24 to March 14, 2025.

In addition to NOACA's 45-day public review period leading up to the NOACA Board of Directors meeting on March 14, 2025, the Board approved TIP will be available during the State Transportation Improvement Program (STIP) public involvement period from March 11 through April 11, 2025. The ODOT districts, in coordination with NOACA will hold meetings to provide another opportunity for the public to review and comment on the S/TIPs. All written comments /inquiries will receive a written response.

Communications and Public Involvement

TIP engagement in 2025 will include the following elements:

- Make copies of the TIP available at NOACA and/or on NOACA's website.
- Send links to the TIP in NOACA's e-newsletter, NOACA Connection.
- Send out a press release about the TIP to major print publications, radio and TV stations.
- Include a message on the hotline requesting comments on the TIP.
- Use visualization techniques to enhance public understanding of the TIP and encourage public participation (e.g., maps, photos, graphics, etc.).

- Engage NOACA’s committees and councils to publicize TIP engagement opportunities.
- Use Census tract data to show the locations of traditionally underrepresented segments (Title IV) of the population and include TIP projects located in those areas.
- Identify organizations that can help reach out to (and communicate with) target populations including: low income, minority, Low-English Proficiency (LEP), elderly or disabled populations (i.e., health and human services agencies, libraries, etc.).
- Use social media to publicize TIP engagement opportunities.
- Hold open houses (scheduled and publicized collaboratively with ODOT Districts 3 and 12 during ODOT’s 30-day public review period from March 11 through April 11).
- Encourage public comment through multiple platforms including hotline, website, social media, email, U.S. mail, etc.

In accordance with NOACA’s Public Interaction Policy, NOACA will make every effort to arrange for translation, sign language or other special assistance at meetings for individuals with special needs who request them at least three business days before the meeting. NOACA offers a language translation tool on its website.

Documentation of TIP Communications and Public Involvement

NOACA staff will document Communications and Public Involvement work in the following ways:

- Sign-in sheets at public meetings and open houses
- Comments received through various means (hotline, website, social media, email, U.S. mail, etc.) for assessment and response by planning staff (available in Appendix G).
- Summary report of TIP public involvement activities
- NOACA staff will work to address all substantive comments received through public and stakeholder involvement either by meeting the request or arriving at a consensus compromise with project sponsors.



Figure 6.1: NOACA SFY 2026-2029 TIP Postcard-Public comment information

Comment on projects in NOACA's draft State Fiscal Year (SFY) 2026-2029 Transportation Improvement Program (TIP)

Learn more about road, bridge, transit, bicycle and pedestrian projects scheduled for implementation in the next four years in Northeast Ohio.

<p>19 Wednesday 12:30 p.m. - 3:30 p.m. ODOT District 12, 5500 E 98th Street Garfield Heights, OH 44125</p>	<p>27 Thursday 5 p.m. - 7 p.m. 184 Phelps Street Painesville, OH 44077</p>
<p>25 Tuesday 11:30 a.m. - 1:30 p.m. Main Branch, 210 S Broadway Street Medina, OH 44256</p>	<p>1 Tuesday 11:30 a.m. to 1:30 p.m. Downtown (Louis Stokes Legacy Room) 325 Superior Avenue Cleveland, OH 44114</p>
<p>26 Wednesday 5 p.m. - 7 p.m. Cuyahoga County Public Library Middleburg Heights Branch, 16699 Bagley Road Middleburg Heights, OH 44130</p>	<p>3 Thursday 5 p.m. - 7 p.m. West River Library, 1194 West River Road N Elyria, OH 44035</p>
<p>27 Thursday 11:30 a.m. - 1:30 p.m. 14588 West Park Street Burton, OH 44021</p>	<p>4 Friday 11:30 a.m. - 1:30 p.m. Lee Road Branch, 2345 Lee Road Cleveland Heights, OH 44118</p>

Note: The meeting events are independent of the host site and do not reflect the views of the host locations.





The NOACA Transportation Improvement Program (TIP) is the short-range implementation arm of the Long-Range Plan. It provides a prioritized listing of proposed federally funded highway, bridge, bikeway, pedestrian, enhancement, and public transit projects that are expected to be implemented between July 1, 2025, and June 30, 2029.

As part of the federally required process, residents throughout NOACA's service areas are encouraged to weigh in on proposed projects planned for Cuyahoga, Geauga, Lake, Lorain and Medina counties. The NOACA public involvement period goes through April 11, 2025.

Visit noaca.org/regional-planning/major-planning-documents/tip-public-comment to learn more about upcoming public open houses, engagement material, interactive project maps, and kiosks at participating libraries to help you better understand the list of projects and investments planned throughout the region.

Stay Connected with NOACA:





Facebook: [Facebook.com/NOACA](https://www.facebook.com/NOACA)
 Twitter: twitter.com/NOACA_MPO
 LinkedIn: [linkedin.com/company/NOACA](https://www.linkedin.com/company/NOACA)

Figure 6.2: NOACA SFY 2026-2029 TIP Postcard-Public meeting notices

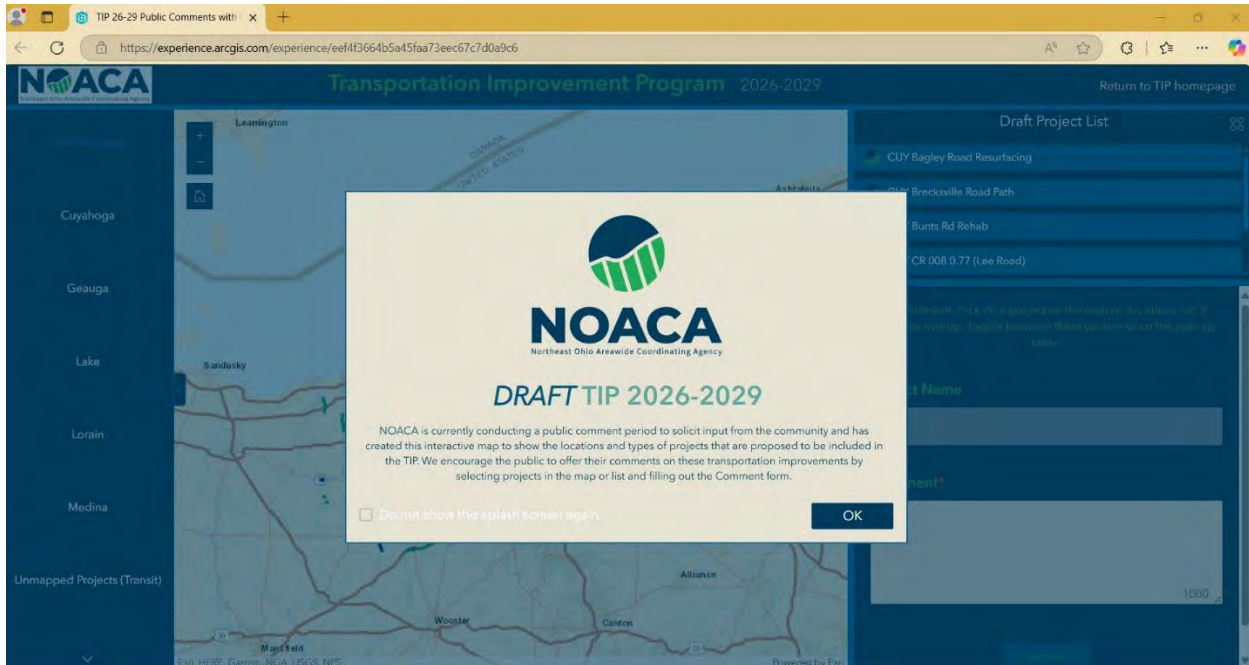


Figure 6.3: NOACA SFY 2026-2029 TIP Interactive Map Example-Landing Page

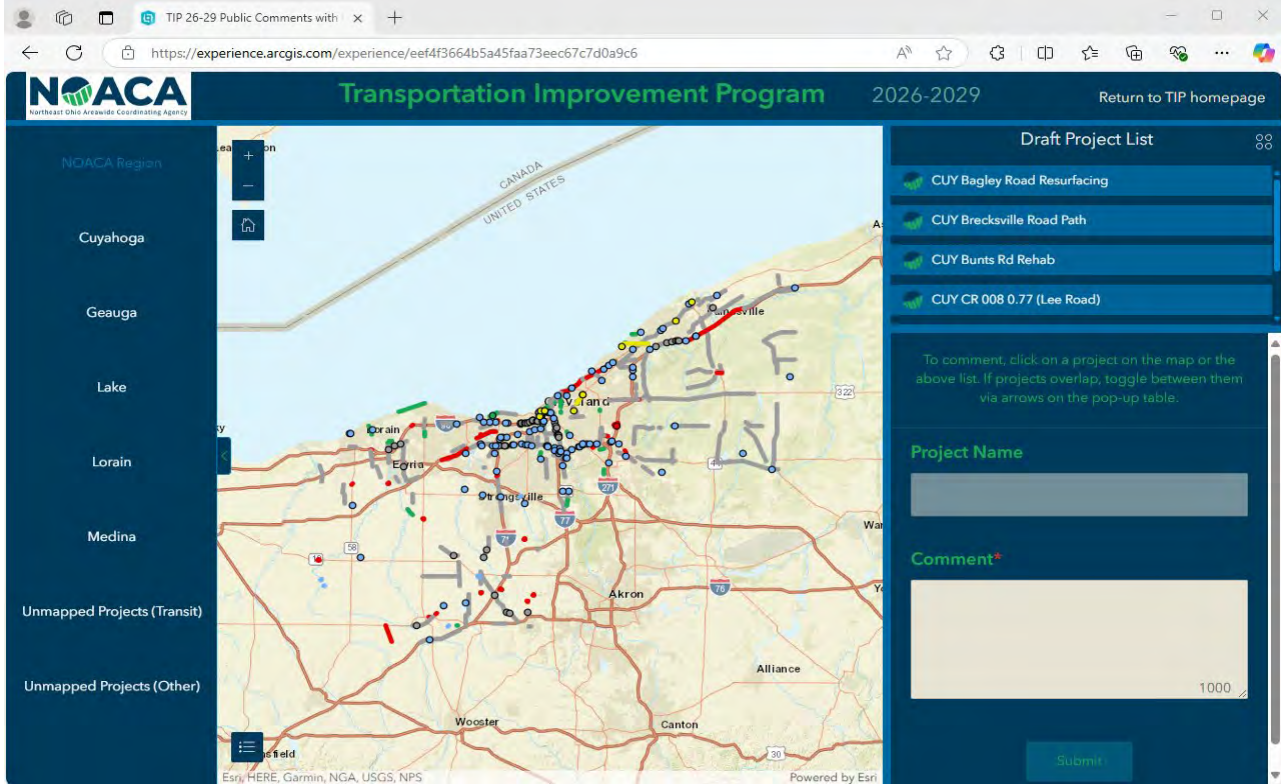


Figure 6.4: NOACA SFY 2026-2029 TIP Interactive Map Example-Regional Map, projects shown with symbology

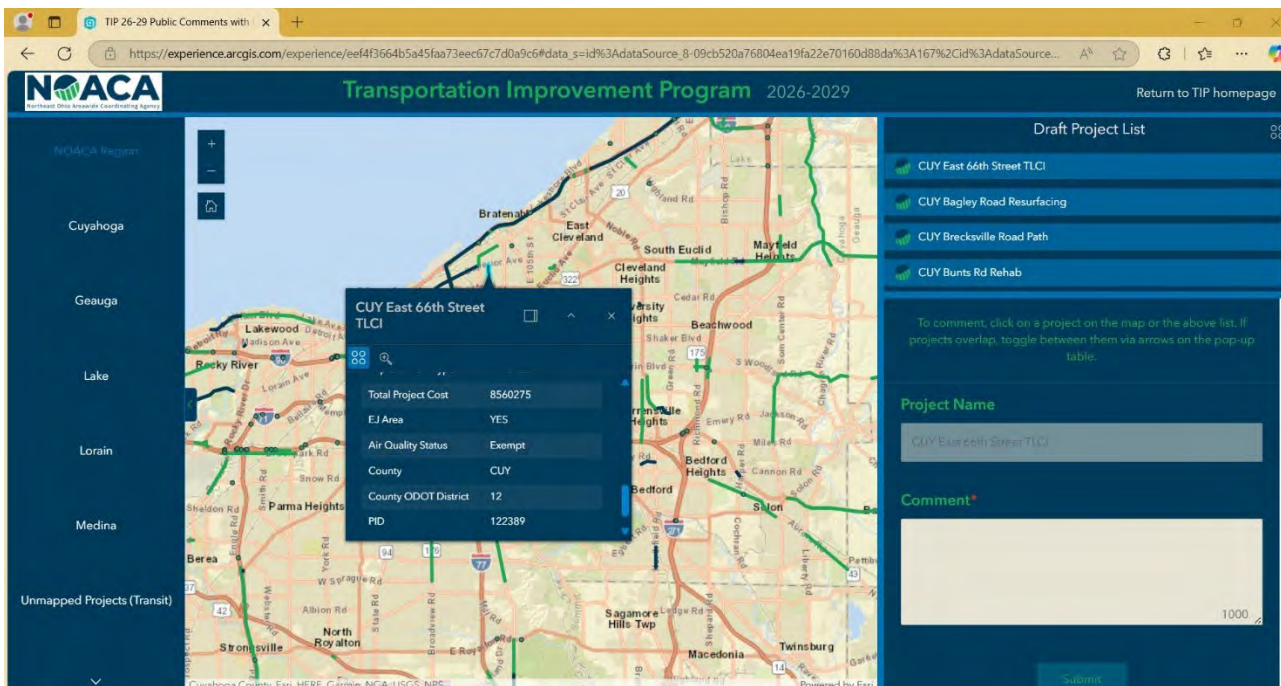


Figure 6.5: NOACA SFY 2026-2029 TIP Interactive Map Example-Selected Project Detail

Figure 6.10: NOACA Public Meeting Photos



City of Cleveland Public Meeting, Cuyahoga County



City of Elyria Public Meeting, Lorain County & City of Painesville Meeting, Lake County

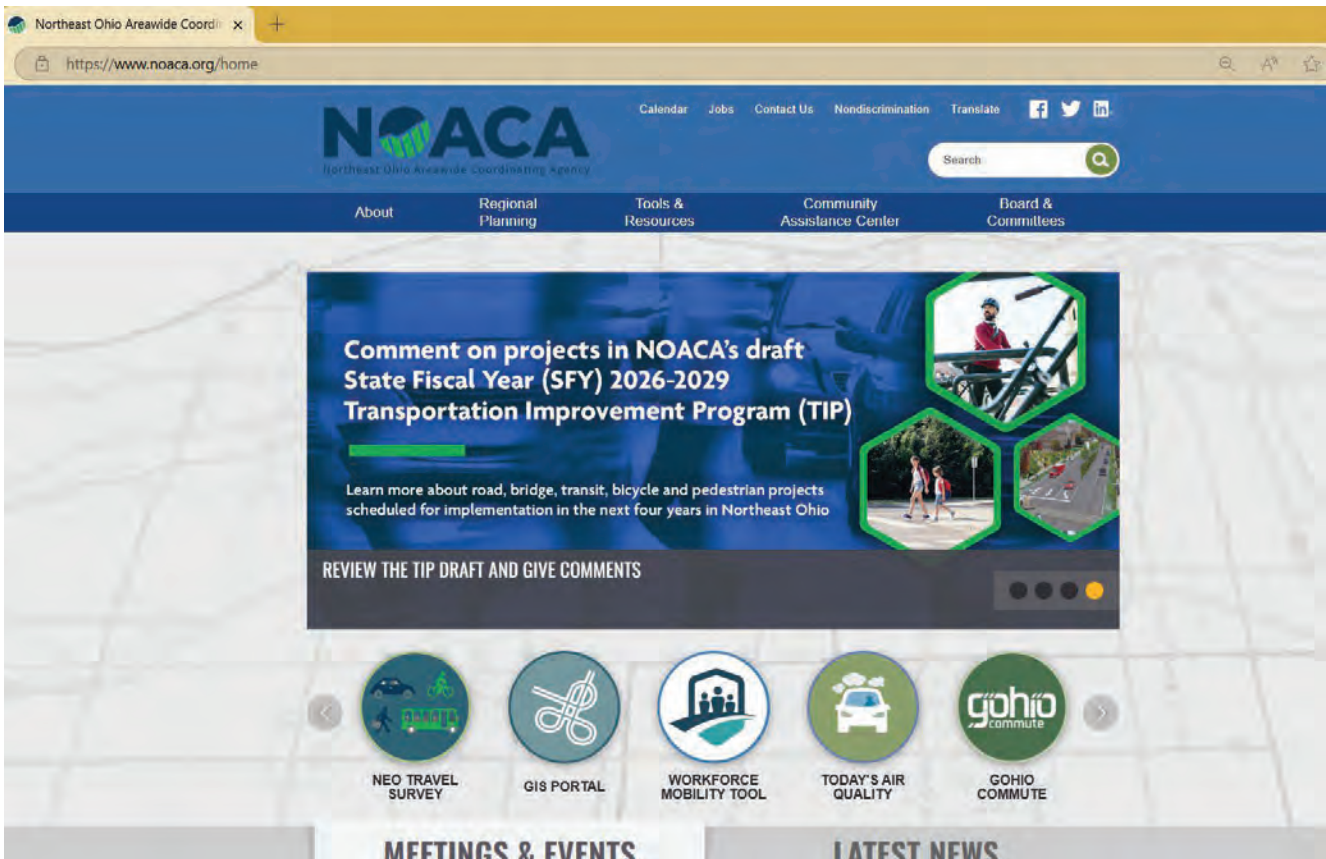


Figure 6.6: NOACA webpage for SFY 2026-2029 TIP

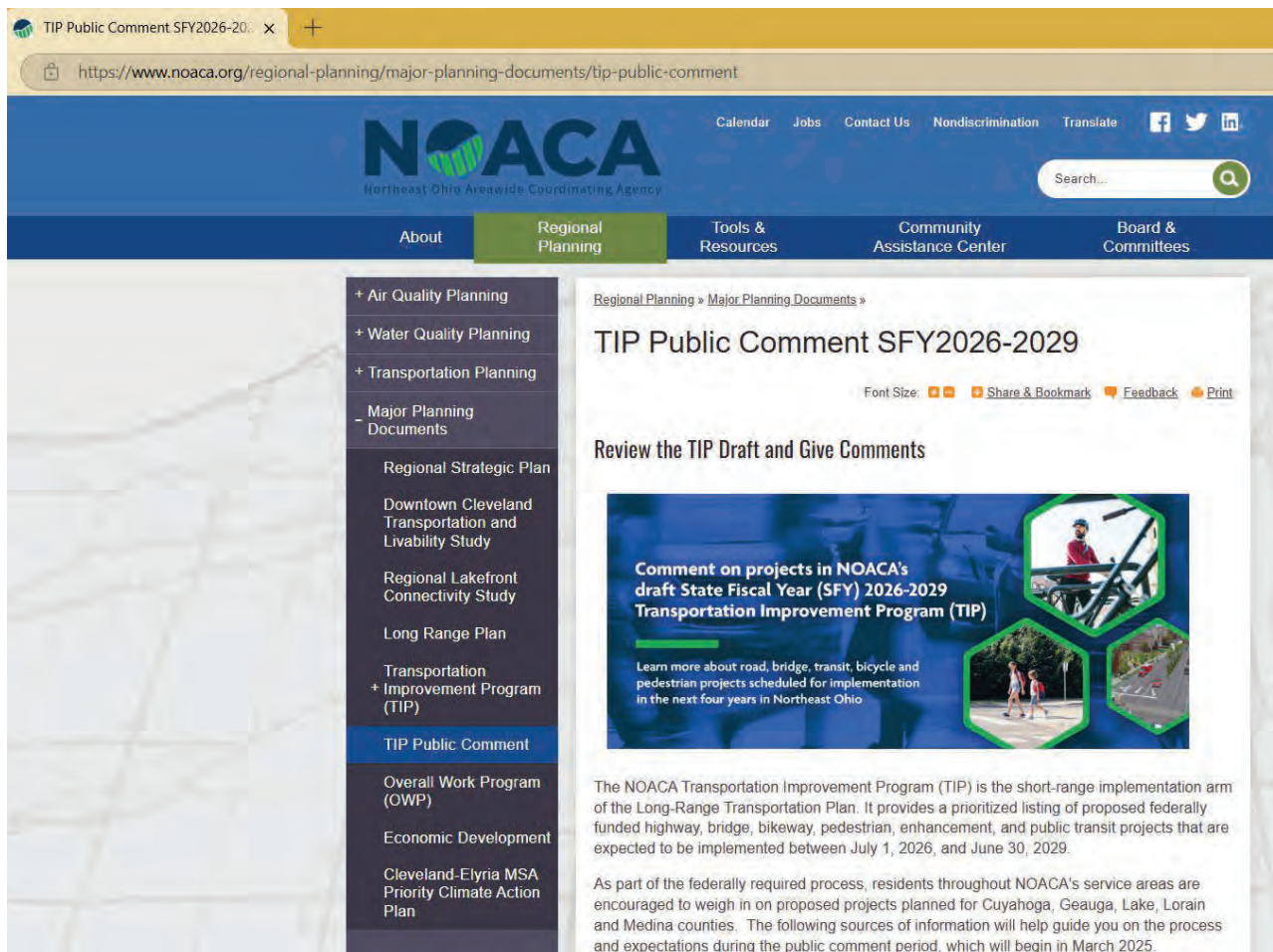


Figure 6.7: NOACA webpage for SFY 2026-2029 TIP-Public Comment Landing Page

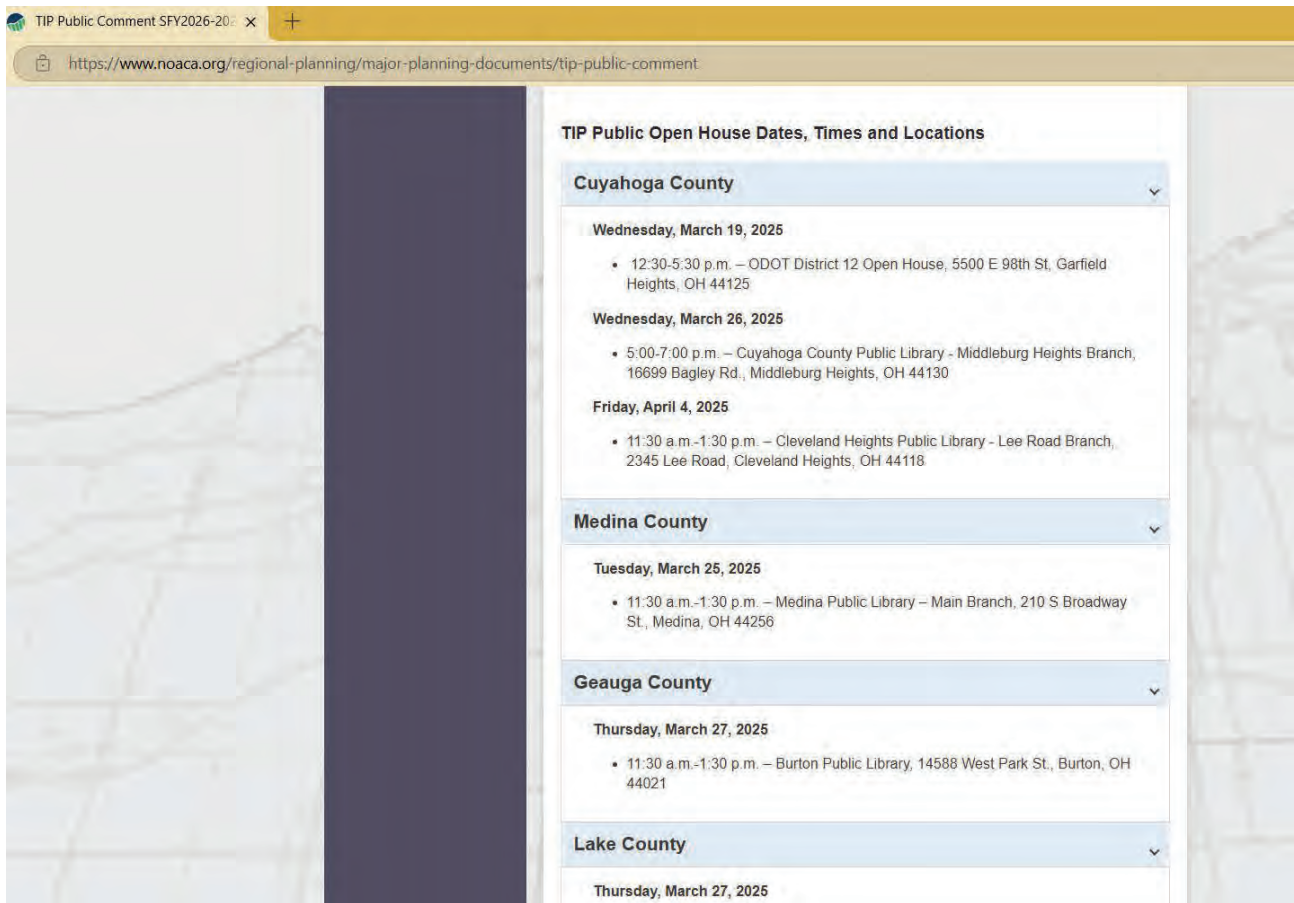


Figure 6.8: NOACA webpage for SFY 2026-2029 TIP-Public Meeting Information

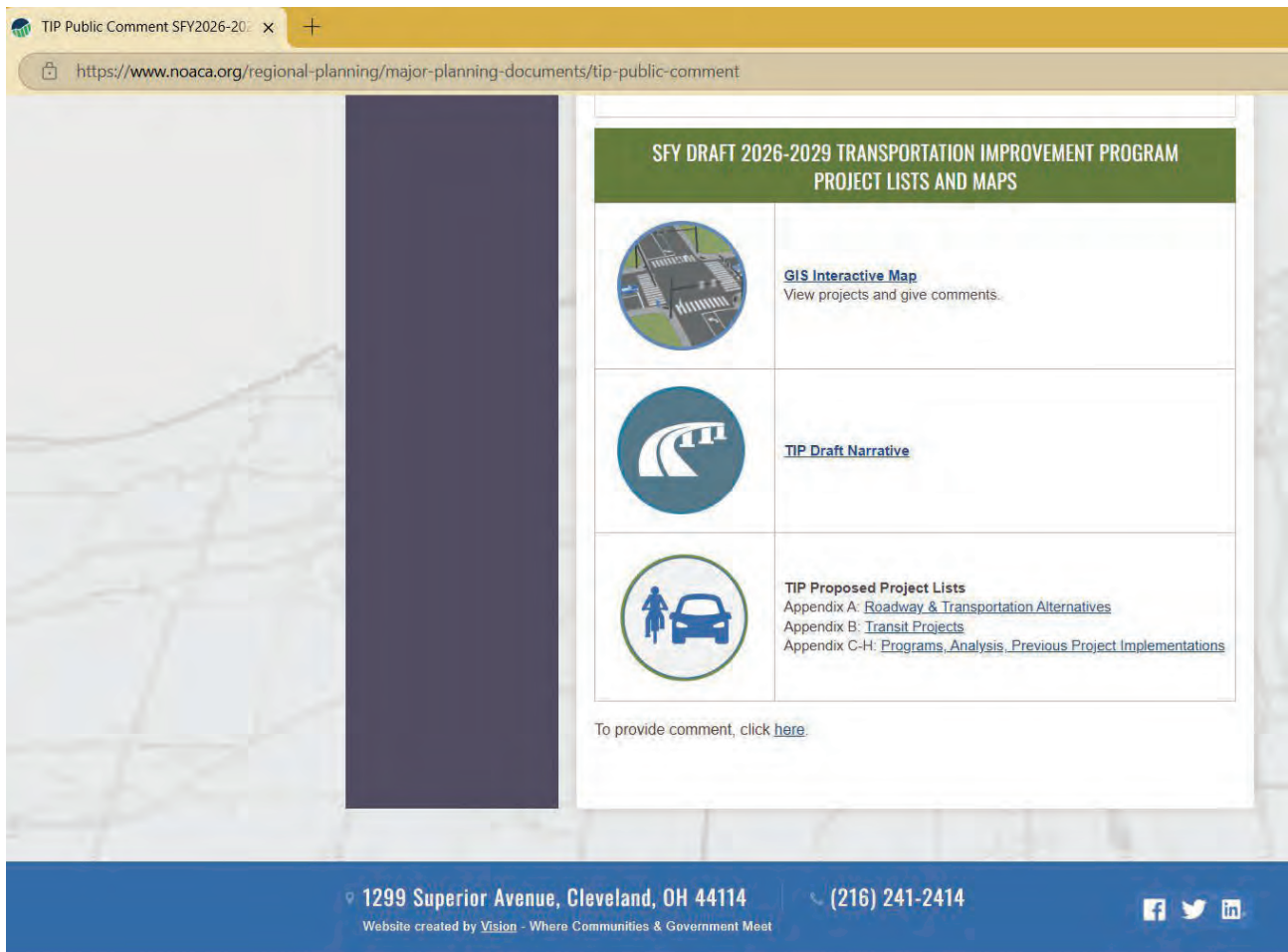


Figure 6.9: NOACA webpage for SFY 2026-2029 TIP-Web links

Public Comments

Public Comments received during draft SFY 2026-2029 S/TIP review period (1/31/2025-4/11/2025) in Appendix G.

SECTION 7: TIP Maintenance and Revision

STIP/TIP Revisions

All proposed highway and transit projects for which federal funds are requested must be listed in the TIP.

The TIP must list the specific project or program, including a description of the purpose, the funding source(s) and the respective amount(s) of each funding source that are consistent with the request for authorization.

If the TIP is not consistent with an anticipated request prior to the next biennial TIP update, the TIP must be revised to be consistent with the request for authorization to use federal funds.

As a component of the Statewide TIP (STIP), NOACA amends the TIP quarterly in June, September, December and March to coincide with the STIP amendment schedule in July, October, January and April. After NOACA approves a revision to the TIP, ODOT must submit them and other STIP revisions to the USDOT for final approval.

Revisions to the STIP/TIP are completed by either amendments or administrative modifications per the Procedures for Ohio Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications. NOACA amends the TIP consistent with these procedures and in accordance with the processes adopted by the NOACA Board of Directors.

STIP/TIP revisions are only needed for federal or state funded projects that require federal approval or authorization action prior to the next scheduled biennial STIP/TIP update.

A STIP/TIP revision must meet three major criteria:

- Fiscal constraint must be maintained
- Transportation conformity requirements must be met for air quality non-attainment and maintenance areas
- Must have an appropriate level of public involvement
- In the NOACA area, STIP/TIP revisions must be coordinated through NOACA's adopted public participation process

The following is a summary of actions requiring revisions to the STIP/TIP. (Note: Once a phase has received federal authorization, the STIP is no longer required to be revised for that authorized phase or portion of the phase unless there is a significant scope change and a new federal authorization is required.)

Administrative Modifications

Administrative modifications are minor revisions to the TIP that do not require a Board of Directors' resolution. Administrative Modifications are performed by staff and are documented through an administrative modification memorandum.

Administrative modifications include:

- Revisions to project description without causing significant change to the project scope or conflict with the environmental document
- Revisions to a project’s fiscal year within the current TIP
- Revisions to funding source or type of funds
- Combining or splitting projects (if combining, both projects must be on current TIP), without causing significant change to the project scope, environmental document or air quality conformity
- Change in the project sponsoring agency
- Other technical modifications, clerical errors, bookkeeping, line-item project descriptions and other reasons that do not impact NOACA policy implementation or funding balances

For STIP/TIP revisions requiring an administrative modification, NOACA prepares and submits an administrative modification memorandum to the respective ODOT District for incorporation into the next STIP amendment and Ellis as appropriate.

Amendments

Amendments are major revisions to the TIP that require federal (FTA and/or FHWA) approval, public comment, demonstration of fiscal constraint, and, if the proposed project adds capacity, a conformity determination. In context of the long range planning process, an amendment is a revision approved by NOACA in accordance with its public involvement process.

Amendments that require a Board of Directors’ resolution are those that:

- Add or delete a project or project phase into or out of the current TIP that are not categorized as statewide line items or administrative modifications
- Include a significant revision to a project or project phase cost estimate
- Include a significant change to a project or project phase description or scope, including initiation dates, termini and proposed work
- Affect fiscal constraint or affect air quality conformity (regardless of funding source)
- Involve funding changes over the cost estimate thresholds (see below tables)

Table 7.1: Highway/FHWA Cost Estimate Thresholds for TIP Amendment

Highway/FHWA Projects	
STIP Estimate	Amendment needed if
\$1 - \$3,000,000	Over \$1,500,000
\$3,000,000 - \$5,000,000	Over 50% of the project/phase cost
\$5,000,000 - \$10,000,000	Over 30% of the project/phase cost
\$10,000,000 and above	Over 20% of the project/phase cost

Table 7.2: Transit/FTA Cost Estimate Thresholds for TIP Amendment

Transit/FTA Projects	
STIP Estimate	Amendment needed if
\$1 - \$600,000	Over \$300,000
\$600,000 - \$1,000,000	Over 50% of the project/phase cost
\$1,000,000 - \$5,000,000	Over 30% of the project/phase cost
\$5,000,000 and above	Over 20% of the project/phase cost

The ODOT Office of Program Management, the ODOT Office of Transit, the ODOT Districts, MPOs, and the program managers work together to identify project revisions which necessitate a STIP/TIP amendment or modification.

In accordance with the NOACA Regional Transportation Investment Policy, the TIP may be amended at any time without Board approval for clerical errors, bookkeeping, line-item project descriptions and other non-policy reasons that do not impact policy implementation or funding balances. The Board of Directors will be informed of any clerical TIP amendments.

Amendments to the STIP within the NOACA area are submitted to NOACA for formal inclusion in its TIP by Board of Directors' resolution. Projects which require an amendment and span more than one MPO (MPO) area must be coordinated with all affected MPOs by the ODOT District, ODOT Office of Transit or ODOT Central Office project manager as applicable. Amendments to ODOT projects within the NOACA area must be coordinated through the ODOT District to the NOACA.

Statewide Line Item (SLI) Grouped Projects Usage and Procedures

Roadway and transportation alternatives projects not considered to be of appropriate scale for individual identification in a given program year may be added to the STIP by grouped projects per 23 CFR 450.218(j) and 40 CFR 93.101. Ohio references the grouped projects as Statewide Line Item (SLI) Grouped Projects. SLI Grouped Projects Reports are generated by ODOT from the project data in Ellis and include the eligible projects within the NOACA area per development schedule.

Transit projects within large urban areas are precluded from utilizing grouped projects. FTA requires the transit projects within large urban areas to have individual project identification (PID) numbers to show that specific project selections were done at the local level.

Projects to be funded utilizing SLI Grouped Projects must follow processes and meet criteria as outlined below (refer to 23 CFR 450.218(j) and 40 CFR 93.101 for additional guidance):

- Not regionally significant (23CFR 450.218(j), 40 CFR 93.101)
- Air quality status of exempt
- Environmental document type of D1 or below
- Non-capacity adding

- Consistent with ODOT and MPO transportation plans

SLI Grouped Project Report procedures

A project/phase utilizing a SLI grouped project does not require a STIP/TIP amendment or an administrative modification.

Statewide line items (not the projects utilizing them) are governed by the thresholds of the amendment process. If an individual SLI estimate for a fiscal year reaches the threshold, then an amendment would need to be processed to increase that particular SLI estimate. The ODOT Office of Program Management will monitor the thresholds for each SLI.

Note: The thresholds are not based on individual projects, but on individual SLI.

Grouped projects are included in the TIP project listing to show the currently programmed projects intent on utilizing the SLI grouped projects for the STIP period.

The SLI Grouped Projects Report is coordinated with the MPOs, RTPOs (regional transportation planning organizations) and program managers for concurrence. The grouped projects report is intended to assist in providing clarity, consistency and transparency in the coordination of project management. It is also beneficial for public involvement to demonstrate the current list of grouped projects to be completed during the STIP period.

Note: The grouped projects report is a living document and intended for informational purposes only.

Newly programmed projects are analyzed for SLI grouped project eligibility and identified in Ellis as being SLI Grouped Projects eligible or ineligible.

Eligible projects are included in a monthly Grouped Projects Report coordinating the projects with the MPOs, RTPOs, Districts, and Transit for STIP/TIP purposes.

Upon coordination, SLI Reference IDs are assigned to the project/phase in Ellis and the projects/phases may move forward to request federal authorization as applicable.

Waiver requests to add or remove a project from grouped project inclusion may be sent to the ODOT STIP Coordinator for review. Upon coordination with the MPO (if applicable), the waiver is processed or denied. The grouped project eligibility criteria is used as a guide in the waiver process

Note: If a project is not eligible to utilize a SLI grouped project, then the project must be added to the STIP/TIPs by the amendment process.

The STIP grouped projects report is updated quarterly (at a minimum) with the most recent report for informational purposes.