



Policy Committee Meeting

July 11, 2025, 10 a.m.

NOACA Offices, 1299 Superior Ave.
Cleveland, OH 44114

RSVP to 216-241-2414 ext. 282
or boardliaison@mpo.noaca.org

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.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: **Policy Committee Members**
Samuel J. Alai, Mayor, Broadview Heights
Larry Antoskiewicz, Mayor, City of North Royalton
Justin Bibb, Mayor, City of Cleveland
Annette M. Blackwell, Mayor, City of Maple Heights
Pamela Bobst, Mayor, City of Rocky River
Jack Bradley, Mayor, City of Lorain
Ben Capelle, Chief Executive Officer, Laketran
Calley Mersmann, Director, Planning Commission, City of Cleveland
Meghan George, Mayor, City of Lakewood
David Gutheil, Interim President & CEO, Cleveland-Cuyahoga County Port Authority
Aaron M. Harrison, Commissioner, Medina County
Brian Kazy, Council Member, Ward 1, Cleveland City Council
Matt Moss, Senior Strategist, Thriving Communities, City of Cleveland
Paul Magovac, Service Director, City of Brunswick
David J. Moore, Commissioner, Lorain County
John Picuri, P.E., Deputy Director, ODOT District 12
Morris Beverage III, Commissioner, Lake County
Jeff Riddell, Commissioner, Lorain County
Chris Ronayne, County Executive, Cuyahoga County
Ralph Spidaleri, Commissioner, Geauga County
Kim Thomas, Mayor, City of Richmond Heights

FROM: Mary Cierebiej, Chair
Executive Director, Cuyahoga County Planning Commission

DATE: July 3, 2025

RE: **Policy Committee**

Attached please find materials for the Policy Committee meeting on **Friday, July 11, 2025, from 10:00 – 11:30 a.m. at NOACA's Offices, 1299 Superior Avenue, Cleveland, Ohio.**

Please note that in addition to the members listed above, any interested Board members are welcome to attend. Notice of this meeting has been publicly posted, and major public media has been notified.



Northeast Ohio Areawide Coordinating Agency
Friday, July 11, 2025
10:00 – 11:30 a.m.

The public can view the meeting live at: youtube.com/live/GFqtEYKFPM8?feature=share

POLICY COMMITTEE MEETING AGENDA

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|--|-------------|
| 1. Call to Order | |
| a. Pledge of Allegiance | |
| 2. Minutes of April 11, 2025, Meeting | 1 |
| 3. Subcommittee Updates | 15 |
| a. Economic Development Subcommittee (Chair: Commissioner Aaron Harrison) | |
| b. Equity Subcommittee (Chair: Mayor Annette Blackwell) | |
| 4. Public Comment on Agenda Items | |
| 5. Chair's/Executive Director's Report | |
| 6. Action Items | |
| a. Cleveland-Elyria Metropolitan Statistical Area (MSA) Comprehensive Climate Action Plan (CCAP) | 17 |
| b. Transportation for Safer Communities Initiative (TSCI) | 20 |
| 7. Presentation/Discussion Items | |
| 8. Reports/Updates | |
| 9. Old Business | |
| a. Compliance with Executive Order 14173 | 25 |
| 10. New Business | |
| 11. Adjourn | |

Next Meeting: **Friday, October 10, 2025, at 10:00 – 11:30 a.m.**
NOACA Offices, 1299 Superior Avenue, Cleveland, Ohio



NOACA Policy Committee
Meeting Minutes
April 11, 2025
NOACA Offices

Present: Please see the attendance record.

Ms. Mary Cierebiej, Chair of the Policy Committee, convened the meeting at 10:02 a.m.

Meeting Minutes

Mayor Sam Alai made a motion to approve the meeting minutes of January 31, 2025. Mr. John Gall seconded the motion. Mr. Skip Claypool abstained from voting. The motion passed by voice vote.

Subcommittee Updates

The Policy Committee was presented with summaries from the March 2025 meetings of both the Equity Subcommittee and the Economic Development Subcommittee.

Public Comments on Agenda Items

No public comments were made at this meeting.

Chair's/Executive Director's Report

No report was presented at this meeting.

Action Items

No action items were presented at this meeting.

Presentation/Discussion Items

Long Range Transportation Plan (LRTP) Update (eNEO 2050+)

Director Grace Gallucci explained that NOACA's Long Range Transportation Plan (LRTP), which is a component of eNEO2050+, undergoes an update every four years. This current update is a standard revision, unlike the major overhaul that was done in 2021.

Mr. Ali Makarachi presented information on the following:

- Long Range Transportation Plan
 - NOACA LRTP Update Three Planning Elements
 - Long Term Transportation Planning, Policy and Investments
 - Short Term Transportation Improvements
 - Public Involvement: December 2024, and April and May 2025
 - Timeline & Objectives
 - LRTP Process Flow Chart

- Data Update
 - 2050 Population Projection
 - Telecommuting
 - Online Shopping
 - Virtual Meetings
 - Household Travel Survey
- Scenario Planning
 - 2025-2050: Present Trend and Risk Analysis
 - Scenario 1: MAINTAIN
 - Scenario 2: Car
 - Scenario 3: Transit
 - Scenario 4: Total
 - Modeling Scenarios
- Congestion Management Plan (CMP)
 - Congestion Management Objectives
 - CMP Steps
 - CMP Objectives
 - Congested Highway Corridors
 - Congested Interchanges/Intersections
- Performance Measures
 - Zero-Car Household Density
- Accessibility & Mobility
 - Access to Transit
 - Annual Transit Ridership
 - Freeway & Arterial Delay
 - Work Commute Time
- Transportation Safety
 - Safety Performance Measures
 - Safety Performance Measure Targets
- Air Quality
 - Emissions per Million Residents
 - PM_{2.5} per Million Residents
- Infrastructure
 - Pavement Maintenance Costs
 - Bridge Conditions
 - Bridge Rehabilitation & Maintenance Costs
 - Nonmotorized Infrastructure
- Freight Planning
 - Required Truck Spaces
 - Truck VMT Percent
 - Truck Routes
- Future Technology
 - EV Adoption by State in 2023
 - Estimated Number of EVs by 2050
 - Estimated Number of L2 Ports by 2050
 - Estimated Number of DCFC Ports by 2050
 - Estimated Required Budgets
 - Technology Adoption
- Scenario Costs & Revenue
 - Project Categories
 - Revenue Summary
 - Total Scenario Costs & Revenues

- Roadway Costs & Revenue
- Transit Costs & Revenue
- Nonmotorized Costs & Revenue
- Scenario Measure of Effectiveness Value
- MOE & Cost

Mr. Makarachi stated that staff will provide updates on *eNEO2050+* to the Committees, the Transportation Subcommittee, Councils, and the Board over the next few months.

Mr. John Picuri inquired whether the congestion mitigation portion of the plan shows current congestion conditions or future congestion projections.

Mr. Makarachi clarified that the mitigation section reflects the current state of congestion, with the map presented based on 2024 data.

Mr. Picuri asked whether there are plans to include future congestion projections, emphasizing the importance of ODOT aligning its efforts with regional planning initiatives.

Mr. Makarachi stated that one of the performance measures looked at congestion cost for 2050 each scenario and compared the information. He noted that 300 performance measures were used, including congestion, which was reduced at some points, but not at others.

Mr. Picuri stated that ODOT believes that congestion on I-90 in Lake County is starting to be a problem. He wondered if NOACA's study would show that in future years.

Mr. Makarachi explained that post-COVID traffic patterns have changed significantly, leading to reduced congestion compared to previous years. He noted that fewer people are commuting due to increased remote work and virtual business operations. For example, his own commute to downtown has decreased from 45 minutes to under 25. Overall, congestion on the highways has been lower than before the pandemic and even compared to the 1990s.

Mr. John Kalas thanked Mr. Makarachi for his presentation. Mr. Kalas noted that, as mentioned earlier during the External Affairs Committee meeting, NOACA's Household Travel Survey is scheduled to be finalized in June, alongside the Long Range Plan update. He asked if that was correct.

Mr. Makarachi said yes.

Mr. Kalas asked if NOACA has been using the data from the Household Travel Survey.

Mr. Makarachi said yes. He explained that staff calibrate and validate the model annually, typically in October, using traffic counts and other data. NOACA has received early survey responses from the consultant. Staff have been comparing the data. For example, household car ownership and traveler's age, with the model's data and adjusting parameters, as necessary. Although NOACA has obtained additional household data this year, the process is a regular, ongoing practice.

Mr. Claypool expressed dissatisfaction with the *eNEO2050+* plan, criticizing it for being overly focused on Cleveland and neglecting surrounding areas like Medina, Lorain, Lake, and Geauga counties. He felt the plan ignored the needs of the ring communities and focused on transit, the infrastructure in Downtown Cleveland, and congestion in Cleveland. He said he heard no conversation about Geauga County. He pointed out that he represents Geauga County residents. He said he was insulted by the plan.

Mr. Claypool stated that there was so much in the plan that the Committee could be critical about, but nobody asked questions about it. He requested the Committee's permission to prepare a report for the next Policy Committee meeting to analyze and critique the *eNEO2050+* plan. Referencing his past experience in international business, he expressed skepticism about long-term predictions, citing examples like failed economic forecasts and climate change claims that he believes have not materialized. He emphasized the need for open discussion about the plan's assumptions and direction.

Mr. Claypool expressed concern over the numerous changes in the plan, emphasizing the unpredictability of the next 25 years. While acknowledging the trend of remote work, he noted that it's beginning to reverse as companies question productivity. He also pointed to significant government shifts and a movement to bring manufacturing back to the U.S., suggesting these factors will drastically impact NOACA's Long Range Plan. While supportive of planning in principle, he stressed the need for a flexible, easily adjustable plan that can respond to rapidly changing conditions. Mr. Claypool urged the inclusion of ring communities, whose needs differ from Cleveland's, especially regarding transit. He asked that the ring communities' issues be recognized and addressed within the plan.

Mr. Makarachi responded to Mr. Claypool by reminding him of their long discussion in Geauga County in December. He emphasized that NOACA has invested approximately \$1.7 million in the Household Travel Survey, which he has overseen, and that his work relies on unbiased data, supported by his background in mathematics and statistics. Mr. Makarachi stated that he had invited Mr. Claypool to view a presentation showing each county's population proportions that align with survey data. He concluded by asserting that Mr. Claypool's statement was incorrect. He emphasized his 35 years of experience in mathematics, optimization, and statistics. He reiterated that he used unbiased data in his work on the project.

Mr. Makarachi acknowledged Mr. Claypool's point about ongoing changes and explained that this is why NOACA updates its Long Range Plan (LRP) every four years, as required by federal regulation. He emphasized that conditions have already shifted over the past four years and will continue to do so, with another update scheduled for 2028-2029. He stressed that planning must be flexible and data-driven, noting that data should be reviewed and revised every two to four years to stay relevant.

Director Gallucci acknowledged Mr. Claypool's concerns about including all counties, clarifying that the *eNEO2050+* plan is a regional one that incorporates all five counties in every aspect of its development. She explained that NOACA conducts the Household Travel Survey every 10 years, using representative samples that align with federal regulations. She assured Mr. Claypool that throughout the process, every county was included in the research, analysis, and public outreach for the plan.

Mr. Claypool stated that he did not see Geauga County represented in the plan and felt the entire presentation was overly focused on Cleveland.

Director Gallucci responded by clarifying that every map in the presentation included all five counties. She acknowledged that some parts of the plan focused on Cleveland and Cuyahoga County due to their higher population density. She explained that the Cleveland-centric appearance of the data was a reflection of population statistics and traffic patterns, but assured Mr. Claypool that the concerns of all the counties in the region had been considered and included in the plan.

Mr. Kalas mentioned that the presentation on the Long Range Plan was given at the External Affairs Committee meeting. At that meeting, there was a note to develop an evaluation framework for feedback. He pointed out that people in Medina County feel their opinions are not given the weight they deserve. He asked staff to clarify what the evaluation framework would entail.

Mr. Makarachi asked Mr. Kalas if he was referring to the evaluation of the public's response.

Mr. Kalas clarified that NOACA is working on developing an evaluation framework for feedback and asked if staff would be weighing opinions.

Director Gallucci explained that during the last Long Range Plan development, NOACA received over 100 comments, many from Medina County. She emphasized that each comment was viewed independently, without any outsized influence on the plan. Staff carefully assessed each comment and made significant changes based on Medina County's feedback. She noted that the current plan incorporates many of the changes made from Medina County's comments.

Mr. Kalas inquired if there was a way to compare the plan before and after the comments.

Director Gallucci confirmed that a comparison could be made. She explained that staff developed a matrix for the last plan, which documented every comment along with the disposition of each—what was changed in response to the feedback. She offered to provide Mr. Kalas a copy of the matrix.

Mr. Claypool expressed uncertainty about whether the Policy Committee meeting was the right place for him to ask his question. He objected to the idea of government or NOACA investing in EV charging stations, arguing that it interferes with free enterprise. He felt that such stations should be handled by private industry, much like how gas stations are managed by private companies, rather than using taxpayer money. He asked for guidance on the appropriate time to discuss this issue with the Committee.

Director Gallucci explained that NOACA staff have discussed the topic of EV charging stations in depth in several meetings, including the Policy Committee and the Planning and Programming Committee. She clarified that while NOACA does have an EV charging program, when Mr. Makarachi speaks about the need for more EV charging stations, he is primarily referring to those installed by businesses, not just government-funded stations.

Mr. Claypool thanked Director Gallucci for the clarification. He then expressed his belief that technology trends are shifting, with EVs potentially becoming less popular in the future. He mentioned that hydrogen technology, which is already prominent in Europe, might be the better alternative, though it has not yet gained widespread attention in the United States.

Transportation Safety Program Policy and Fund

Director Gallucci introduced the presentation of a new Transportation Safety Program Policy and Fund for local safety projects across the region. She explained that NOACA staff are using the TLCI model for the program, which reflects NOACA's commitment to having a safer, more accessible transportation network. She acknowledged concerns from NOACA member communities, particularly those represented on the Policy Committee, and emphasized that the goal is to align safety efforts with the needs of member communities. She highlighted NOACA's Community Safety Reports, which are being updated, and stressed that these reports should be actively used to address safety concerns and reduce crashes and fatalities.

Mr. Makarachi presented information on the following:

- Safety Performance Measures
- Safety Performance Measure Targets
- Why Crashes Happen
- Human and Infrastructure – 2024 Regional Crashes
- Northeast Ohio Safety Funds
- NOACA Community Safety Reports
- Non-Motorized Countermeasures
- Motorized Countermeasures
- Railway-Highway Grade Crossings
- Funding Bridge
- New Program Proposal

Mr. Makarachi stated that staff will incorporate feedback to fully develop the program and bring a proposal to the next Policy Committee meeting.

Mayor Annette Blackwell shared her frustration after attending a joint district meeting in Maple Heights where residents complained about speeding and stop sign violations. She explained that Maple Heights had implemented a pilot program with speed humps on high-traffic streets based on data from Flock cameras, but it wasn't enough. She questioned how the information from the presentation could help her create a safer traffic environment in Maple Heights, which has 174 streets and six square miles. She expressed concern that the presentation was high-level and not immediately actionable.

Mayor Blackwell emphasized the need for a more collaborative approach and hoped for solutions that could be implemented right away. She also suggested addressing issues like texting while driving and raised concerns about road markings on I-480 and I-77. She reminded members that she shared a personal story at the last meeting of her grandson being injured in a bike accident, which underscores her commitment to improving safety.

Mayor Blackwell emphasized that she and others like her need a clear, actionable solution. She explained that during district meetings, she faces frustration from residents about speeding and stop sign violations, and she needs practical steps to address these issues. She noted that installing speed humps on all 174 streets in Maple Heights isn't cost-effective. She asked if the information presented at this meeting offers communities specific solutions or best practices that could be implemented immediately or in the near future.

Director Gallucci acknowledged that the information presented was high-level and explained that staff would take feedback from this meeting to develop a more detailed proposal. The plan is to create a fund that would use specific countermeasures from the Community Safety Reports to design and fund the installation of safety solutions. She noted that more thought needs to be given to the specifics raised by Mayor Blackwell and how they can be incorporated into the program. The Community Safety Reports will provide a useful starting point. NOACA staff will refine the proposal and bring a more specific plan back to the Policy Committee.

Mr. Makarachi emphasized the importance of safety reporting, similar to the 2016 NOACA Pavement Report. He advocated for the creation of safety reports, highlighting that lives matter just as much as infrastructure. In response, NOACA began developing Community Safety Reports in 2022. These reports, currently at a low-level planning stage, aim to educate the public and incorporate proven countermeasures from FHWA, often based on data from European countries that emphasize nonmotorized transport like cycling. He encouraged members to provide feedback on these evolving reports, which are refined regularly based on input from Board members and

engineers. As a result of previous feedback, staff have added cost-benefit analyses to the reports and plan to identify specific crash-prone locations in each community to better guide safety improvements.

Mr. Makarachi mentioned that he has one staff member who looks at all the crash data on ODOT's website and makes sure that the information NOACA provides is based on the data. For the future, staff will look at the Highway Safety Manual (HSM).

Mayor Blackwell emphasized the importance of practical solutions that can be implemented quickly. She mentioned an example where double lines were painted on 141st Street, spanning from Maple Heights to Garfield Heights. This change, suggested by an engineer, temporarily improved traffic flow and safety for two summers. Cities like hers need short-term, practical solutions that they can implement quickly, noting that elected officials like herself operate on four-year terms and need to demonstrate progress within that timeframe. With two years left in her term, she stressed that practicality and timely implementation are essential for local leaders serving on the NOACA Board.

Director Gallucci suggested to Mayor Blackwell that she would be pleased with NOACA's new Community Safety Reports, which are set to be released in June. The reports will be made available to Board members before the next Policy Committee meeting. She encouraged members to review the reports to understand how they address safety issues in their communities and how the new program could help bridge gaps in funding and implementation.

Ms. Cierebiej believed that enough members of the Policy Committee would be willing to attend a special meeting to review the Community Safety Reports before the next official meeting. She emphasized that the Committee had spent considerable time discussing safety and community concerns over the past year. She also noted that the Cuyahoga County Planning Commission had applied for federal funding for a county-wide safety action plan, though those funds are still pending. As part of that effort, they have been using Community Safety Reports to identify major hotspots and related issues.

Ms. Cierebiej shared a concern about a dangerous intersection in Lakewood, where both a pedestrian fatality and a bicycle crash involving a child trailer occurred. She had discussed the issue with Lakewood Mayor George and her team, noting it is a high-priority area for the city. She emphasized that many crashes stem from human error, such as speeding, distracted driving, and failure to use crosswalks. She also expressed frustration at seeing drivers use their phones on highways and suggested that it would be beneficial if phones could be disabled for everything except calls while driving.

Mr. Claypool acknowledged the good information provided by staff and shared his observation that safety measures vary widely in effectiveness across different communities. He remarked on reckless driving behavior, citing an example of drivers using their phones on the highway. While some drivers follow the rules, he noted that distracted driving remains a major issue. He referenced Mayor Blackwell's earlier request for practical tools and asked whether NOACA has a manual or resource guide that communities can use to implement effective safety measures.

Director Gallucci responded that NOACA does have resources available in the form of Community Safety Reports. The 2022 Community Safety Reports are already completed and accessible on NOACA's website. She also noted that staff have made significant upgrades to those reports.

Director Gallucci told Mayor Blackwell that she would send her a link to the 2022 Community Safety Reports. She added that the 2024 reports will be upgraded to include features such as

cost-benefit analysis and other tools designed to help decision-makers implement better safety solutions.

Director Gallucci asked the Committee whether there was interest in creating a NOACA-funded program to support low-cost safety countermeasures.

Ms. Cierebiej clarified to the Committee that Director Gallucci's suggestion regarding a NOACA-funded program for low-cost safety countermeasures was for discussion only and not up for a vote at this time.

Ms. Mersmann asked Mr. Makarachi whether the proposed fund would be used for implementation, design, or some other types of activities.

Mr. Makarachi explained that NOACA is seeking feedback from the Policy Committee. He mentioned that while NOACA has conducted low-level planning and identified several intersections in one community, some funding would be needed to engage engineers for more detailed analysis before implementation. He emphasized that the current reports are a starting point and not a full engineering study.

Ms. Mersmann noted that while there's a clear understanding of safety concerns and hotspot locations, the challenge lies in bridging the gap between identifying issues and applying for available safety improvement funding from programs like those offered by ODOT. She highlighted proven countermeasures, such as high-visibility crosswalks and pedestrian refuge islands, but emphasized the difficulty in determining how and where to apply them without in-house engineering expertise. She expressed that if NOACA's program can effectively address this gap, it would be helpful.

Ms. Mersmann reflected on the growing mismatch between the urgency of addressing safety issues and the traditionally slow infrastructure project development process. She emphasized the need for communities to become more comfortable implementing proven safety countermeasures—like high-visibility crosswalks—even without exhaustive, location-specific studies. Citing FHWA resources, she noted that such countermeasures have consistently shown crash reduction benefits. She advocated for more systemic implementation of these solutions to enable quicker, more visible improvements for residents.

Ms. Annie Pease expressed appreciation for NOACA's proposal, noting that it reflects and responds well to discussions held at the Board level and in other committees. She values the sense of continuity and the effort to connect the proposal with what the Board has been hearing.

Ms. Pease noted that Mr. Makarachi indicated that the proposal would be funded through STBG funds. She asked for clarification on how NOACA currently uses STBG funds and whether this proposal involves new STBG funds or a reallocation of existing ones.

Director Gallucci explained that the funding for the proposed safety program would come from a reapportionment of existing STBG (Surface Transportation Block Grant) funds. Currently, \$2 million of these funds are allocated to the TLCI program, and NOACA is proposing to allocate an additional \$1 million to the new safety program. The remaining STBG allocation would continue to support the development of the TIP (Transportation Improvement Program), primarily focusing on asset management. She clarified that while this shift wouldn't affect projects already committed, it could mean one or two future paving or maintenance projects might not be pursued due to the opportunity cost of funding the new safety program.

Ms. Pease stated that communities have a good sense of where their safety hotspots are, and she believed that there is data to support these issues. She suggested that NOACA consider a community safety report-like study to further identify hotspots, which could then inform how the new program funds are spent. This approach would be aligned with NOACA's existing practices under the TLCI program.

Director Gallucci stated that the new safety program would be consistent with NOACA's TLCI program.

Commissioner Richard Regovich pointed out that the presentation included a lot of low-cost things that can be done right away. He mentioned that in his community, the NOACA Street Supplies Program has been a useful way to test safety measures before making a financial commitment. He noted that using supplies like striping and backlit lighting, which initially seemed untested, had proven effective in places like Willoughby. He emphasized that such measures are easy to implement and allow communities to gather feedback on their effectiveness without upfront costs. He expressed appreciation for the resources NOACA has available in storage for these purposes.

Mr. Claypool expressed concerns about the safety hazards on Euclid Avenue in Downtown Cleveland, describing it as dangerous. He pointed out the confusion caused by the layout, which includes a bicycle lane, bus lane, and car lane, making it unclear where drivers are supposed to be on the road.

Mr. Claypool, a former Geauga County Commissioner, recounted the County's struggles with frequent Amish buggy accidents. When he sought financial assistance from the Ohio Department of Transportation (ODOT), he learned that although ODOT had around \$400 million in safety funds, the County didn't qualify due to not having a high enough fatality rate. Mr. Claypool proposed that NOACA collaborate with ODOT and state legislators to gain access to these safety funds for addressing local safety concerns. He emphasized that this strategy would not require NOACA to use its own budget but would rely on the existing safety allocations. He urged the Committee to consider this proposal.

Director Gallucci explained that the safety fund would cover low-cost countermeasures, which are typically not included in ODOT's safety program. She also mentioned that NOACA aims to reinvest in its technical assistance to help communities prepare reports that would support their grant applications to ODOT. She acknowledged that there is a gap in this area, and NOACA wants to address it by providing more support to communities in securing funding.

Mr. Kalas revisited two key points he had raised at the External Affairs Committee meeting. First, he expressed concern about stolen vehicles, which he believes are among the most dangerous and deadly incidents due to their frequent involvement in high-speed chases that often result in severe crashes. He suggested that stronger penalties for vehicle theft might help communities address this issue more effectively, as such incidents are typically clear-cut with perpetrators caught in the act. Second, he referenced a discussion about NOACA advertising on digital billboards. Given concerns about distracted driving, he recommended that NOACA conduct a study on the potential safety impacts of digital billboards. He felt this would be a responsible step, especially while NOACA is using such platforms to promote safety messages.

Mr. Picuri emphasized that safety is a top priority for Governor DeWine and one of the most important responsibilities of ODOT. He noted that ODOT's safety program is among the best in the nation. In response to the Committee's discussion, he expressed strong support for dedicating funds to quick-action safety projects, whether for study or implementation. He mentioned the potential for the initiative to evolve into a model similar to the successful TLCI program. Mr. Picuri

agreed that completing studies is often essential to getting projects prioritized by ODOT and gave his full support to the proposed program.

Mr. Matt Moss expressed his support for NOACA exploring the proposed fund. He recommended that the application process be kept as simple as possible, noting that communities already face a complex landscape of programs to apply for. He emphasized the importance of a data-driven approach and suggested that helping communities access ODOT's extensive resources would be highly beneficial.

CEDS Update

Director Gallucci shared that as part of the Comprehensive Economic Development Strategy (CEDS) update, NOACA has developed a Comprehensive Economic Development Study to highlight Northeast Ohio's economic potential. The primary goal of this effort is to attract investors and secure funding for the region. She noted that NOACA is actively working toward becoming an official Economic Development District (EDD) and that staff would be providing more detailed updates on the current status of both the plan and the district designation process.

Mr. Ronnie Blackshear presented information on the following:

- Economic Development District (EDD)
- Comprehensive Economic Development Strategy (CEDS)
- NOACA's Vision Statement
- Overarching Goals for the Region
- 17 Key Topic Areas Identified in SWOT Analysis Process
- Performance Measures
- CEDS Performance and Implementation
 - CEDS Evaluation Framework
- Prospective Annual Performance Report Matrix Example

Mr. Blackshear stated that the effective maintenance and implementation of the CEDS will allow the Policy Committee to provide advice and policy recommendations to the NOACA Board. This guidance will help shape and define the kind of region Northeast Ohio aims to become.

Ms. Cierebiej asked Mr. Blackshear if he knew the timeline for when NOACA is expected to be designated as an EDD.

Mr. Blackshear responded that the Economic Development Administration (EDA) has requested additional information from NOACA. Staff are hopeful NOACA will receive its designation as an EDD sometime this year.

Ms. Cierebiej said she was aware that NOACA has a lot of information to collect.

Equity Subcommittee Update

Ms. Liz Barlik reviewed the following information:

- June 2021: Equity Subcommittee established
- June 2023: Subcommittee adopted a Strategic Work Plan
- May 2024: Contract with Compass Consulting
- January 21, 2025: President Trump issued Executive Order 14173
 - U.S. DOT & U.S. EPA have issued directives to implement
 - Several lawsuits are pending regarding the EOs and related administrative action
 - NOACA is closely following and coordinating with partner MPOs through AMPO and

NARC

- March 28, 2025: Discussion at the Equity Subcommittee Meeting
 - Consensus to continue work in compliance with federal law/regulation
 - Shift focus to economic growth & other criteria
 - Questions over next steps

Ms. Barlik stated that NOACA staff will continue to closely monitor administrative directives and related court cases. She emphasized that NOACA will seek appropriate guidance to ensure full compliance with all federal funding requirements.

Mr. Claypool made a motion for NOACA to comply with Executive Order 14173 and eliminate the Equity Subcommittee and respond by looking at environmental justice, which is also included in the Executive Order on DEI. Mr. Kalas seconded the motion.

Mr. Claypool stated that NOACA had received the executive order from the U.S. Department of Transportation (USDOT) and ODOT. He emphasized that the intent of his motion was to ensure that NOACA remains in full compliance with that order.

Mayor Alai said he did not believe the Policy Committee was the appropriate forum for Mr. Claypool's request. He suggested that the matter be brought before the full Board instead.

Ms. Cierebiej believed that the Executive Committee should decide whether Mr. Claypool's request should be presented to the full Board.

Mr. Claypool asked whether the Policy Committee is responsible for making recommendations on policy changes related to the Equity Subcommittee. He emphasized that discussions regarding the executive order are a policy matter and questioned whether NOACA intended to comply with the law.

Mayor Blackwell, Chair of the Equity Subcommittee, expressed that she was looking forward to hearing a response to Mr. Claypool's request. She emphasized her respect for all executive orders and stated that she would regret seeing the Equity Subcommittee disbanded, especially after nearly four years of work. She affirmed her support for the Subcommittee and expressed interest in finding ways to continue advancing its important work.

Ms. Bonnie Teeuwen stated that it would be inappropriate for the Policy Committee to consider eliminating the Equity Subcommittee prematurely. She suggested that the discussion should occur within the Equity Subcommittee itself and recommended that the Policy Committee delay any vote until the request has been reviewed by the Subcommittee.

Ms. Teeuwen made a motion to table the motion made by Mr. Claypool. Mayor Blackwell seconded the motion.

The Policy Committee conducted a roll call vote on Ms. Teeuwen's motion to table Mr. Claypool's motion. The results were:

- Yes (to table): 11
- No (not to table): 3
- Abstain: 1

The following members voted no:

- Mr. John Kalas
- Mr. Skip Claypool

- Mr. Thomas Patrick

The motion to table passed.

Mr. Kalas inquired about when the tabled motion would be brought back for consideration.

Ms. Cierebiej said the item would be tabled until the next Policy Committee meeting.

Reports/Updates

No report was presented at this meeting.

Old Business

No old business was presented at this meeting.

Director Gallucci mentioned that NOACA staff had planned to discuss the Vanpool Program, but due to time constraints, they would move forward. She reminded the Committee that the vanpool discussion had been removed from the Board agenda, as NOACA had not yet completed the necessary research and analysis to bring it back to the Committee.

New Business

No new business was discussed at this meeting.

Adjournment

Councilman Brian Kazy made a motion to adjourn the meeting at 11:42 a.m. Ms. Pease seconded the motion. The motion passed by voice vote.

The next regular meeting will be Friday, July 11, 2025, from 10:00 a.m. to 11:30 a.m., at the NOACA offices.

Note: Additional information on the agenda items can be found on [NOACA's website](#) and [YouTube channel](#).



2025 Policy Committee Attendance Record

| Meeting Dates | 1/31/25 | 4/11/25 | 7/11/25 | 10/10/25 |
|--|---------|---------|---------|----------|
| ALAI , Samuel J. David Schroedel, Alternate | X | X | | |
| ANTOSKIEWICZ , Larry Thomas Jordan, Alternate | X | X | | |
| BEVERAGE III , Morris Morgan McIntosh, Alternate Richard Regovich, Alternate on 1/31/25 and 4/11/25 | A | A | | |
| BIBB , Justin Bonnie Teeuwen, Alternate | A | A | | |
| BLACKWELL , Annette M. Geoff Englebrecht, Alternate | X | X | | |
| BOBST , Pamela Bill Schneider, Alternate | A | | | |
| BRADLEY , Jack Dale Vandersommen, Alternate | X | A | | |
| CAPELLE , Ben Brian J. Falkowski, Alternate | X | X | | |
| CIEREBIEJ , Mary Annie Pease, Alternate | X | X | | |
| FIELDS , Marka Tom McNair, Alternate | X | | | |
| MERSMANN , Calley Tom McNair, Alternate | | X | | |
| GEORGE , Meghan Angela Byington, Alternate | A | | | |
| GUTHEIL , David Linda Sternheimer, Alternate | A | A | | |
| HARRISON , Aaron Stephen D. Hambley, Alternate John Kalas, Alternate on 4/11/25 | | A | | |
| KAZY , Brian Kris Harsh, Alternate | X | X | | |
| MAGOVAC , Paul Matt Hiscock, Alternate | X | X | | |
| MERSMANN , Calley Sarah O'Keeffe, Alternate | X | | | |

| Meeting Dates | 1/31/25 | 4/11/25 | 7/11/25 | 10/10/25 |
|---|---------|---------|---------|----------|
| MOSS, Matt Sarah O'Keeffe, Alternate | | X | | |
| MOORE, David J. Thomas Patrick III, Alternate | A | A | | |
| PICURI, John Bob Weaver, Alternate | X | X | | |
| RIDDELL, Jeff John Gall, Alternate | A | A | | |
| RONAYNE, Chris Debbie Berry, Alternate Annie Pease, Alternate on 4/11/25 | A | A | | |
| SPIDALIERI, Ralph Walter "Skip" Claypool, Alternate | | A | | |
| THOMAS, Kim Bayyinah Brooks, Alternate | X | | | |
| Subcommittee Chairs (Ex-Officio Members) | | | | |
| BLACKWELL, Annette Chair of Equity Subcommittee Aria Johnson, Vice Chair | | X | | |
| HARRISON, Aaron Chair of Economic Development Subcommittee Joe Cimperman, Vice Chair | | | | |

M = Member A = Alternate



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
M E M O R A N D U M**

TO: NOACA Policy Committee
FROM: Grace Gallucci, Executive Director and Chief Executive Officer
DATE: July 3, 2025
RE: **Subcommittee Updates**

ACTION REQUESTED

No action is requested at this time. This is an information item.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The Economic Development Subcommittee provides advice and policy recommendations to the Policy Committee to support economic growth and enhance quality of life. The Equity Subcommittee provides advice and policy recommendations to the Policy Committee to ensure equity in all matters affecting the NOACA region. The Policy Committee evaluates recommendations from the Subcommittees. Below is a summary of the June 27, 2025, Economic Development Subcommittee meeting:

Economic Development Subcommittee

The Economic Development Subcommittee meeting was chaired by Mr. Tony Gallo on Friday, June 27, 2025.

Under presentation/discussion items, the Subcommittee was provided with information on the following:

- CEDS Performance and Implementation

Under reports/updates, the Economic Development Subcommittee received an update on the Economic Development District (EDD).

The next regular Economic Development Subcommittee meeting will be Friday, September 26, 2025, 8:30 - 10:00 a.m.

Equity Subcommittee

At the Executive Committee on May 9, General Counsel and the Executive Director brought to the members a plan for reviewing NOACA policies, procedures, committees, and other materials for compliance with Executive Order 14173, regarding diversity, equity, and inclusion (DEI) matters. The goal of the review is to make any necessary recommendations and take the steps reasonably appropriate to ensure NOACA's compliance with applicable federal rules and regulations and protect the Agency's federal funding.

Further discussion and potential action on such recommendations is expected to take place at the Executive Committee meeting on August 8 and at the Board of Directors meeting on September 12. Therefore, the previously scheduled Equity Subcommittee for June 27, 2025, was canceled, pending further review and any Board action.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Updates of the Subcommittee meetings will continue to be provided to the Policy Committee.

GG:eb:bw



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
M E M O R A N D U M**

TO: NOACA Policy Committee
FROM: Grace Gallucci, Executive Director, and Chief Executive Officer
DATE: July 3, 2025
RE: **Cleveland-Elyria Metropolitan Statistical Area (MSA) Comprehensive Climate Action Plan (CCAP)**

ACTION REQUESTED

The Policy Committee is asked to consider recommending the Cleveland-Elyria Metropolitan Statistical Area (MSA) Comprehensive Climate Action Plan (CCAP) to the Executive Committee for placement on the Board of Directors September 2025 meeting agenda. The CCAP is the second of three deliverables required under NOACA's 2023 signed agreement with the United States Environmental Protection Agency (US EPA).

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

Congress provides many tools and programs to pursue greenhouse gas (GHG) pollution reductions through the Inflation Reduction Act of 2022 (IRA), including the CPRG program administered by US EPA. The CPRG program has three broad objectives:¹

- Tackle damaging climate pollution while supporting the creation of good jobs and lowering energy costs for families.
- Accelerate work to address environmental injustice and empower community-driven solutions in overburdened neighborhoods.
- Deliver cleaner air by reducing harmful air pollution in places where people live, work, play, and go to school.

IRA §60114 appropriates nearly \$5 billion to US EPA to support efforts by states, U.S. territories, municipalities, air pollution control agencies, and tribes to develop and implement plans to reduce GHGs. The CPRG program has two distinct, but related, phases:²

1. Phase I (planning grants): The IRA provides \$250 million for eligible entities to develop plans to reduce GHGs.
2. Phase II (implementation grants): The IRA provides \$4.6 billion for grants to implement measures from the GHG reduction plans developed with planning grant funding.

¹ Office of Air and Radiation, United States Environmental Protection Agency, March 1, 2023. Climate pollution reduction grants program: Formula grants for planning (program guidance for states, municipalities, and air pollution control agencies). Retrieved 12.15.2023 from <https://www.epa.gov/system/files/documents/2023-02/EPA%20CPRG%20Planning%20Grants%20Program%20Guidance%20for%20States-Municipalities-Air%20Agencies%2003-01-2023.pdf>

² Ibid.

The Cleveland-Elyria MSA, comprised of the same five counties as the NOACA region, is one of the 67 most populous metropolitan areas in the U.S. Therefore, it was eligible for a \$1 million CPRG planning grant from US EPA. NOACA and the City of Cleveland partnered to receive this grant in summer 2023 and design a climate action plan that incorporates a variety of measures (i.e., actions) to reduce GHG emissions from across Northeast Ohio's economy in six key sectors (electricity generation, industry, transportation, buildings, agriculture/natural and working lands, and waste management). The Cleveland-Elyria MSA climate action plan must include the following deliverables:

1. Priority Climate Action Plan (PCAP) -- approved March 7, 2024
2. Comprehensive Climate Action Plan (CCAP) – due December 1, 2025
3. Status Report – due at the end of the four-year grant period (mid-2027).

The second major deliverable, CCAP, includes several required elements that NOACA and the City of Cleveland must prepare and submit to US EPA by December 1, 2025 (please use the following links to access the [CCAP](#) and the [Draft CCAP Implementation Playbook](#)³; there are also [technical appendices](#) that support the CCAP.

1. **GHG Inventory (Regional GHG Emissions Inventory):** NOACA prepared a regional GHG inventory for the PCAP (2018 baseline year) and prepared an updated, comprehensive inventory for the CCAP (2022 baseline year). The updated inventory includes all emissions and sinks by source and sink category following commonly accepted protocols for the following sectors: industry, electricity generation/use, transportation, commercial and residential buildings, agriculture, natural and working lands, and waste and materials management. NOACA and the City of Cleveland shall address GHG emission sources and sinks across the entire geographic scope of the Cleveland-Elyria MSA.
2. **GHG Emissions Projections:** The CCAP will need to include revised business-as-usual scenario projections based on a new GHG emissions inventory (2022 baseline year). The CCAP will also include projections for a “full plan implementation scenario.”
3. **GHG Reduction Targets:** NOACA's Board of Directors approved economy-wide, near-term (2030) and long-term (2050) GHG emission reduction targets at its December 2024 meeting. NOACA and the City of Cleveland will also strongly consider sector-based emission reduction targets, especially for the highest priority sectors most targeted by emission reduction measures.
4. **GHG Reduction Measures:** The PCAP includes a full suite of implementation measures and projections of their impacts on emission reductions. However, NOACA and the City of Cleveland will update these measures for the CCAP, so the measures meet the newly-established GHG reduction targets. The CCAP measures will address the main GHG emission sectors: industry, electricity generation/use, transportation, commercial and residential buildings, industry, agriculture, natural and working lands, and waste and materials management. Like the PCAP, for each measure, the CCAP will identify the quantifiable GHG emissions reductions (or enhancement of carbon sinks), key implementing agency or agencies, implementation schedule and milestones, expected geographic location if applicable, milestones to obtain implementation authority as appropriate, identification of funding sources if relevant, and metrics to track progress. NOACA and the City of Cleveland will also include quantifiable cost information for each measure in the CCAP.

³ The Implementation Playbook can help communities across the MSA to develop individualized approaches to decarbonization. However, this playbook should be consulted together with the CCAP, which provides a detailed and comprehensive technical guide, including sections on how the climate is changing in Northeast Ohio, an analysis of greenhouse gas emissions and reduction measures by sector, and technical appendices with additional detailed analysis.

5. **Co-Pollutants Benefits Analysis:** NOACA and the City of Cleveland will assess benefits of GHG reduction measures across the entire MSA for the CCAP. Their analysis will include both base years estimates of co-pollutants (including criteria pollutants/precursors and air toxics) and anticipated co-pollutant emission reductions from plan measure implementation to meet GHG reduction goals. NOACA and the City of Cleveland will quantify estimates of co-pollutant reductions associated with GHG reduction measures. They will also track, minimize, and mitigate, to the extent possible, any potential disbenefits that result from plan measure implementation. NOACA and the City of Cleveland will also investigate a broader assessment of benefits associated with their GHG reduction measures including, but not limited to, analysis of air quality improvements (e.g., criteria air pollution and air toxics), improved public health outcomes, economic benefits, increased climate resilience, and other environmental benefits.

6. **Low Income/Disadvantaged Communities (LIDACs) Benefits Analysis: REVISED**
 - a. In compliance with Executive Orders, a separate LIDAC Benefits Analysis is no longer required for state and MSA CCAPs.
 - b. Grantees are still required to conduct a Benefits Analysis across the full geographic scope of the CCAP (see above). This analysis must assess quantitative co-pollutant reduction impacts for the suite of GHG reduction measures.
 - c. Grantees are encouraged to also assess other kinds of benefits associated with the measures, such as economic development, reduced energy costs, and public health improvements. Grantees may choose to evaluate these benefits at the plan, sector, or measure level, and their assessment may be quantitative or qualitative.

7. **Review of Authority to Implement:**
As with the PCAP, NOACA and the City of Cleveland will indicate whether statutory or regulatory authority to implement each GHG reduction measure exists. The CCAP will include a schedule of milestones for actions needed by key entities to obtain any authority needed to implement each listed program or measure.

8. **Intersection with Other Funding Availability:** NOACA and the City of Cleveland will expand upon their initial identification of plan measure funding programs in the PCAP. This will include funding programs either available or secured from federal, state, local and private sources that could be leveraged to pursue CCAP objectives around the GHG reduction measures

9. **Workforce Planning Analysis:** NOACA and the City of Cleveland will conduct an analysis of anticipated workforce shortages that could prevent them from achieving CCAP goals. They will also identify potential solutions and partners at the state, regional, and local levels that are equipped to help address those challenges. NOACA and the City of Cleveland will build upon the work of the recently completed Comprehensive Economic Development Strategy (CEDS) for Northeast Ohio and discuss workforce development priorities in accordance with GHG reduction measures. NOACA and the City of Cleveland will probe how activities or policies will lead to the creation of high-q.

FINANCIAL IMPACT

There is no financial impact. US EPA has already awarded \$1 million of CPRG Phase I (planning grants) funding to NOACA to partner with the City of Cleveland.

CONCLUSION/NEXT STEPS

Staff will prepare a full draft of the CCAP for public comment and review by US EPA.

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**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
M E M O R A N D U M**

TO: NOACA Policy Committee
FROM: Grace Gallucci, Executive Director and Chief Executive Officer
DATE: July 3, 2025
RE: **Transportation for Safer Communities Initiative (TSCI)**

ACTION REQUESTED

The Policy Committee is asked to consider recommending the proposed policy for the creation of a transportation safety initiative and corresponding fund, titled the Transportation for Safer Communities Initiative, or TSCI, to the Executive Committee for placement on the September 2025 Board of Directors meeting agenda.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

NOACA is committed to enhancing regional transportation safety and reducing roadway fatalities and serious injuries. In alignment with our long-term vision for a safer and more accessible transportation network for all users, and in response to the clearly articulated concerns of our members, we are proposing the creation of the new Transportation for Safer Communities Initiative, or TSCI, to support local safety improvements across the region.

A 2024 analysis shows that over half of regional crashes are linked to infrastructure deficiencies. NOACA groups and members of the public have expressed strong support for NOACA to focus on transportation safety. In response to this concern, NOACA hosted its 2024 NOACA Transportation Day & Safety Summit on December 3, which highlighted local transportation safety initiatives.

NOACA staff have also examined community safety issues and produced Community Safety Reports (CSRs) for several years. The most recent biennial updates, featuring expanded information, are [now available](#). The presentation at the meeting will review how the most recent reports were created. However, these reports remain at a planning level.

This initiative and its accompanying fund would act as a bridge between planning and implementation and focus on installing low-cost, small-scale safety measures. The NOACA CSRs identify priority segments and intersections for enhancing road safety based on crash data and prediction models. The implementation of safety countermeasures in communities requires them to procure some level of engineering studies to select the appropriate tools from the safety countermeasure toolbox. This toolbox includes measures such as Pedestrian Refuge Islands, Leading Pedestrian Intervals, Bicycle Lanes and Delineators, Backplates with Retroreflective Borders, and Shoulder Rumble Strips, among many others.

After receiving input from the Policy Committee, Transportation Subcommittee, Safety and Operations Council, and Bicycle and Pedestrian Advisory Council, NOACA has drafted a proposed policy for the new Transportation for Safer Communities Initiative, or TSCI, for the Committee's review and approval.

FINANCIAL IMPACT

NOACA's allocated Surface Transportation Block Grant (STBG) and/or Ohio Capital Planning Grant (OCPG) funds are proposed as funding sources and will be finalized through the appropriate funding allocation processes. A minimum allocation of \$1.0 million annually would be required to sustain the initiative as a program.

CONCLUSION/NEXT STEPS

Staff will incorporate any feedback on the proposed safety initiative and its associated fund prior to presenting to the NOACA Executive Committee and Board in August and September 2025.

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Attachment 1: Draft NOACA Transportation for Safer Communities Initiative

NOACA TRANSPORTATION FOR SAFER COMMUNITIES INITIATIVE

1. POLICY STATEMENT

The Northeast Ohio Areawide Coordinating Agency's (NOACA) Transportation for Safer Communities Initiative (TSCI) provides federal funding to assist communities and public agencies for the planning and implementation of FHWA [Proven Safety Countermeasures](#) (PSC) for reducing fatalities and serious injuries on our region's roadways. This policy establishes the standard procedures for the TSCI in determining project eligibility, selecting projects, establishing funding, and links the program to NOACA's vision for a safer and more accessible transportation network for all users.

2. AUTHORITY

Ohio Revised Code, Sections 307, 5501.03(d)
United States Code, Title 23, Section 133

3. PURPOSE

The TSCI provides federal funding to assist communities and public agencies in the NOACA region for planning and implementation of low-cost, rapidly deployable PSCs. To advance the vision and goals of NOACA's [Regional Strategic Plan](#) and the [Long Range Plan](#), TSCI projects shall focus on the following objectives:

- a. Address safety-related infrastructure deficiencies for all motorized and non-motorized modes of travel
- b. Provide high impact on improving road safety
- c. Promoting safe accessibility and motorized and non-motorized mobility

4. DESCRIPTION

The TSCI provides support for the strategic installation and utilization of low-cost, rapidly deployable PSCs that can tangibly decrease the number of both nonmotorized and motorized lives lost on the regional multimodal transportation system. The TSCI awards support:

- a. Any planning and engineering activities that are required
- b. Purchase of required materials for the implementation of PSCs
- c. Construction of systemic low-cost PSCs at hazardous locations throughout a community (i.e. flashing chevrons at curves smaller than a certain radius)
- d. Construction of systematic low-cost PSCs at all locations of a specific type throughout a community (i.e. chevrons at *all* curves within a community) (recommended for communities with limited capacity to determine systemic locations)

5. ELIGIBILITY

- a. Every community and implementing governmental agency in NOACA's five-county region that has legal authority to sponsor a federal-aid capital improvement, in accordance with Ohio Revised Code, Chapter 5501.03, Paragraph (D), are eligible to apply.

- b. Eligible applicants include: political subdivisions, other state agencies, boards, commissions, regional transit authorities, county transit boards, and port authorities.
- c. Non-implementing governmental agencies and non-governmental organizations (i.e. Community Development Corporations [CDCs], non-profits, and advocacy organizations) must partner with the eligible governmental entity having jurisdiction over the proposed project to co-sponsor a TSCI grant. Only eligible applicants can complete the planning grant application and assume responsibility for entering into a funding agreement with NOACA to carry out the project.

6. PROJECT SELECTION

- a. Applications will be accepted from eligibilities entities on an annual basis.
- b. The focus of the awards will be on low-cost infrastructure projects that improve road safety for motorized and nonmotorized users and can be implemented through a coordinated, programmatic approach.
- c. NOACA staff will evaluate each application based on criteria that demonstrate project need, relationship to NOACA vision and goals, project organization, project administration, sponsor capacity, partnerships and
- d. Greater consideration will be given to project applications that:
 - i. Coordinate multiple safety projects along a corridor
 - ii. Are based on previously conducted engineering studies
- e. Recommended projects will be subject to NOACA Board of Directors approval following any appropriate review by relevant advisory councils, subcommittees and committees.

7. DEFINITIONS

- a. Expected or Predicted Crashes: Crash prediction models based on roadway and traffic characteristics to estimate the expected average crash frequency. This process is taken from the Highway Safety Manual (HSM), produced by the American Association of State Highway and Transportation Officials (AASHTO). It provides predictive methods for estimating crash frequencies by road network, facility, or individual site. Combining these expected future crash locations with observed crash history sites will result in safety improvement projects with higher efficacy.
- b. Systemic Safety: A systemic approach involves the installation of low-cost countermeasures at locations with the highest risk of severe crashes. Risk often serves as a measure of the likelihood of a future severe crash at a site. This can be true even if a site has had no severe crashes in its recent history. The systemic approach involves targeted improvements for specific crash types on particular facility types, prioritized based on the level of risk associated with each type. Examples include the signing of T-intersections throughout a city or the expansion of shoulders with a width less than a certain threshold.
- c. Systematic Safety: A systematic approach to safety involves the installation of a safety countermeasure at all sites system-wide that meet specific criteria. Systematic improvements are typically low-cost, proven safety countermeasures that are often delivered cost-effectively, either through large, bundled projects or by being integrated into

highway design or maintenance projects and programs. Examples include implementing rumble strips and SafetyEdge as part of a pavement rehabilitation program.

8. FUNDING

- a. The TSCI uses NOACA's allocated Surface Transportation Block Grant (STBG) funds for project implementation and Ohio Capital Planning Grant (OCPG) funds for planning studies. The total budget and staff resources for the TSCI will be determined annually with the development of the Overall Work Program (OWP).
- b. To effectively manage the Program, the NOACA Board may limit the funds available within a specific application cycle. TSCI awards are at the discretion of the Board. The Board may also limit the number of awards and funding to applicants within an application cycle
- c. Final financial details will not be determined until projects are selected, and no financing will be executed without Board approval.



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
M E M O R A N D U M**

TO: NOACA Policy Committee
FROM: Grace Gallucci, Executive Director and Chief Executive Officer
DATE: July 3, 2025
RE: **Compliance with Executive Order 14173**

ACTION REQUESTED

No action is requested at this time. Further discussion and potential action on recommendations related to Executive Order 14173 is expected to take place at the Executive Committee meeting on August 8 and at the Board of Directors meeting on September 12.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

On January 21, 2025, President Trump issued Executive Order (EO) 14173, "Ending Illegal Discrimination and Restoring Merit-Based Opportunity". This EO revokes previous administrations' EOs that promoted DEI, affirmative action, and equal opportunity programs. President Trump's EO also eliminated DEI requirements from federal contracting and requires contractors, subcontractors, and grant recipients to certify that they "do not operate any programs promoting DEI that violate any applicable Federal anti-discrimination laws."

To implement President Trump's EO at the U.S. Department of Transportation (USDOT), Secretary Sean Duffy issued a letter on April 24, 2025 addressed to all recipients of USDOT funding affirming that recipients must comply with federal non-discrimination and immigration law requirements, and warning that USDOT will use enforcement tools such as comprehensive audits, fund recoupment, and suspension or termination of assistance against any non-compliant recipient of federal transportation funds.

At the April 11 Policy Committee meeting, Mr. Skip Claypool made a motion to eliminate the Equity Subcommittee in order to comply with the EO and USDOT guidance.

NOACA's Executive Director and General Counsel, with oversight of the Executive Committee, are conducting a comprehensive review of its policies, procedures, and related materials to ensure compliance with Executive Order 14173 and applicable guidance in all Agency programs and operations. The goal of this review is to make any necessary recommendations and take the steps reasonably appropriate to ensure NOACA's compliance with applicable federal rules and regulations and protect the Agency's federal funding. Further discussion and potential action on such recommendations is expected to take place at the Executive Committee meeting on August 8 and at the Board of Directors meeting on September 12.

FINANCIAL IMPACT

There is no financial impact at this time. Compliance with all applicable federal and state laws and regulations is a requirement of funding eligibility.

CONCLUSION/NEXT STEPS

General Counsel and the Executive Director will present to the Executive Committee possible compliance actions, such as policy amendments or repeals, and then

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TRAVEL OPTIONS FOR NOACA MEETINGS

LOCATION

NOACA is conveniently located in Cleveland's central business district at 1299 Superior Avenue, on the NW corner of Superior and E. 13th Street.

TRANSIT & BICYCLE TRAVEL TO NOACA

NOACA is accessible by transit and bike.

The NOACA office building is situated on several major and minor bus routes. You can plan your transit trip to NOACA by using trip planner tools or with information provided by the region's public transit agencies:

- [GCRTA Trip Planner](#)
- [Geauga County Transit](#)
- [Laketran Trip Planner](#)
- [Lorain County Transit service](#)
- [Medina County Transit](#)

Bikes may be stored and locked at U-racks located directly in front of the building.

PARKING (see map)

NOACA can provide vouchers for parking in the garage located north of St. John's Cathedral, on the south side of Rockwell Ave. just off E. 9th Street (marked in green on the attached map). Upon arrival at the NOACA building, please request a voucher from the receptionist.

Other parking options in the vicinity of the NOACA office building include several surface lots. **Please note NOACA is unable to provide reimbursement for any parking facility other than the Cathedral Plaza parking garage.**

Parking meters are located along E. 13th Street between Superior and Rockwell Avenues. Please heed parking signs and note any time restrictions. Payment may be made at these meters with quarters, credit card, or by using the ParkMobile mobile device application.

Street parking is also available along Rockwell Avenue, east of E. 13th Street.

TRAVEL ASSISTANCE AND SPECIAL ACCOMMODATION

If you need further assistance with travel to or special accommodation for parking at NOACA, please contact Lindy Burt at 216-241-2414, x. 108.

