



**NOACA Transportation Subcommittee
Meeting Minutes
June 20, 2025
NOACA Offices**

Present: Please see the attached attendance record. A quorum was not present.

Ms. Maribeth Feke chaired the Transportation Subcommittee meeting that convened at 10:35 a.m.

Meeting Minutes

No action was taken on the meeting minutes of March 21, 2025.

Advisory Council Updates

The Transportation Subcommittee received summaries of the advisory council meetings.

ODOT Update

No update was given during the meeting.

Public Comment

No public comment was made at this meeting.

Executive Director's Report

No report was presented at this meeting.

Action Items

No action items were presented at this meeting.

Presentation/Discussion Items

SFY 2025 Congestion Mitigation and Air Quality (CMAQ) Program Applications

Ms. Sarah White explained that the CMAQ program is a federal initiative to support transportation projects that help meet national air quality standards. In Northeast Ohio, NOACA focuses on reducing ozone, carbon monoxide, and fine particulate matter to improve air quality and relieve congestion. She noted that CMAQ operates on a two-year cycle, and this year NOACA has approximately \$40 million available to fund projects.

Ms. White presented information on the following:

- Eligible Applicants
- Phases of Development Eligible for Funding
- Eligible Project Types Including Project Type Score

- Project Evaluation Criteria (up to 100 Points)

Director Grace Gallucci explained that while NOACA has traditionally used several criteria for setting regional priorities—such as alignment with the strategic plan and considerations like environmental justice—there will be a change this cycle. Due to recent USDOT guidance and the Executive Order issued in January, environmental justice will no longer be included as a criterion for this process. She noted that NOACA will be reviewing other programs and policies for alignment with the Executive Orders and USDOT guidance, and staff will provide more information on these adjustments in the future.

Ms. White continued with the presentation:

- Program Timeline
- 2025 CMAQ Project Requests

Ms. White stated that staff will complete the project evaluation and scoring process and, after incorporating any feedback from the Subcommittee, present the list of recommended projects to the Planning and Programming Committee. The recommended projects will then be brought to the Board of Directors for approval at their September 12 meeting. Afterward, staff will submit the Board-approved applications to OSUCC for comparison with other statewide projects in Autumn 2025. It is expected that OSUCC will then forward their project recommendations to the OARC Executive Directors for final approval at their November 2025 meeting.

Ms. Feke noted that the Planning and Programming Committee is scheduled to meet on July 11 and asked Ms. White when members of the Transportation Subcommittee should submit any comments they may have to NOACA.

Ms. White recommended submitting input to NOACA as soon as possible. Although NOACA can consider comments until the next Planning and Programming Committee meeting, earlier submissions are preferred.

Ms. Feke advised that members should send their comments to NOACA by next week.

Mr. Mike Dever inquired whether the \$40 million in available funding covers a two-year period and whether the current project submissions account for the full two years or if there will be another round in 2026.

Director Gallucci clarified that the \$40 million covers the entire two-year period, explaining that NOACA conducts funding rounds for two years as directed by the Ohio Statewide CMAQ Committee.

Mr. Dever expressed surprise that only 14 applicants submitted applications for a \$40 million funding opportunity, noting that despite the large NOACA region, he expected all communities in the region to have projects fitting the criteria.

Director Gallucci responded that the number of submissions is not significantly different from previous rounds.

Ms. Feke suggested that staff could provide that data to the Planning and Programming Committee.

Director Gallucci noted that NOACA staff can review past cycles to determine the number of applications submitted and provide that data to the Committee.

Mr. Dever inquired whether the next round of CMAQ funding will be available in late 2027.

Director Gallucci said that was correct.

Director Gallucci said she believed Mr. Dever was suggesting that NOACA staff explore ways to better reach communities to increase awareness of the CMAQ program and provide more assistance or guidance in preparing applications for the next round.

Mr. Dever acknowledged that the City of Cleveland has proposed good projects but noted that other communities are also likely interested in upgrading their fleets.

SFY 2025 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Applications

Ms. Leah Telepak explained that the Section 5310 Program offers capital grants to support transportation providers that serve specialized populations. Eligible recipients include public transit agencies, municipalities, private non-profit organizations, and for-profit companies.

Ms. Telepak stated that for federal fiscal year (FFY) 2025, the Section 5310 apportionment totals approximately \$5,256,033. Of this, \$525,603 (10%) is allocated for NOACA administrative costs, and around \$150,000 is carried over from previous years, leaving \$4,880,430 to be programmed for SFY 2025 projects. Applications were open from February 14 to April 11, 2025, resulting in 21 funding requests: 2 from transit agencies seeking \$1,863,200, and 19 competitive applications totaling \$3,111,293. Altogether, about \$4.97 million was requested.

Ms. Telepak reviewed the following:

- Program Timeline
- SFY 2025 Section 5310 Transit Agency Requests
- SFY 2025 Section 5310 Competitive Application Requests

Ms. Telepak explained that there are \$5,256,033 in FTA funds available to the Cleveland UZA from FFY 2024 and 2025 apportionments. From this total, up to \$525,603 will be allocated to NOACA for administering the program. She also noted that there is currently \$150,000 in carry-over funds available, with the potential for more to be identified during the application evaluation process. The remaining \$4,880,430 will be designated for transit agencies and competitive projects to support their implementation.

Ms. Telepak stated that staff will complete the evaluation and scoring of projects, incorporating input from the Subcommittee, and then present these projects to the Planning and Programming Committee. The recommended projects will subsequently be brought to the Board of Directors for approval at their September meeting.

Transportation Safety Program Policy and Fund

Ms. Kessa Turnbull shared that NOACA is actively seeking input on this proposed program throughout this process. Staff started by engaging the Policy Committee and then brought the discussion to the Safety and Operations Council and the Bicycle and Pedestrian Advisory Council to gather additional insights and feedback.

Ms. Turnbull presented information on the following:

- Vision Zero Decennial Safety Targets
- Safety Performance Measure Targets
- Equal Annual Fatality Reduction
- Why Do Crashes Happen?
- Human Error & Infrastructure Failure
- Northeast Ohio Safety Funds
- NOACA Community Safety Reports
- Non-Motorized Countermeasures
- Motorized Countermeasures
- Funding Bridge
- New Program Proposal

Ms. Turnbull explained that NOACA is proposing a new program with an annual allocation, ideally at least \$1 million, from STBG and OCPG funds, using a competitive process modeled after TLCI. The Community Safety Reports will help guide communities in applying for funding. Staff are working to ensure a fair distribution between urban and rural areas and are requesting feedback before drafting the policy. Broad input is being gathered to ensure the program is responsive to community needs, with the proposal scheduled for presentation to the Policy Committee next month.

Mr. Rick Switalski inquired whether the funding would be restricted to arterial roads only.

Ms. Turnbull responded yes, explaining that the focus is on arterial roads due to the high number of serious injuries and fatalities that occur there.

Mr. Switalski stated that there is a high number of injuries happening on collector roads as well.

Ms. Turnbull explained that the reports focused on arterials because of limited staff to do the work, but she recognized the need to study collectors and hoped that could be possible in the future.

Mr. Switalski inquired whether factors like high vehicle speeds on roads were also considered.

Ms. Turnbull explained that the current data includes just two types of crash data, while the predictive models already factor in roadway configurations like the number of lanes, whether there is a center turn lane, or if it is a simple two-way street. She added that there are more configuration options, such as street parking, turn lanes, and whether intersections are signalized or stop-controlled—that are not yet implemented, but that she hoped to incorporate in future analyses.

Mr. Switalski asked if cities can submit to NOACA their own safety reports that include recommended projects.

Ms. Turnbull mentioned that one of the councils discussed the possibility of NOACA accepting equivalent plans, like the approach used in the TLCI program.

Mr. Makarachi explained that the Community Safety Reports are not meant to capture every detail about crashes but serve as a general guide for communities. He noted it's very challenging to cover all crash levels across every type of road. Since arterials carry the highest traffic volumes and most crashes occur there, especially at intersections between arterials, NOACA has been focusing on those roads. Ideally, all roads, segments, and intersections would be covered. In planning, NOACA must choose the level of detail and decide which road types to prioritize.

Mr. Makarachi clarified that NOACA typically relies on data from ODOT's TEMS system, which is primarily based on police reports. Local agencies also rely on the same police report data. If ODOT's data is incomplete after the Safety Fund is implemented, NOACA will likely turn to local data, as it is often considered more accurate.

Reports/Updates

The SFY 2025 NOACA Funded Project Monitoring Report was included in the meeting packet.

Old Business

No old business was discussed at this meeting.

New Business

No new business was discussed at this meeting.

Adjournment

There being no further business, the meeting was adjourned at 11:05 a.m.

The next Transportation Subcommittee meeting will be Friday, September 19, 2025, 10:30 a.m. – 12:00 p.m. at the NOACA Offices.

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



Transportation Subcommittee 2025 Attendance Record

MEETING DATES	3/21/25	6/20/25	9/19/25	12/19/25
CARNEY, Ken (Bob Klaiber, Alternate)	A	A		
CONRAD, Andrew (Bethany Dentler, Alternate)	X			
DEROSA, James (Richard Switalski, Alternate)	X	A		
DEVER, Michael (Nichole English, Alternate)	X	X		
DUNCAN, Robert (No alternate designated)	X	X		
EXLEY, Alan (Kirk Dimmick, Alternate)	X	X		
FEKE, Maribeth (India L. Birdsong Terry, Alternate)	X	X		
HAJJAR, Shane (Traci Salkiewicz, Alternate)	X			
MOHORCIC, Patrick (Myranda Keister, Alternate)	X	A		
MCCORMACK, Kerry (Charles Slife, Alternate)				
WALTER, Matthew (Mike Kubek, Alternate)	X			
Ex-officio Members/Council Chairs				
KNECHT, Daniel (James Kusner, Alternate)	X			
RINE, Shannon (JoAnna Santilli, Alternate)				
WILLIAMS, Kiara (Jacob VanSickle, Alternate)	A			

X = Member A = Alternate