



**NOACA Transportation Subcommittee  
Meeting Minutes  
March 21, 2025  
NOACA Offices**

**Present:** Please see the attached attendance record.

Mr. Shane Hajjar, Chair of the Transportation Subcommittee, convened the meeting at 10:35 a.m.

**Meeting Minutes of September 20, 2024**

Mr. Andy Conrad made a motion to approve the meeting minutes of September 20, 2024. Mr. Michael Dever seconded the motion. The motion passed by voice vote.

**Meeting Minutes of December 20, 2024**

Mr. Bob Klaiber made a motion to approve the meeting minutes of December 20, 2024. Mr. Conrad seconded the motion. The motion passed by voice vote.

**Advisory Council Updates**

The Transportation Subcommittee received summaries of the advisory council meetings.

**ODOT Update**

Mr. Matt Walter stated that the Transportation Bill has passed the House and Senate and it is on the Governor's desk. ODOT anticipates that the Governor will sign it next week.

**Public Comments**

No public comments were made at this meeting.

**Executive Director's Report**

Director Grace Gallucci made the following announcements:

- 2025 Congestion Mitigation Air Quality (CMAQ) Program Applications now available
  - [www.noaca.org/cmaq](http://www.noaca.org/cmaq)
  - Applications due May 2
  - Eligible Projects
    - Vehicle/Machinery Updates
    - Bicycle and Pedestrian Facilities
    - Traffic Signal Timing/Connection Hardware
  - Applicant Webinar
    - April 9, 2025 from 10:30-11:30 a.m.
    - Email [projects@mpo.noaca.org](mailto:projects@mpo.noaca.org) to register
- Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program Project Solicitation
  - Provides support to transportation providers that offer coordinated transportation for seniors and individuals with disabilities
  - \$4.9 million available for SFY 2025-26, projects to be implemented in CY 2026-2027

- Application and details at [noaca.org/5310](https://noaca.org/5310)
- NOACA Climate Pollution Reduction Grants (CPRG) Program Community Projects Funding Opportunity
  - NOACA and the City of Cleveland allocated \$300,000 for local climate action planning and engagement (community projects) through CPRG Program
  - Geauga, Lake, Lorain, and Medina County projects are eligible
  - Cuyahoga County will coordinate climate action planning (and funding) through the City of Cleveland's CPRG planning budget
  - Applications are due April 14 at 4:30 p.m.
  - Application and webinar details: [noaca.org/community-assistance-center/funding-programs/carbon-reduction-program-crp/cprg-solicitation](https://noaca.org/community-assistance-center/funding-programs/carbon-reduction-program-crp/cprg-solicitation)

## Action Items

### SFY 2026 Annual Priority List (APL)

Mr. Jim Thompson stated that staff are requesting that the Subcommittee recommend the SFY 2026 Annual Priority List, which starts on July 1, 2025, and ends on June 30, 2026, to the Planning and Programming Committee for placement on the June 2025 Board of Directors agenda.

Mr. Thompson presented information on the following items:

- NOACA Project Planning Process
- NOACA-Administered Funds
  - Surface Transportation Block Grant (STBG)
  - Transportation Alternative Program (TAP)
  - Carbon Reduction Program (CRP)
  - Statewide Congestion Mitigation & Air Quality (CMAQ)
- Annual Priority List
  - All have met NOACA's project evaluation criteria and are on the Plan and the TIP
  - Staff, sponsors, and ODOT concur projects are ready to advance the funds in SFY 2026
  - Basis for NOACA Capital Programs Performance Measures
- Annual Priority List Funding
  - 25 projects totaling \$68 million
  - Any additional funds made available in SFY 2026 will be expended considering the hierarchy approved by the Board
- Funding Distribution by Project Work Type (chart)
- Project Listing
  - Bridge, intersection improvement, traffic control (safety), roadway, bicycle/pedestrian, and transit

Mr. Thompson stated that pending Board approval, NOACA will manage the SFY 2026 program to ensure the expenditure of all available funding during the fiscal year, including the advancement of additional projects. Should funding become available, staff will continue to report to this Subcommittee on the status of the projects.

Mr. Walter made a motion to recommend the SFY 2026 Annual Priority List to the Planning and Programming Committee for its consideration of placement on the June 2025 Board of Directors agenda. Mr. Dever seconded the motion.

The Subcommittee voted and the motion passed by voice vote.

### Functional Classification Amendment Recommendation (Berea Freeway/SR-237)

Mr. Derek Taylor stated that NOACA staff are requesting a Functional Classification Amendment to revise 2.5 miles of the Berea Freeway/SR-237 from Eastland Rd to I-71 from a “Principal Arterial-Other” to a “Principal Arterial-Freeway/Expressway.”

Mr. Taylor presented information on the following:

- FHWA Functional Classification Review
- Functional Classification Request and Location Details
- Mobility and Accessibility
- Principal Arterial Classifications and Examples
  - Interstate
  - Other Freeways/Expressways
  - Other
- Roadway Characteristics
  - Berea Freeway was originally built in 1968 as an expressway
  - Converted to a freeway between 1983-1987
  - Entire 2.5 mi length has only 3 access points at interchanges
  - No access via driveways to neighboring properties
- Evaluation Criteria
  - Board approved process (Resolution 2014-025)
  - Functional Classification Modification Request Criteria
    - Roadway Characteristics
    - Class Network Share – Region and County
    - Accessibility – Density Analysis
- Roadway Characteristics: Meets all the necessary criteria of an Other Freeway
- Class Network Share
  - Region: Other Freeways/Expressways (FC=2) are not over-represented in NOACA Region
  - County: Other Freeways/Expressways (FC=2) are not over-represented Cuyahoga County
- Trip Density Analysis: Not applicable to Berea Freeway’s proposed classification of Other Freeway or Expressway

Mr. Taylor stated that pending Board approval, staff will forward recommendations to ODOT and FHWA for final review and approval.

Mr. Dever made a motion to recommend the Functional Classification Amendment Recommendation (Berea Freeway/SR-237) to the Planning and Programming Committee for its consideration of placement on the June 2025 Board of Directors agenda. Mr. Conrad seconded the motion.

Mr. Dever stated that the classification concludes at Eastland Road, but he believed that the facilities are similar all the way up to Sheldon Road. He noted that IX Center Drive has an on-ramp, which is close to a highway.

Mr. Taylor stated that staff proposed to ODOT extending the classification from Sheldon Road all the way up to I-71. ODOT consulted with the City of Brook Park and learned that the city plans to lower the speed limit between Sheldon and Eastland. As a result, the city wanted to maintain the road’s classification as a principal arterial.

The Subcommittee voted and the motion passed by voice vote.

### **2025 Public Transportation Agency Safety Performance Measure Targets**

Ms. Kessa Turnbull presented information on the following:

- Background on the Public Transportation Agency Safety Performance Measures (PTASP)

- PTASP Performance Targets
  - Fatalities
  - Injuries
  - Safety Events
  - System Reliability
- MPO Responsibilities & Target Update Process
- GCRTA Updated Methodology
- Recommended 2025 NOACA Non-Cuyahoga Public Transportation Agency Safety Performance Targets
- GCRTA Targets

Ms. Turnbull stated that NOACA staff will continue to coordinate with transit agencies in the development of PTASP and target setting. The approved targets will be included in NOACA's TIP and LRP.

Ms. Maribeth Feke made a motion to recommend the 2025 Public Transportation Agency Safety Performance Measure Targets to the Planning and Programming Committee for its consideration of placement on the June 2025 Board of Directors agenda. Mr. Dever seconded the motion.

Ms. Feke thanked Ms. Turnbull for her work and acknowledged the challenges in obtaining information due to changes in all the Class 1s and their meanings. She praised Ms. Turnbull for effectively summarizing GCRTA's more advanced statistics this year.

The Subcommittee voted and the motion passed by voice vote.

**Presentation/Discussion Items**

**CY 2025 Transportation Subcommittee Focus Areas**

Mr. Rob Uhlhorn reviewed the purpose, functions, and the following 2025 focus areas for the Subcommittee:

<b>2025 Focus Areas</b>	
Lakefront Connectivity Planning	Ongoing
Long Range Plan Update (eNEO2050+)	Ongoing
Pavement Maintenance System	Ongoing
Planning for Non-Motorized Modes of Travel	Ongoing
Regional Vanpool Program Management	Ongoing
SAVE Plan Implementation	Ongoing
Signal Timing Optimization Program (STOP)	Ongoing
SFY 2026-2029 TIP Development	New
Transit and Transit-Oriented Development	Ongoing

Mr. Uhlhorn stated that NOACA staff will continue to report to this Subcommittee on the status of the projects. Meeting agendas and materials will be crafted to accomplish the identified focus areas for the Subcommittee.

**Regional Coordinated Public Transit-Human Services Plan**

Ms. Sarah White presented information on the following:

- Background on the Regional Coordinated Public Transit-Human Services Plan (Coordinated Plan)
  - Regional plan, focusing on transportation and mobility for seniors and individuals with disabilities
  - Requirement of FTA's Section 5310 funding program

- Engaged services of RLS & Associates
- Extensive public engagement
- Final plan update includes goals and strategies and is available on the NOACA website
- Plan Content
  - Region demographics (current and projected)
  - Existing Conditions
  - Needs Assessment
  - Goals and Strategies for the Future
- Population Projections by Age (table)
- Provider Inventory
  - Over 75 providers inventoried
  - All Transit Agencies
  - List is not exhaustive
  - Will continue to add, edit
  - Providers & updated data will be added to Gohio Mobility
- Public Engagement Overview
  - In-person Meetings
  - Virtual Meetings
  - Focus Groups & Tabling Event
  - Surveys
- Identified Needs
  - Communication & Training
  - Transportations Service Options
  - Funding & System Structure
  - Safety & Quality of Life
- Coordinated Plan Goals

Ms. White stated that NOACA staff will engage the region's transit agencies and specialized transportation partners to advance the goals of the Coordinated Plan. The Coordinated Plan will be a resource in evaluating future Section 5310 project funding.

### **Congestion Management Plan (CMP) Update**

Mr. Taylor presented information on the following:

- Congestion Management Plan Objectives
- The CMP Steps
- eNEO2050+ Objectives (tables)
- Congested Corridors
- Congested Highway Corridors (maps)
  - AM Peak Period (6AM-9AM) – 2024
  - PM Peak Period (3PM-7PM) – 2024
- Congested Interchanges/Intersections (maps)
  - AM Peak Period (6AM-9AM) – 2024
  - PM Peak Period (3PM-7PM) – 2024

Mr. Taylor stated that in the future, NOACA staff will evaluate progress toward the CMP objectives using the latest congestion data and tools. The Transportation Subcommittee and Councils will continue to be updated on the congestion planning progress.

Mr. James DeRosa inquired about the purpose and benefits of Diverging Diamond Interchanges (DDI), one the listed objectives.

Mr. Taylor explained that the design primarily addresses left turns and freeway access. By shifting traffic to the opposite side of the roadway, left turns become non-conflict maneuvers, similar to

right turns, eliminating concerns about opposing traffic. This configuration allows drivers to enter the freeway without stopping or waiting for a left-turn opportunity.

Mr. DeRosa asked whether the design is intended primarily as a safety measure or if it also offers air quality benefits.

In response, Mr. Taylor stated that the research indicated it serves both purposes.

Loh suggested reducing the 15-minute walking distance to transit in the plan. She highlighted concerns about the lack of shelters at some bus stops. She emphasized that a 15-minute walk can be challenging for individuals with injuries, those recovering from surgery, elderly people, and those with young children.

### **Long Range Transportation Plan (LRTP) Update (eNEO2050+)**

Mr. Ali Makarachi presented information on the following:

- Background on the LRTP
- Three planning elements of the LRTP
  - Long Term Transportation Planning, Policy and Investments
  - Short Term Transportation Improvements
  - Public Involvement
- Timeline and Objectives
- LRPT Process Flow Chart
- Focus Areas
- Data Update
  - 2050 Population Projection
  - Telecommuting
  - Online Shopping
  - Virtual Meetings
  - Household Travel Survey
- Scenario Planning
  - Present Trend, Present Trend and Risk Analysis, and Scenario Planning (2025-2050)
  - Scenario 1: Maintain
  - Scenario 2: Car
  - Scenario 3: Transit
  - Scenario 4: Total
- Common Projects
- Transportation Safety
  - Safety Performance Measures
  - Safety Performance Measure Targets
- Infrastructure
  - Pavement Conditions
  - Pavement Maintenance Costs
  - Bridge Conditions
  - Bridge Rehabilitation Costs
  - Nonmotorized Infrastructure
- Freight Planning
  - Required Truck Spaces
  - Truck VMT Percent
  - Truck Routes
  - Railway-Highway Grade Crossings
- Performance Measures
- Accessibility & Mobility
  - Zero-Car Household Density (2024) and Household Density (2024)

- Zero-Car Household Density (2050) and Household Density (2050)
- Access to Transit – 15-Minute Walk Access
- Annual Transit Ridership
- Drive Access to Freeway System
- Vehicle Occupancy of Work Commute
- Vehicle Miles Traveled
- Freeway & Arterial Delay
- Work Commute Time (All Households)
- Work Commute Time (Zero-car Households)
- Travel Time Reliability
- Future Technology
  - Technology Adaption
  - 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: NOACA Region
- Revenue
  - Revenue Summary

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

Mr. DeRosa asked how the data can be used.

Mr. Makarachi stated that the information he presented are the highlights of the LRTP. NOACA staff will need to determine where things are needed. For example, regarding nonmotorized access to transit, staff have identified through the data the locations where there are transit stops but no sidewalks. After the last update of the LRTP, NOACA identified where sidewalks should go. He noted that the LRTP serves as the guidelines for the next 25 years. The plan will include details.

Mr. DeRosa asked if NOACA was going to work with communities that need pavement repairs and truck routes.

Mr. Makarachi stated that staff will work with communities on safety. He noted that 85 communities will receive NOACA's Community Safety Reports in the next couple of months and information on where they should invest. NOACA will seek funding for low-cost safety improvements.

Director Gallucci explained that NOACA receives only 10% of federal funding, while ODOT receives the remaining 90%. NOACA is responsible for allocating its 10%, but the NOACA Board also has the authority to approve or disapprove ODOT's federally funded projects. This gives the Board a mechanism to influence project outcomes.

Mr. Makarachi mentioned that four interchanges were previously identified based on NOACA's policy and will gradually be implemented over the next 10 years.

Director Gallucci emphasized that while NOACA has tools to influence outcomes, the most powerful approach is collaboration—both with ODOT and local communities. She highlighted that NOACA is actively working on multiple levels and projects in partnership with these entities to achieve shared goals. Additionally, she stressed the importance of not only developing the plan for internal use, but also making it widely known, ensuring that people understand its objectives, goals, and envisioned future outcomes.

**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**

Mr. Dever made a motion to adjourn the meeting at 11:58 a.m. Mr. Duncan seconded the motion. The motion passed by voice vote.

The next Transportation Subcommittee meeting will be Friday, June 20, 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
<b>CARNEY</b> , Ken (Bob Klaiber, Alternate)	A			
<b>CONRAD</b> , Andrew (Bethany Dentler, Alternate)	X			
<b>DEROSA</b> , James (Richard Switalski, Alternate)	X			
<b>DEVER</b> , Michael (Nichole English, Alternate)	X			
<b>DUNCAN</b> , Robert (No alternate designated)	X			
<b>EXLEY</b> , Alan (Kirk Dimmick, Alternate)	X			
<b>FEKE</b> , Maribeth (India L. Birdsong Terry, Alternate)	X			
<b>HAJJAR</b> , Shane (Traci Salkiewicz, Alternate)	X			
<b>MOHORCIC</b> , Patrick (Myranda Keister, Alternate)	X			
<b>MCCORMACK</b> , Kerry (Charles Slife, Alternate)				
<b>WALTER</b> , Matthew (Mike Kubek, Alternate)	X			
<b>COUNCIL CHAIRS AND VICE CHAIRS</b>				
<b>KNECHT</b> , Daniel (James Kusner, Alternate)	X			
<b>RINE</b> , Shannon (JoAnna Santilli, Alternate)				
<b>WILLIAMS</b> , Kiara (Jacob VanSickle, Alternate)	A			

X = Member

A = Alternate