



**Business, Community, Rural, and Emerging Leaders Advisory Councils
Meeting Minutes**

September 26, 2025

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio

Present: Attached to these meeting minutes is the attendance record.

Mr. Marvin Ranaldson, Chair of ELAC, convened the joint BAC, CAC, RAC, and ELAC meeting at 11:30 a.m.

CAC Meeting Minutes

Ms. Bishara Addison made a motion to approve the minutes from the June 27, 2025, meeting. Loh seconded the motion. The motion passed by voice vote.

ELAC Meeting Minutes

Mr. Andrew Vitaliti made a motion to approve the minutes of the June 27, 2025, meeting. Ms. Schmitt seconded the motion. The motion passed by voice vote.

BAC Meeting Minutes

The BAC did not have a quorum, so the meeting minutes listed below were not approved:

- June 27, 2025, Combined Councils
- March 28, 2025, Combined Councils
- December 6, 2024, Combined Councils
- September 27, 2024, Combined Councils
- June 21, 2024, Combined Councils
- March 22, 2024, Combined Councils
- December 8, 2023, Combined Councils
- September 22, 2023, Combined Councils

RAC Meeting Minutes

The RAC did not have a quorum, so the meeting minutes listed below were not approved:

- June 27, 2025, Combined Councils
- March 28, 2025, Combined Councils
- December 6, 2024, Combined Councils
- September 27, 2024, Combined Councils
- June 21, 2024, Combined Councils
- March 22, 2024, Combined Councils
- December 8, 2023, Combined Councils
- September 22, 2023, Combined Councils
- June 23, 2023, Combined Councils
- March 31, 2023, Combined Councils

- December 2, 2022
- September 23, 2022
- June 24, 2022
- March 25, 2022

Public Comment

No public comment was made at this meeting.

Chair's Report

Ms. Valarie McCall, Chair of Business Advisory Council (BAC), expressed disappointment that council minutes cannot be approved due to low attendance. She emphasized the importance of members' participation, suggesting reinvigorating the councils or engaging the appointing authorities to ensure attendance. She noted that, despite chairing the BAC, no minutes have been approved all year, which she finds discouraging.

Executive Director's Report

Director Grace Gallucci thanked council members for their participation on the councils. She reported on the following:

- **Communications and Outreach**
NOACA is a finalist for the Zenith Awards, recognized for excellence in communications. It is competing in two categories—Integrated Communications for the *NOACA Brand Identity Campaign* and Government for *Regional Climate Action Planning*. Winners will be announced November 12 in Austin, Texas.
- **Legislative and Funding Issues**
The USDOT Surface Transportation Reauthorization is underway, with the IIJA set to expire in September 2026. NOACA submitted its priorities in response to USDOT's Request for Information August 19.
- **Overall Work Program (OWP)**
 - **Engagements and Meetings**
NOACA participated in a series of key engagements and meetings from June through September, including the ASCE Infrastructure Report Card Panel, Access Ohio 2050 Steering Committee sessions, and the I-71 Corridor Study Advisory Group. Other highlights include the Ohio Freight Conference, EPA Brownfields National Conference, and collaborations with ODOT, CSU, and regional leaders on transportation, infrastructure, and economic development initiatives.
 - **TLCI Park Place Safety and Streetscape Improvement Project**
Applications are open for SFY2026 TLCI Planning Studies and Implementation Projects, due October 10. The program supports community projects that enhance livability, with \$1.5 million available for implementation and \$500,000 for planning. An applicant webinar was held September 3, and materials are available at noaca.org/TLCI.
 - **CCAP Public Comment**
The CCAP public comment period (July 17–August 31) received 47 comments—13 led to technical revisions and 34 to general revisions. At the August 21 virtual meeting, 87 attendees provided 21 comments. Additional stakeholder input resulted in further revisions.
 - **SFY2026 TLCI Application Open**
SFY2026 TLCI applications are open for Planning Studies and Implementation projects, due October 10. Funding includes \$1.5M for Implementation and \$500K for Planning. A webinar was held September 3; details and materials are available at noaca.org/TLCI.
 - **Board Listening Tour**

- The ED/CEO held Listening Tour meetings with Board members in July, August, and September to encourage regional cohesion and reinforce members' roles. Over half of the meetings are completed or scheduled, including all Lorain County members.
- **I-71 Corridor Study**
A Stakeholder Advisory Group meeting was held June 27, with the next set for October 17. NOACA is actively collecting traffic count data in the study area.
 - **Aerozone Transportation for Economic Development Initiative (TEDI)**
At the Sept. 25 stakeholder meeting, the study area was identified as 50 square miles in western Cuyahoga County, covering portions of nine municipalities. Key district anchors include CLE Hopkins Airport, NASA Glenn Research Center, Ford, and the IX Center.
 - **EV Charging Station Program Phase I**
Phase I of the program includes 40 sites, with 31 completed as of September 9, 4 still in progress, and 5 canceled or relocated.
 - **NOACA Building Mural**
Work has begun on NOACA's building mural. The mural has a transportation theme.
 - **Announcements**
NOACA's Annual Meeting will be held on October 3, 2025, at the Huntington Convention Center of Cleveland. The theme is *Northeast Ohio's Maritime Transportation System: Challenges and Opportunities*.

Mr. Vitaliti asked whether the Aerozone Initiative focuses on economic and transportation development in the designated Aerozone area.

Director Gallucci explained that the Aerozone Initiative leverages transportation as a focal point for economic development, integrating land use and transportation planning. The project assesses whether existing transportation supports optimal land uses and identifies needed improvements. NOACA aims to use existing infrastructure efficiently and study the airport area as a key regional economic engine, planning strategically rather than relying on ad hoc solutions.

Ms. Addison asked about future opportunities to learn more about the Aerozone Initiative and whether a presentation would be provided to share the findings of the study already conducted.

Director Gallucci explained that the Aerozone study is still in its early stages, and the recent stakeholder meeting was limited to participants within the project footprint. Public meetings will be held later, and councils will be notified in advance so members can attend or share information with their networks.

Mr. Vitaliti asked about Ohio's withdrawal from the Midwestern Rail Commission under Governor Kasich, seeking to understand the benefits of membership and the reasoning behind the decision at that time.

Director Gallucci stated that Ohio withdrew from the Midwestern Rail Commission when Governor Kasich canceled the 3C Rail Project, excluding the state from regional rail planning and preventing NOACA from receiving federal grant support. A recent legislative effort to rejoin the compact for \$25,000 was declined, though funding was not the issue.

Loh noted that transit-oriented developments (TODs) often involve housing, but in her experience, developers sometimes exploit loopholes, particularly regarding affordability. She asked whether the Aerozone project can include safeguards to prevent such misuse once the study is completed.

Director Gallucci said the concern would be recorded and shared with the study consultants, noting that Ms. Schmitt is on the study team.

Loh observed that Aerozone likely will not include much housing and emphasized that the project should avoid creating affordability issues.

Director Gallucci clarified that the initiative focuses on industrial and commercial economic development.

Loh noted that many people are unaware of the history of Ohio's transportation issues, including past gubernatorial decisions that rejected funding, and asked if there are plans to better engage state legislators to support high-speed rail and economic growth.

Director Gallucci asked Loh to reserve her question until Ms. Bev Burtzloff's Government Affairs presentation, which will cover the legislature, current actions, organizational priorities, and integration strategies.

Mr. Edward Stockhausen thanked NOACA for representing the region on the 3C rail issue and asked whether trends have been identified regarding the geographic dispersion of public comments received through in-person sessions and other feedback on climate planning.

Director Gallucci explained that public feedback shows stronger support for climate action in central areas, particularly Cleveland and Cuyahoga County, and less support in outer counties such as Lake, Geauga, Medina, and Lorain. She noted that the regional climate plan outlines actions to meet federal targets, but participation is voluntary, allowing communities to implement measures according to local support respecting local autonomy.

Mr. Stockhausen asked whether the volume of public comments was roughly proportional to county populations or if some communities participated more or less than expected.

Director Gallucci explained that public engagement often attracts more opposition than support. Based on regional trends, about half of the comments opposed the plan, while the remainder were neutral or supportive.

Ms. McCall recalled that Governor Kasich canceled the 3C Rail Project because it did not constitute true high-speed rail. She suggested linking future efforts to Amtrak expansion discussions to support a more integrated and successful outcome.

Action Items

No action items were presented at this meeting.

Presentation / Discussion Items

Street Supplies Program

Mr. Sam Schweikert presented information on the following:

- Background on the Streets Supplies Program
- Library Contents
- Project Ideas
- Recent and Upcoming Projects
- Program Update
- Steps to get started

Mr. Schweikert stated that NOACA staff will continue working with communities and providing requested materials for temporary transportation and placemaking projects.

Ms. Addison asked how communities generally learn about the Streets Supplies Program and whether a distribution list is used to share information with interested municipalities. She inquired about the process for obtaining one of the tools, noting that since only two are available, staff likely need to coordinate deployment and retrieval. She also asked about the technology and methodology behind the data collection tools, whether they are pre-programmed to assess vehicle speeds or function differently, and expressed interest in learning how communities can access or request the tools.

Mr. Schweikert asked if Ms. Addison was referring to the Miovision tool.

Ms. Addison confirmed that she was.

Mr. Schweikert explained that staff received the tools only a month or two ago and are still determining the process for their use. He said that if a community wanted to use one, he would likely go to the site personally to install it and return later to remove it when the study period ended. Installation and removal would be handled directly by his division; NOACA would not lend the tools for others to install.

Ms. Addison asked what technology is being used.

Mr. Schweikert said it is a camera powered by batteries, paired with a computer in a white box. After recording, the video is processed into usable data within a day or two.

Ms. Addison noted that the processing is handled by the proprietary owner of the product, who provides the processed data back to NOACA for sharing with the community where the video was collected.

Mr. Schweikert said yes, NOACA, in return, receives data and reports on the data collected, which staff can use as they see fit.

Ms. Addison asked how a community would find out that this tool is available.

Mr. Schweikert said the Street Supplies Program is part of NOACA and available on the agency's website, which is the primary way people typically learn about it.

Director Gallucci noted it is listed under community resources on the website, but agreed with Ms. Addison that NOACA should consider better marketing to raise awareness.

Mr. Stockhausen asked whether community-based groups, such as community development corporations, can access the products, and about availability for both municipalities and such groups.

Mr. Schweikert said many projects have involved community-based groups like Ohio City, Inc., and Bike Cleveland. Groups need local jurisdiction approval, but the request does not have to come directly from the city.

Mr. Stockhausen suggested creating a flyer or presentation to help partners share the program with their networks.

Director Gallucci agreed it was a great idea and said NOACA could develop materials to better market and share the program.

Loh thanked NOACA on behalf of a volunteer group—including Midtown, the Campus District, and residents—for support through the Street Supplies Program. She explained that their People's Streets project on Payne Avenue, begun in 2020, tested traffic patterns, pedestrian use, and vehicle flow using temporary installations and manual data collection. The project informed street design improvements, and ongoing construction, including lead pipe replacement, is implementing many of the recommended changes, demonstrating the program's tangible impact.

Ms. Leslie Gambosi-McCoy said the cameras would greatly benefit rural communities, such as the Village of Middlefield, especially for monitoring semi-trucks and Amish buggies. She volunteered her town as a test site and suggested sending an email to communities to raise awareness, allowing them to share the program with their local partners.

Loh referred to a picture on one of the slides showing the "enhanced crosswalk" from the Payne Avenue project, designed to brand the extended AsiaTown area. She explained the extension includes senior apartments, a grocery store, and residents, and aims to improve street safety and community awareness. She noted that murals are visible from walking, biking, and driving past the highway bridge.

Mr. Ranaldson asked how much the cameras cost or if all the equipment is free.

Mr. Schweikert said they cost \$10–11K each, which includes the services for analyzing the data.

Mr. Max Schaefer of Main Street Lorain noted that NOACA supplies supported the Lorain Better Block and a downtown festival, which were highly successful. He emphasized that the program engages the community, previews planned permanent improvements, and connects the waterfront, downtown, Central Lorain, and the Southside neighborhood. He thanked Mr. Schweikert, the NOACA team, and the Lorain Connected group, noting that Lorain and Lorain County Public Health typically learn about such initiatives through NOACA's involvement in this public-private transportation partnership.

Mr. Vitaliti asked if any feedback had been received from residents regarding the Better Block program.

Mr. Schweikert said the program concluded only a few weeks ago, so detailed feedback is not yet available, but he will follow up once it is.

Mr. Schaefer noted that surveys were collected by Lorain County Public Health and the group, and the data is still being compiled.

Mr. Vitaliti then asked about the Waterfront District project and whether there are plans for it to become a permanent space.

Mr. Schweikert explained that the project aims to build momentum and raise awareness of the waterfront, supporting the North Coast Connector. He added that the park is not expected to become a permanent installation but helps the master plan by encouraging public use and recognition of the area beyond Browns Stadium and the Science Center.

Mr. Drew Crawford from Downtown Cleveland, Inc. said that, while not officially representing the organization, the pop-up park has been very popular and is expected to last several more years.

until permanent waterfront developments are implemented. He thanked Mr. Schweikert and noted the large number of groups that contributed supplies and labor.

Mr. Schweikert acknowledged the collaborative effort and praised the team for involving a wide range of participants.

Mr. Vitaliti shared that he toured the Mather during the summer, enjoyed the installation, and appreciated NOACA's involvement through the Street Supplies Program.

Mr. Schweikert added that he particularly liked that the space accommodated adult sports leagues, noting that such spaces often focus on children, but it was enjoyable for adults as well.

Government Affairs Report

Ms. Bev Burtzloff presented information on the following:

- Federal Updates
 - Surface Transportation Reauthorization
 - NOACA Reauthorization Priorities
 - Updating NOACA's Legislative Agenda for 2026
 - Federal Priorities
 - Potential Edits

Ms. Burtzloff welcomed input from the councils on potential edits to the federal initiatives.

Ms. Addison asked about the likelihood of any of the federal priorities being operationalized, noting that some might be non-starters given the current Congress and administration. She inquired whether NOACA has insight—perhaps through national MPO associations—on which priorities are most likely to advance.

Ms. Burtzloff said NOACA works with MPO membership organizations like AMPO and NARC, and many proposals align with their priorities. She highlighted that Congress may be particularly interested in streamlining environmental review and permitting, provided protections are maintained, as U.S. infrastructure projects often take longer than in other countries. She noted that streamlining could help transit and other projects move forward faster, addressing delays in IIJA-funded projects and shifting some discretionary funding to formula funding. She added that while some proposals may have lower chances, advocating for them is worthwhile.

Mr. Vitaliti said he would support edit number 4, noting it may succeed because it seeks to reduce regulatory burdens on environmental review and permitting, which aligns with current congressional and administrative priorities. He asked whether “streamline environmental review and permitting” would mean removing regulations or how it would work in practice.

Ms. Burtzloff explained that streamlining can involve conducting simultaneous reviews by multiple organizations rather than sequentially, so all reviews occur at the same time.

Mr. Scott Ockunzzi noted that for an ODOT RAISE grant project, multiple back-and-forth reviews with FHWA delayed progress. He suggested that simultaneous reviews could streamline the process without compromising environmental protections, but better coordination is required.

Ms. Burtzloff said she believed there were ways to do it without compromising a commitment to protecting the environment, but it required coordination.

Ms. Addison noted that her three recommendations are as follows:

- Include labor costs in project funding, covering both skilled professionals (engineers, architects) and local workforce (“grow-your-own” approach).
- Reduce or reframe local match requirements as “leveraging funds” so existing local investments count toward federal contributions.
- Emphasize local control, highlighting examples where local decision-making benefits both rural and urban communities.

Ms. Burtzlaff said the recommendations were valuable, particularly the idea of using “leverage” instead of “match.” She emphasized the importance of local control, noting that MPOs were established to give communities more say in how regional funds are spent. She added that NOACA staff are currently observing issues with local input, which she would address on a future slide, and highlighted that empowering urban, suburban, and rural communities allows them greater influence over the projects they prioritize.

Mr. Sleasman recommended reviewing a Brookings proposal from earlier this spring, suggesting a regional block grant to replace some discretionary funding. He explained that roughly 34% of vehicle miles traveled occur on local roads, which rely on federal gas taxes primarily funding interstates, leaving rural areas underserved. A regional block grant, allocated to MPOs or regional councils, could address this gap. He noted ongoing discussions about stabilizing the Highway Trust Fund, including testimony suggesting a vehicle miles traveled fee as a sustainable alternative. He highlighted that current funding often relies on general funds or temporary bailouts, making this approach potentially more reliable.

Ms. Burtzlaff added that federal gas tax revenue does not adequately support local road maintenance. While some state gas tax funds are provided, local jurisdictions still face challenges managing upkeep, making alternative funding approaches worth considering.

Ms. Schmitt said she has children in school and observed that the transportation system around schools is breaking down, causing rush-hour congestion with long lines of vehicles. She emphasized the need to maintain or increase funding for the Safe Routes to School program, noting that even improving a few intersections could save significant time and reduce stress for families while making travel safer and healthier for children.

Loh raised concerns about the state government’s reluctance to provide sufficient funding for public transportation. She explained that when the federal government increases funding, the state often offsets it by reducing its own contributions, shifting the burden to local governments. She stressed that proposals to federal representatives should clearly indicate that matching or leveraging funds should not fall solely on local jurisdictions, ensuring the state contributes its fair share.

Ms. Burtzlaff added that NOACA continually advocates for the state to invest more in transit.

Loh reiterated that local governments should not be responsible for matching or leveraging federal funds and that the state should fulfill that responsibility.

Ms. McCall said that at the recent APTA legislative meeting, two recommendations affecting MPOs were discussed. The first—mandating transit agency representation on MPO boards—is already met by NOACA. The second, more concerning, proposes an open-ended appeal process for MPOs that do not include transit agencies. She noted that this recommendation could create uncertainties for MPOs and suggested monitoring it closely, as the response from NARC and AMPO indicated potential issues.

Director Gallucci, co-chair of APTA's MPO committee, said the committee reviewed the proposed language. She supported the first proposal, calling it important, though she noted that many MPOs oppose it due to concerns about flexibility and restrictions to transit uses. She explained that the second proposal arose in response to the first, and the committee is still addressing related issues, which she will continue to review.

Ms. Burtzlaff continued her presentation with updates on:

- State Priorities
- Updates on U.S. DOT Directives
- Federal Funding Update
- NOACA's Funding Resources Webpage
- State Updates
 - Speed Limit Initiative
 - Passenger Rail Advocacy
 - Meetings with State Legislators
 - MPO Legislation

Second Quarter SFY 2026 Project Planning Reviews (PPR): Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)

Mr. Ed May provided the following information on the Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90):

- Project Planning Review Purpose and Process
- Project Overview
 - Project Type
 - Project Name and Location
 - Primary Work Type
 - Total Cost: \$82.15 million
- Project Map and Conceptual Plan and Schematic Layout
- Intergovernmental Review and Consultation
- Project Summary and Maps
- Buildable Unit (BU) 1: I-71 Northbound (NB) Exit Ramp Improvements
- BU 2: I-71 Southbound (SB) Exit Ramp Improvements
- BU 3: Snow Road/Ring Road Connector
- BU 4: SR-291 (Engle Road)
- BU 5: Ring Road Improvements
- BU 6: Pedestrian Bridge
- BU 7: GCRTA Transit Station
- Weekday Event Schematic
- Sunday Event Results Schematic
- Recommendation Comments
 - NOACA Staff
- Information Comments
 - NOACA Staff
 - Transit Council
 - Bicycle and Pedestrian Advisory Council
 - Safety and Operations Council

Mr. May stated that the next steps include staff forwarding council comments to the project sponsor and presenting the project to the Planning & Programming Committee and the Executive Committee for further review. Pending Board approval, the sponsor will be notified that the project

has completed PPR, and NOACA staff will work with them to address any planning issues identified during the process.

Mayor Edward Orcutt said the City of Brook Park has been working on the project for about two and a half years and recently presented its 1,610-page feasibility study to NOACA. The study identifies congestion areas and outlines traffic mitigation plans. The city is investing heavily in traffic cameras—\$600,000 last year and continued annual funding through 2029, when the new stadium is expected to open—to improve traffic management through automation. The project aims to support 18-25 major events per year, benefiting all of Northeast Ohio. Valued at about \$80 million, the project includes \$11 million in private investment for traffic studies and engineering, with Dennis Albrecht of Osborn Engineering available for further questions.

Ms. Schmitt asked whether the remaining funding would come from the City of Brook Park or from NOACA.

Mayor Orcutt said the traffic improvements are essential for the city and that they have applied for TRAC funding through ODOT, with a presentation to the TRAC board scheduled for October 8 in New Philadelphia. He recently met with several officials in Washington, D.C., including Secretary Duffy of the U.S. Department of Transportation, who also serves as acting NASA administrator. He noted Brook Park's connection to NASA's John Glenn Research Center and its new Nuclear Fission Program. The upgrades will support both the new entertainment district near Cleveland Hopkins Airport and NASA's expansion. While Brook Park is financially stable, it cannot fund the \$70.3 million project alone, so state, federal, and private funding will be necessary.

Mr. Vitaliti reviewed prior comments and stressed the importance of addressing residents' needs, noting the City and City Council are likely aware of and attentive to this. He emphasized meeting everyday needs not only those of events. He raised concerns about airport traffic on game days and the risk of travelers missing flights. Regarding the proposed RTA station, he questioned the necessity of a new \$40M facility given existing stations, suggesting improvements such as bus connections or encouraging walking. He recommended maximizing current infrastructure before building new assets and concluded by thanking the project team.

Mayor Orcutt acknowledged the wide range of comments and emphasized the importance of open discussion to reach the best solutions. He noted that the individual feedback he receives is generally supportive, particularly regarding RTA expansion to better connect neighborhoods. He highlighted the need to improve airport access with clearer signage and message boards and outlined Brook Park's plans to create a part-time traffic division and command center to manage and monitor traffic congestion during events. He stressed his commitment to transparency, citing frequent media appearances, public updates, and attendance at meetings, and noted that NOACA's process will further support efficiency.

Loh supported communities pursuing projects to improve local conditions and said Brook Park's road upgrades are worthwhile even without the Browns Stadium. She stressed Hopkins Airport's regional importance and urged that improvements focus on residents' and visitors' needs—such as wider roads, expanded bus service, and transit access—rather than being driven by the stadium. She cautioned against overstating the stadium's economic impact, noting limited benefits and affordability issues for many residents. While appreciative of efforts to improve traffic and quality of life, she encouraged Brook Park to pursue these projects independently of the stadium.

Mayor Orcutt said Brook Park's existing infrastructure—surrounded by SR 237, I-480, I-71, Snow Road, and the Turnpike—has historically handled far greater traffic, including 16,000 daily Ford workers, compared to about 1,800 today. He argued it would not be responsible spending to

widen the I-71 northbound exit ramp to Snow Road. However, with plans for 600-1,000 apartments, 462 hotel rooms, and related development, capacity will increase. He noted projections indicate day-to-day traffic will decrease slightly (0.25%) once improvements are implemented, aside from normal event congestion.

Mr. Ranaldson praised the scale of development near Hopkins Airport, noting the \$1.6B terminal modernization and new Rapid Station alongside Brook Park's planned entertainment complex. He suggested a more cohesive plan for traffic and vehicle flow across both sides of the freeway and asked how Brook Park and Cleveland could better coordinate to maximize these regional assets. He also raised concerns about parking, particularly proposed off-site lots northeast of I-71. Drawing on his experience with arena projects, he noted visitors typically want parking close to the venue and questioned how the city would manage wayfinding, congestion, and pedestrian access if attendees are redirected to remote parking areas.

Mayor Orcutt emphasized that regional collaboration is a top priority and noted strong working relationships with County Executive Ronayne and Mayor Bibb. He highlighted Brook Park's commitment to creating a "Global Gateway" connecting the airport, mixed-use development, and stadium, with traffic engineers from both cities coordinating closely. To protect neighborhoods, Hummel Road and Engle Road will be closed to through traffic, and additional parking has been planned along Snow Road, including land east of I-71. The City is investing in pedestrian infrastructure, including a walkway linking Snow Road to Hummel Road and a planned bridge, and is widening and extending sidewalks along Brookpark and Engle Roads. Key city staff are actively managing parking and traffic mitigation efforts.

Ms. Millie Caraballo noted that the development in the area leverages multiple projects, including the stadium, airport master plan, Blue Abyss, and NASA initiatives. She emphasized the need to support both visitors and daily workers by improving access, applauding RTA's proposed transit plans. She appreciated the Mayor's efforts to protect residential neighborhoods and stated that if the stadium cannot be downtown, this location is ideal. She stressed that infrastructure investments should be practical, long-lasting, and encourage further development in the area.

Ms. Loh thanked Brook Park for engaging with NOACA through multiple meetings to explain the project and address potential issues. She encouraged presenting the project as benefiting the broader community and not solely the Browns Stadium, including airport expansion, NASA activities, residents, and workers. Focusing on community needs will make the project more widely embraced, as construction affects daily life. She emphasized the importance of human-centered design, particularly pedestrian safety for residents and visitors, and noted that NOACA can support funding for improvements that would be valuable with or without the stadium.

Mr. Sleasman said that if he understood correctly, the funding request would not be made if the stadium were not being built.

Mayor Orcutt said that is correct.

Mr. Sleasman agreed with Loh and Ms. Caraballo, emphasizing that improved infrastructure is needed for everyday use and economic potential, not solely for the stadium. He expressed concern that if the project's funding is tied only to the stadium, it may represent rent-seeking rather than a productive regional investment. He noted that such a project could create ongoing maintenance liabilities and questioned whether public resources are being used effectively to benefit the community.

Mayor Orcutt thanked everyone for their thoughtful comments, noting council members raised excellent points. He emphasized that Brook Park's project team is focused on regional benefits for Northeast Ohio, not solely on the Cleveland Browns, and offered to answer additional questions.

Loh said her participation at the table allowed for better communication and noted that accurate information is essential to avoid misunderstandings.

Mayor Orcutt emphasized that Brook Park's perspective on the Browns Stadium project considers the broader regional context, including NASA and Northeast Ohio growth. He noted the existing stadium requires over \$100 million in repairs, with limited revenue available, making a new dome stadium more practical and cost-effective. He stressed that 10 to 13 major events per year are insufficient to sustain downtown and highlighted the need for a year-round destination that can host concerts and events, drawing visitors who require hotels and other amenities. He explained that state investments are projected to generate significant returns over time and that retaining the Browns prevents economic losses, including job reductions and population decline. Mayor Orcutt emphasized the opportunity to create a "Global Gateway" in Brook Park on 176 acres, positioning the region to host major events, NCAA championships, and potentially a Super Bowl, while benefiting Northeast Ohio as a whole.

Reports / Updates

No reports/updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was discussed at this meeting.

Adjournment

There being no further business, the meeting was adjourned at 2:20 p.m.

The next joint council meeting will be held at the NOACA offices on Friday, December 5, 2025, 11:30 a.m. – 1:30 p.m.

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



2025 Business Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
CARABALLO , Millie (Adam Artman, Alternate)			X	
DENTLER , Bethany (Jake Altman, Alternate)				
DOLAN , Matt (Christine Nelson, Alternate)				
DUNCAN , Rob (Alternate not Designated)	X	X	X	
HOFSTETTER , Gina (Alternate not Designated)				
HUTSON , Lisa (Reka Barbas, Alternate)	X	X	X	
KELLY , Nate (Alternate not Designated)				
McCALL , Valarie (Alternate not Designated)	X	X	X	
MCNAIR , Tom (Joevrose Bourdeau Small, Alternate)				
RIOS , Pat (Peter Volas, Alternate)				
SAMIDE , Mary (Alternate not Designated)	X	X		
SCHMOTZER , Kevin S. (David Lukas, Alternate on 3/28/25)	A	A		
SHAH , Baiju (David Ebersole, Alternate)	A			
TUREK , Sondra (Amber Barchus, Alternate)			X	
Lake County – TBD				
Non-Voting Participants				
GALLO , Tony (Alternate not Designated)	X	X		

X = Member Present

A = Alternate Present



2025 Community Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
ADDISON , Bishara (Alternate not Designated)	X	X	X	
ARONEY , Ryan (Liz Choi, Alternate)	A	A	X	
BEVERAGE III , Morris W. (Morgan McIntosh, Alternate)	A	A		
DOERSHUK , David (Alternate not Determined)				
HOFSTETTER , Gina (Alternate not Determined)				
KOOMAR , Paul (José C. Feliciano, Jr., Alternate)	A		A	
LOH (Alternate not Determined)	X	X	X	
NOLAN , Dorivette (Alternate not Determined)	X		X	
SLEASMAN , Jeff (Alternate not Determined)	X	X	X	
TBD – Cuyahoga County				
TBD – Lorain County				
TBD – Medina County				
TBD – At-Large				
TBD – At-Large				
TBD – At-Large				

X = Member Present

A = Alternate Present



2025 Rural Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
BACA , Jacki (Thomas Becker, Alternate)	X		X	
DUNCAN , Rob (Alternate not Designated)	X	X	X	
GAMBOSI-MCCOY , Leslie (Cindy Naftzger, Alternate)	X		X	
HANGE , Eric (Alternate not Designated)	X	X	X	
HOFSTETTER , Gina (Alternate not Designated)				
JEROME , M. (Tom Cole, Alternate)				
MEILANDER , Bob (Alternate not Designated)				
NEOLA, JR. , Gary (Alternate not Designated)				
OCKUNZZI , Scott (Neil Shop, Alternate)	X	X	X	
SNYDER , Tim (Alternate not Designated)				
TESTA , Denise (Alternate not Designated)	X	X		
VARADY , Ken (Alternate not Designated)				
YELENOSKY , Gary (Tom Cole, Alternate)				
TBD – Lake County				
TBD – Medina County				
TBD – At Large				

X = Member Present

A = Alternate Present



2025 Emerging Leaders Advisory Council Attendance Record

MEETING DATES	3/28/25	6/27/25	9/26/25	12/5/25
CRAWFORD , Drew	X	X	X	
HOFSTETTER , Gina				
KIDD , Phil				
LIPIAN , Andrew		X		
MACK , Eric C.	X	X	X	
TBD - Former Member: Matt Moss				
NOYOLA , Samuel				
RANALDSON , Marvin L.	X	X	X	
SCHAEFER , Max	X	X	X	
SCHMITT , Angie	X	X	X	
STACHEW , Elena	X	X	X	
STOCKHAUSEN , Ed			X	
TESTA , Denise	X	X		
VITALITI , Andrew	X	X	X	
TBD – Lake County				

X = Member Present

A = Alternate Present