

THIRD QUARTER SFY 2026 CAPITAL PROGRAMS PERFORMANCE MEASURES

Finance and Audit Committee

April 10, 2026

ACTION REQUESTED

No action is requested. This item is for information only.

PREVIOUS ACTION

Resolution 2016-029 approving NOACA Capital Programs Performance Measures

BACKGROUND

SFY26 budgets available to NOACA for capital infrastructure programs:

- Surface Transportation Block Grant (STBG) \$ 33.7 M
- Transportation Alternatives Program (TA) \$ 4.2 M
- Congestion Mitigation & Air Quality (CMAQ) \$ 18.0 M
- Carbon Reduction Program (CRP) \$ 4.6 M
- **Total SFY26 Allocation** \$ **60.5 M**

BACKGROUND

- **Performance measures and targets are needed to ensure:**
 - Informed decisions
 - Optimal expenditure of resources
 - Increased transparency and accountability
- **Measures are focused on two critical elements of NOACA capital funding programs implementation**
 - Program Delivery
 - Fund Utilization



BACKGROUND

Program Delivery: % On-Time Project Implementation

- NOACA funded projects awarded for implementation **within 30 days** of the Annual Priority List (APL) commitment date

Target	Trends			SFY 2026				
	2023	2024	2025	Q1	Q2	Q3	Q4	YTD
≥85%	87%	71%	68%	80%	67%	71%	--	68%

- 5 of 7 projects delivered on time this quarter

BACKGROUND

Program Delivery: % Program Balance

- NOACA funds programmed for delivery in the **last quarter** of the current SFY

Target	Trends			SFY 2026				
	2023	2024	2025	Q1	Q2	Q3	Q4	YTD
≤20%	16%	19%	10%	20%	20%	30%	--	30%

- \$41.6M programmed in last quarter/\$139.6M programmed total in SFY 2026

BACKGROUND

Fund Utilization: % of Estimate Accuracy

- Variance between NOACA funds committed in the TIP and NOACA funds realized at contract award for implementation

Target	Trends			SFY 2026				
	2023	2024	2025	Q1	Q2	Q3	Q4	YTD
±10%	1%	-9%	-10%	-10%	-8%	-6%	--	-7%

- 10 projects: \$46.2 M (TIP Budget) vs. \$42.1 M (Actual)

BACKGROUND

Fund Utilization: % of Funds Encumbered

- Amount of NOACA funds encumbered for the current SFY

Target	Trends			SFY 2026				
	2023	2024	2025	Q1	Q2	Q3	Q4	YTD
≥ 95%	74%	67%	46%	67%	72%	66%	--	66%

- \$71.4 M Encumbered/Budget Takes/Outstanding vs. \$107.8 M Budget

NOACA FUNDED PROJECTS PROGRESSION

#	PID	CTY	Project Name	NOACA \$	NOACA Funding Program(s)	Date Amended to TIP	Months from Date Amended to TIP to Today	Date Project Programmed in Ellis	Months from Amended to TIP to Date Programmed
1	108259	CUY	SUPERIOR AVE CYCLE TRACK	\$20,522,940	CMAQ+CRP	7/1/2017	105	4/10/2018	9
2	89034	CUY	LAKE LINK TRAIL	\$4,355,239	CMAQ	7/1/2017	105	7/14/2010	-85
3	108245	CUY	THRIVE 105-93	\$7,763,000	CMAQ	7/1/2018	93	4/6/2018	-3
4	105932	CUY	LORAIN AVE (W 20TH TO W 65TH) COMPLETE ST	\$10,884,000	TA + CMAQ	7/1/2018	93	4/20/2017	-15
5	113590	LOR	CR 0606 09.98 FRENCH CREEK	\$250,000	TLCI	3/6/2020	73	6/4/2020	2
6	114409	CUY	SR-87 IR-271/US 422 07.80/10.77	\$433,850	STBG	7/1/2020	69	12/24/2020	5
7	95403	CUY	ROCKSIDE ROAD BRIDGES (SIB LOAN)	\$3,772,500	STBG	7/1/2020	69	1/30/2013	-90
8	108943	CUY	MAYFIELD ROAD SIGNALS	\$425,000	CMAQ	7/1/2020	69	9/12/2018	-22
9	110943	CUY	US 020 06.53	\$819,650	CMAQ+TLCI	7/1/2020	69	7/23/2019	-11
10	109413	CUY	UNIVERSITY HEIGHTS SIGNALS	\$500,000	CMAQ	7/1/2020	69	11/27/2018	-19
11	111592	MED	CR 0097 14.58 (COLLEGE ST)	\$239,909	STBG	7/1/2020	69	11/26/2019	-7
Total:				\$49,966,088		Avg. Months:	80.3		5.5

NOACA FUNDED PROJECTS PROGRESSION SUMMARY

11 Projects

More than 3
years behind
schedule

80.3 Months

Average time
since TIP
amendment

\$49.97M

Total impact
to NOACA
Program

4 Projects

Projected to
be added in
SFY27

NEXT STEPS

Staff will continue to work with project sponsors and ODOT in an effort to meet the established Capital Programs Performance Measures in SFY2026.

- Advance future TIP projects
- Advance future programmed debt service payments
- Engage with project sponsors more frequently through funding program workshops and quarterly check-in meetings
- Enables NOACA to anticipate projects falling behind schedule and to adjust accordingly



NOACA

Northeast Ohio Areawide Coordinating Agency

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.