

NORTHEAST OHIO



AREAWIDE
COORDINATING
A G E N C Y

NOACA: Planning For Greater Cleveland

INFRASTRUCTURE INVESTMENT AND JOBS ACT AND NOACA'S REGIONAL FUNDING STRATEGY SEPTEMBER 22, 2022

GREATER CLEVELAND
trails & greenways
CONFERENCE

2022 Mini-Conference

Presenters:

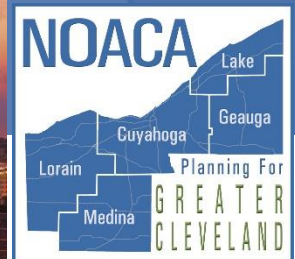
Grace Gallucci, Executive Director & CEO, NOACA

Bev Burtzlaff, Manager of Government Affairs, NOACA

Jim Thompson, Interim Manager of Capital Programs, NOACA

ABOUT NOACA

- **Metropolitan Planning Organization (MPO) for Greater Cleveland representing:**
 - 2.1 million population
 - 5 counties: 166 cities, villages & towns
- Governed by a 48 member Board of local elected officials
 - Works with many planning partners, including FHWA, FTA, EPA, ODOT, Ohio EPA, county engineers, transit agencies and local governments



ABOUT NOACA

Determines how federal transportation dollars are spent

- **PLANNING:** Conducts transportation and environmental planning; prioritizes and approves transportation projects for federal funding
- **FUNDING:** Allocates its own share of federal dollars for regionally significant projects



LAYING THE GROUNDWORK FOR NEO TO ACCESS IIJA FUNDS: WE HAVE A PLAN! (ACTUALLY, TWO)

eNEO2050
An Equitable Plan for Northeast Ohio



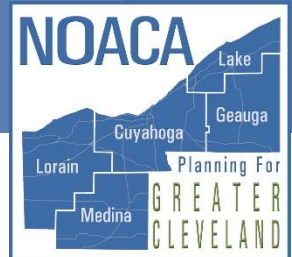
eNEO2050

comprehensive economic development strategy



eNEO2050: AN EQUITABLE FUTURE FOR NORTHEAST OHIO

- Long-Range Transportation Plan envisions the future of the regional transportation network for the coming decades
 - Guided by NOACA's vision statement
- eNEO2050, NOACA's current LRTP, was adopted by NOACA's Board in June 2021



NOACA STRATEGIC PLAN AND VISION STATEMENT

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.



eNEO2050: AN EQUITABLE PLAN FOR NORTHEAST OHIO

- Equity as a guiding principle: builds on previous NOACA planning but incorporates a more comprehensive focus on equity
- Examines relationships between transportation and other facets of a resilient region: land use, economic development, environmental quality, climate, and health



eNEO2050: AN EQUITABLE PLAN FOR NORTHEAST OHIO

- Developed through a thorough public engagement process, including targeted outreach to environmental justice communities
- Earned NOACA the 2021 “National Award for Outstanding Overall Achievement for an MPO” by the Association of Metropolitan Planning Organizations (AMPO), highest honor among large MPOs



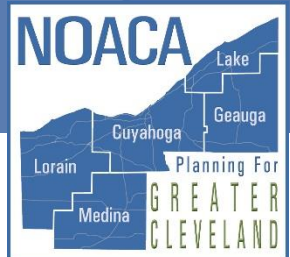
HOW DO IIJA THEMES ALIGN WITH NOACA'S eNEO2050?



eNEO2050

An Equitable Plan for Northeast Ohio

- Equity ✓
- Access to multimodal transportation system ✓
- Mobility ✓
- Safety ✓
- Emissions/air quality ✓
- Asset management ✓
- Technology adaptation ✓





**WILL
FOCUS
ON...**

2020-2030

2030-2040

2040-2050

Access



Accessing at least one travel mode in reasonable time/distance

Accessing more than one travel mode in reasonable time/distance

Accessing a reliable and equitable Multimodal Transportation System

Mobility



Reducing work commute time (auto & transit)

Continually reducing travel delay & congestion cost

Developing a realistic, reliable, & affordable multimodal transportation system for any trip purpose, by any mode

Safety



Continually reducing traffic fatalities & serious injuries

Retaining an acceptable level of traffic safety for the transportation system

Approaching the number of traffic fatalities & serious injuries to zero

Emissions



Sustaining emission levels lower than NOACA region's budget

Reducing emissions towards achievement of attainment of air quality maintenance standards

Achieving air quality maintenance standards

**Asset
Management**



Maintaining the roadway network with average pavement condition rating of 75 & less than 2% of deck areas of NHS bridges structurally deficient

Maintaining the roadway network with average pavement condition rating of 80 & less than 2% of deck areas of NHS bridges structurally deficient

Maintaining the roadway network with average pavement condition rating of 80 & near zero of deck areas of NHS bridges structurally deficient

**Technology
Adaptation**



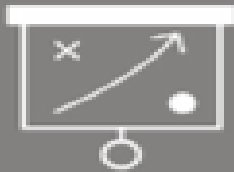
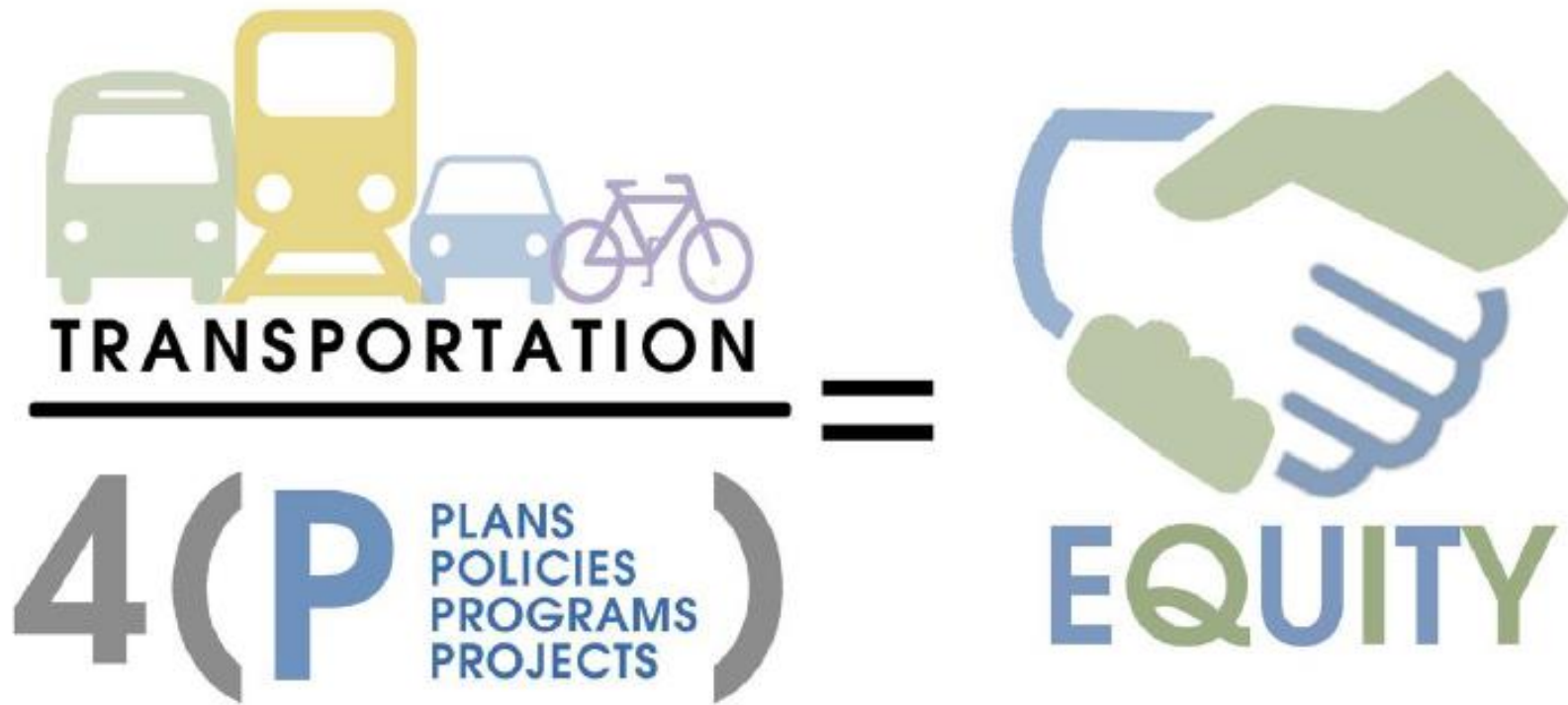
Installing an adequate level of EV charging ports to support the planned PEVs

Continually installing EV charging ports not only to support the existing PEVs, but encouraging residents to purchase PEVs

Allocating selected freeway & arterial lanes for autonomous cars & trucks; Running autonomous shuttle buses to provide complete transit connectivity; Accessing an EV charging port by driving only 5 miles

NOACA PLANNING & RESOURCES

Figure 6-4. 4Ps for Equity



SAFETY

eNEO2050 works to achieve Vision Zero as discussed in NOACA's SAVE plan. NOACA's Systemic Safety Management program is transformed into a proactive and community-based approach to safety issues. Biennial safety reports for each community in the NOACA region to identify and implement countermeasures based on road inventory and crash data at the community level. eNEO2050 provides for over 10,000 improvements by 2030.



Plan



Policy



Program



Project

Safety

NOACA's transportation safety strategy is outlined in detail in its SAVE Plan (2019). Similar to other traditional safety programs, the SAVE plan intends to save lives by identifying high-crash locations and implementing safety treatments at those sites. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies, and programs. It has a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. Figure 6-12 summarizes the safety objectives that the NOACA board has adopted as part of its SAVE Plan (2019).

The Systemic Safety Management approach addresses crash types that occur with high frequency across the roadway network but that are not concentrated at individual locations; this means they tend to be overlooked when sites are ranked using a crash-history-based safety management approach. It also included proactive measures at locations that may not have a history of crashes but that can benefit from safety improvements to prevent crashes.

This approach is mainly based on the Highway Safety Manual (HSM), which is published by the American Association of State Highway Transportation Officials (AASHTO).

NOACA's Safety Management program includes:

- Leading road safety audits (RSAs) which are formal safety performance examinations conducted for communities at priority safety locations identified in the State of Safety Report.
- Participating in community outreach, coalition building, and recurring meetings to collaborate with multiagency partners, such as ODOT District Safety Review and Active Transportation teams, regional Safe Communities/Kids meetings, and Safe Routes to School (SRTS) forums.
- Developing a Safe Routes to School plan outlining strategies and actions improve transportation safety for students and families in communities, school districts, and partners in our region.
- Convening the Safety and Operations Council (SOC) to serve as an advisory group on the topic of safety planning and aid in the development of the RSP.

Figure 6-12. The Six Es of Transportation Safety



Source: NOACA SAVE Plan

COMPLETE & GREEN STREETS

eNEO2050 implements complete and green streets. NOACA's recently approved policy will ensure all roads that are repaved or reconstructed will implement elements of green and complete streets when appropriate and feasible. Incentives for funding green and complete streets are proposed for inclusion in NOACA's investment policy (RTIP). NOACA will implement a pilot project on E. 66 St from Euclid to Superior that will be used as a regional model for the urbanized area.



Policy



Program

Complete and Green Streets

NOACA adopted a Complete and Green Streets Policy in June 2020. Implementation of the new Complete and Green Streets policy in eNEO2050 will promote a multimodal transportation system that is integrated with sustainable green infrastructure. The main objective is to ensure roadways are designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes. These natural functions are often lost in transportation projects where impervious road surfaces prevent rain water from soaking into the ground. Green streets incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff while also providing design elements that creates attractive streetscapes. Green Streets can foster unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

Complete and Green Streets create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options.

To support implementation of this policy NOACA investments in eNEO2050 will:

- Incorporate recommendations for complete and green streets into regional congestion, safety, and bicycle and pedestrian plans.
- Incorporate complete and green streets policy into the TLCI program.
- Evaluate proposed projects against the complete and green streets policy in the development of recommendations for all NOACA administered funding programs.
- Evaluate non-NOACA administered funded projects for opportunities to incorporate complete and green streets strategies prior to inclusion to the LRTP and/or TIP.

Figure 6-13. Green Street Pilot Project from the TLCI E66th Street Implementation Plan



ACTIVE TRANSPORTATION

eNEO2050 funds 926 miles of bicycle facilities, more than 11,000 pedestrian ADA and safe crossings, and 760 bike storage lockers for cyclist in the next three decades. eNEO2050 implements recommendations from NOACA's existing Regional Bicycle Plan and the pedestrian and bicycle plan currently under development called ACTIVATE. The broader focus of the new plan addresses three usage categories for nonmotorized modes: utilitarian trips, access to transit services (first-/last-mile connectivity), and recreational pursuits.

Active Transportation (Non-Motorized)

Active transportation (also referred to as non-motorized modes of travel) includes biking and walking for recreational, commuting, and shopping purposes. A factor in the walkability and bikeability of an area is the distance to destinations. An average distance for utilitarian biking trips is about three miles. Destinations within a quarter mile to one mile are generally considered walkable. Considering the acceptable walking and biking distances for land use and transportation planning purposes, linking nonmotorized modes to transit is an important aspect of a cohesive, multimodal transportation system. These connections to the transit network are often referred to as "first mile" and "last mile" trips, because they complete the connection from commuters' origins to their destinations.

The eNEO2050 plan recommends investing in nonmotorized facilities as a way to connect to and access the transit network and thus create a true multimodal transportation system for the NOACA region. Riders should be able to reach transit stops safely and conveniently via a well-connected system of pedestrian and bicycle infrastructure. Table 6-4 and Table 6-5 display the eNEO2050 plan proposal for nonmotorized projects by facility type and implementation timeline.

NOACA is currently developing a pedestrian and bicycle plan called ACTIVATE (see Figure 6-15) that will provide a vision for increasing the use of bikeways and walkways for transportation and commuting. It will also serve as a guide for future bicycle and pedestrian improvements, and include a model for prioritizing investments in nonmotorized facilities that connect to the transit network

Table 6-4. Pedestrian and ADA Facilities in eNEO2050*

PROJECT	2020-2030	2030-2040	2040-2050	TOTAL
Smart Pedestrian Crossing	50	50	0	100
ADA Curb Ramp	540	42	0	582
High Visibility Crosswalk	5,858	301	0	6,159
Pedestrian Signal	4,058	166	0	4,224
Midblock Enhancements	89	15	0	104
Total Number	10,595	574	0	11,169

* All of the pedestrian projects were moved up to the first two decades in order to provide safe and accessible infrastructure for pedestrians. When the fiscally unconstrained projects move to fiscally constrained projects, there will be many more pedestrian projects proposed.

Figure 6-15. Draft Objectives of the ACTIVATE Plan

PROVIDE OPTIONS TO ALL

Safe options for biking and walking are needed in urban, suburban, and rural communities.



FOCUS ON NEEDS

Focusing on improving conditions for people that currently bike and walk will help correct regional inequities.



INFLUENCE POLICY

Integrate the plan's recommendations into existing policies and programs, to ensure widespread adoption.



SUPPORT THE VISION

Build on and enhance the existing regional vision for connected trails.



ENCOURAGE SHORT TRIPS

Making it easy for people to walk and bike to local, nearby destinations can reduce vehicle trips and improve quality of life region-wide.



CARE ABOUT DETAILS

Just as we support a five-county regional vision, we must plan for improvements and maintenance at the scale of someone walking or biking.



INSPIRE COMMUNITIES

Communities in Northeast Ohio will have the knowledge and support needed to build world-class biking and walking infrastructure.



CONNECT THE DOTS

Make it easier for people to make trips that use several modes. Support connections between biking, walking, transit, and other modes, like scooters.





TRANSPORTATION FOR LIVABLE COMMUNITIES (TLCI)

eNEO2050 provides \$15 million to fund planning studies that focus on integrating multi-modal transportation solutions to better connect communities for livability. eNEO2050 allocates \$41 million to fund the implementation of completed TLCI studies.



Plan



Program



Project

Livability: TLCI Studies

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by focusing on the following objectives:

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits of growth and change are available to all members of a community by integrating principles of accessibility and environmental justice into projects
- Enhance regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life

The TLCI program consists of two components: (1) planning and (2) implementation:

- Planning awards help fund planning studies that can lead to improvements to transportation systems and the neighborhoods they support.
- Implementation awards help communities move forward with the development and installation of infrastructure from past completed livability studies.

eNEO2050 will....

1. Continue to fund TLCI planning and implementation projects with annual investments of \$500,000 for planning studies and \$1.5 million for implementation for a total of \$56 million dollars.
2. Use NOACA's Transportation for Livable Communities Initiative (TLCI), with its focus on multimodal infrastructure to better connect communities to promote mode shift from private automobiles to transit and non-motorized forms of transportation. More than one in every three car trips in Northeast Ohio are under three miles. Shifting half of these trip to active transportation could generate \$427 million in annual benefits for the region¹.

Figure 6-17. Examples of TLCI Studies

CORRIDOR & COMPLETE STREETS

Fairview Park-Center Ridge Road Complete Streets (2015)
South Euclid-Mayfield Rd. Corridor Multi-City/Modal Plan (2016)
Parma Heights-Pearl Rd. Complete & Green Sts Implementation (2016)
Painesville-Complete Street & Connectivity Plan (2017)
Middlefield-Village Transportation Improvement Plan (2019)

BIKE & PEDESTRIAN

Brunswick-Citywide Bicycle Route Master Plan (2009)
Chagrin Falls-Chagrin Falls Region Alternative Transp. Study (2010)
Cleveland-Midway Cycle Track & Protected Bike Facilities (2015)
Rocky River-Detroit Rd. Pedestrian Improvements Implementation (2018)
Avon-Citywide Bicycle & Multi-Use Path Master Plan (2018)

TRANSIT

Greater Cleveland RTA-Westside Transit Center Development Plan (2010)
Cleveland- Cleveland's Multi-Modal Transportation Facility Plan (2015)
Lake County- Laketran Multi-Modal Transfer Ctr Implementation (2016)
Lorain County- Transit Redevelopment Plan (2016)
Lake County- Laketran Vinestreet Corridor Planning Study (2019)

GREENSPACE CONNECTIONS

Lorain County- Lakefront Connectivity Plan (2016)
Cuyahoga County- Community Confluence (2019)
Cuyahoga/Lake/Lor Counties- Regional Lakefront Transp. Connections (2020)
NOACA Counties-Regional Metropark Transportation Connections (2020)
Euclid- Euclid Avenue Recreationway Corridor Implementation (2020)

REDEVELOPMENT

Medina-Smith Rd/Champion Creek Corridor Redevelopment Plan (2009)
Cleveland/Cuyahoga Port Auth.-Irishtown Bend Redevelopment (2016)
Willowick-Lakefront Connectivity & Downtown Redevelopment (2018)
Cleveland-Euclid Avenue Redevelopment Study (2019)
Elyria-Downtown Elyria Revitalization & Connectivity Implementation (2020)



TRANSIT-ORIENTED DEVELOPMENT

eNEO2050 includes transit-oriented development (TOD) as a mechanism to better connect land uses and transportation investments. NOACA has been actively working with the City of Cleveland and GCRTA to advance specific TOD sites. NOACA will continue to facilitate the development of TOD based on the TOD study and scorecard.



Plan



Policy



Project

eNEO2050 implements the goal in NOACA's 2015 *Regional Strategic Plan* to "Encourage transit oriented development in higher density urban corridors and other higher density areas of the region and retrofitting transit oriented elements in appropriate lower density areas." Locally-supported Transit-Oriented Development (TOD) is one element to ensure dense clusters of residents and jobs are located in close proximity to rapid transit stations. This, in turn, ensures equitable participation in the economy that is not dependent on owning a private vehicle. Besides aiding minority and low-income populations, transit-oriented development is also extremely attractive to high-skilled workers and millennials who currently choose to relocate elsewhere in the country.

NOACA's region is fortunate to have invested in an extensive rail system more than 40+ years ago (Red, Blue, and Green Lines) when its residents voted to create GCRTA in 1974 merging several transit systems. The city is also a leader in Bus Rapid Transit (BRT), providing more than five million trips. *eNEO2050* recognizes that the existing rapid transit system and proposed BRT corridors present prime opportunities for redevelopment.

eNEO2050 expands the work on the TOD scorecard (2016). The second Phase is currently underway. NOACA and communities are working closely with LOCUS to support new TOD developments. Northeast Ohio presents a wealth of opportunities for development and NOACA can advance TOD by acting as a regional advocate.

Figure 6-23. Transit-Oriented Development on West 25th Street, Cleveland





MICRO-MOBILITY AND RIDE SHARING

NOACA is implementing a Van Pool program. NOACA will work with interested communities to implement micro-mobility initiatives such as e-scooters, e-bikes, and transportation network providers (TMP).



Plan



Program



Project

NOACA has helped to implement Bike Sharing in the City of Cleveland. With new technologies such as e-scooters and Van Sharing emerging, eNEO2050 supports further exploration of these new technologies. Micro-mobility enables people to have access to transit (first-/last-mile connectivity), run errands or attend events using alternative modes of transportation. Some might even choose micro-mobility options to commute to work if feasible. Considering the acceptable walking and biking distances for transportation planning purposes, access to micro-mobility is an important aspect of a cohesive, multimodal transportation system.

Figure 6-34. NOACA Activate Survey Result

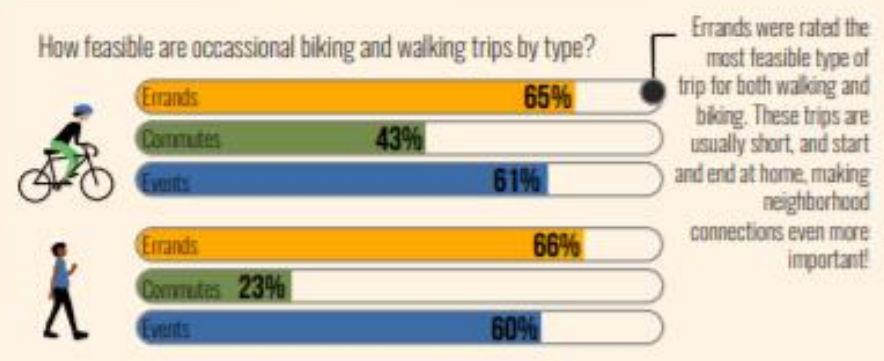


Figure 6-33. E-Scooters in the City of Cleveland



Source: Robert Higgs, Cleveland.com

IIJA/BIL: A QUICK OVERVIEW (INFRASTRUCTURE INVESTMENT & JOBS ACT) (BIPARTISAN INFRASTRUCTURE LAW)

- Approved by Congress and signed by President Biden on November 15, 2021
- Reauthorizes the FAST Act for five years – through 2026
- \$1.2T over ten years, of which \$567B goes to transportation
- \$550B – about half -- is new spending (above baseline), of which \$284B goes to surface transportation



NEW SPENDING = 50% OF TOTAL

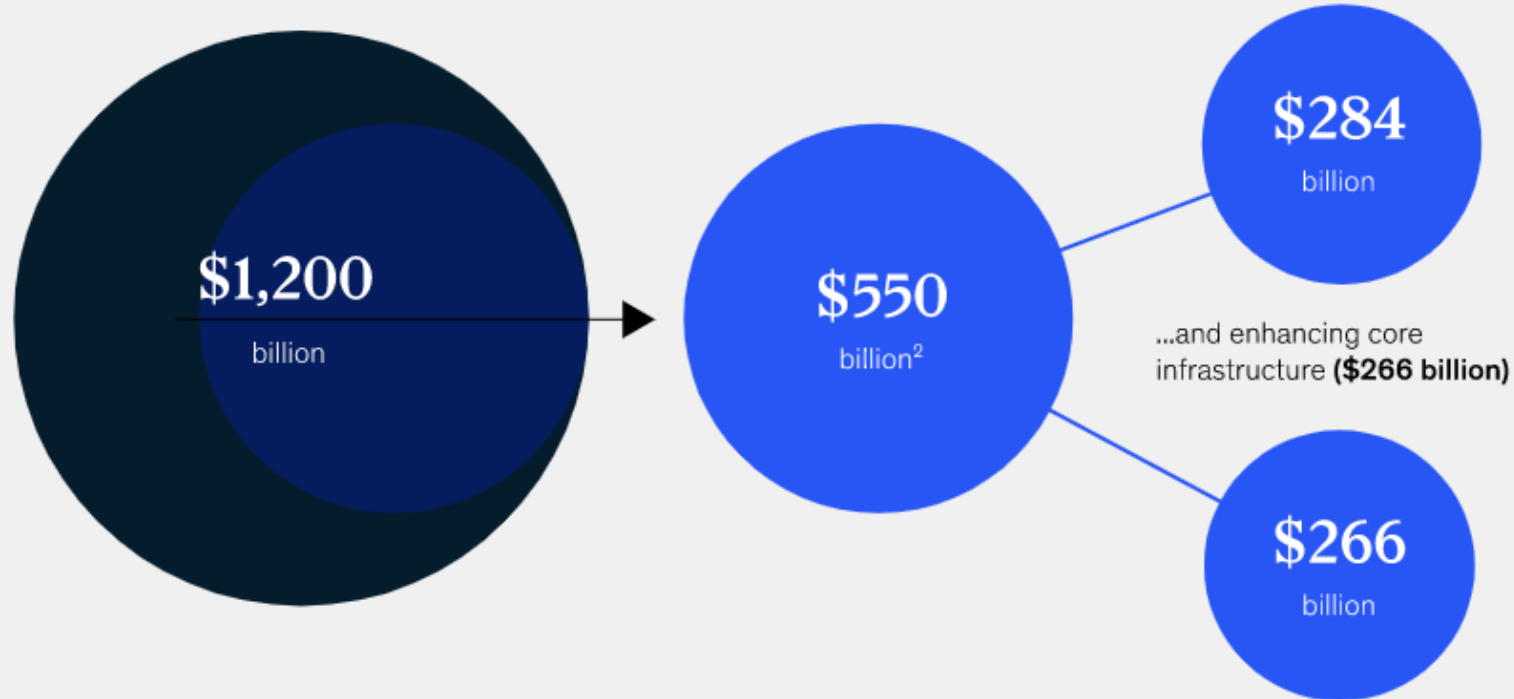
The US Infrastructure Investment and Jobs Act will authorize **\$550 billion** in new spending.

Infrastructure Investment and Jobs Act (IIJA) investments

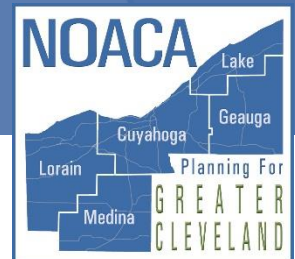
The act allocates about **\$1.2 trillion¹** over 10 years ...

...including **\$550 billion** in new spending...

...divided between improving the surface-transportation network (**\$284 billion**)...



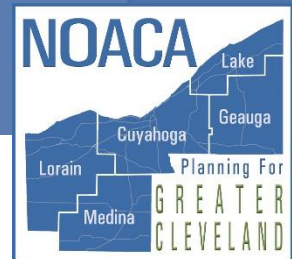
Credit:
McKinsey &
Company



KEY POINTS

- Historic investment in nation's infrastructure
- More than transportation: includes Drinking Water and Wastewater Infrastructure Act and Energy Infrastructure Act, & others
- Streamlines permitting while maintaining environmental standards (One Federal Decision codified)
- Increases core transportation formula funding, and adds new formula programs for carbon reduction, resiliency, bridges, EV charging
- Increased focus on American workforce, jobs, and Buy America provisions
- Major increase in discretionary grant dollars

The **INFRASTRUCTURE
INVESTMENT
and JOBS ACT**

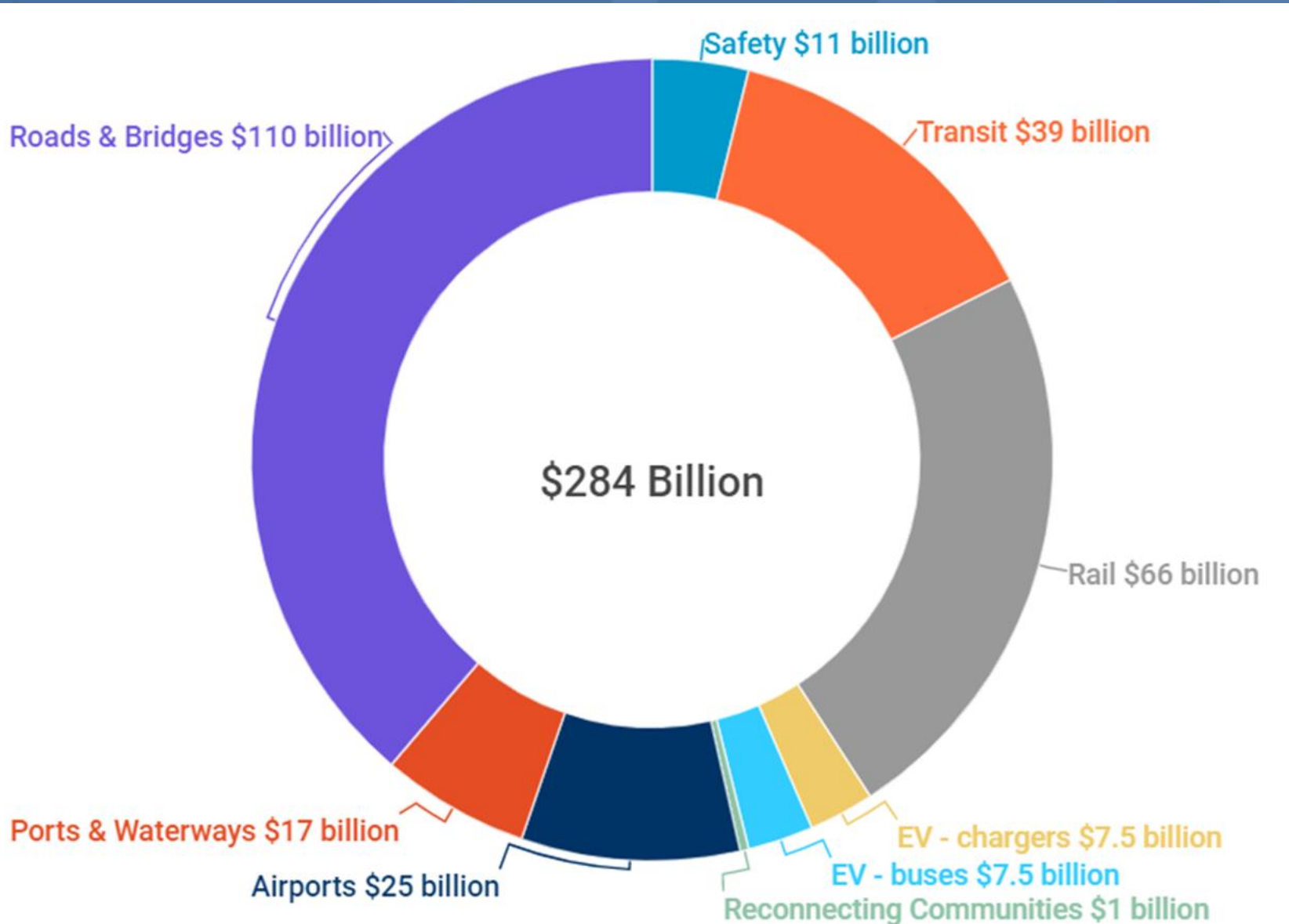


OTHER PROVISIONS IN IIJA

- Increased funding for transit & passenger rail
- Broadband
- Energy infrastructure
- Resiliency
- Water infrastructure
- Airports
- Ports



NEW SPENDING: TRANSPORTATION ONLY



Credit:
National
Association
of Counties



IIJA ACTIVE TRANSPORTATION PROVISIONS

- 70% boost (to \$1.44B/year) for the “transportation alternatives” program (TA), for sidewalks/bike lanes/trails/other active infrastructure (formula funding)
- Increased funding for RAISE
- New Grant programs:
 - Safe Streets and Roads for All
 - Reconnecting Communities



Credit: Destination Cleveland

IIJA ACTIVE TRANSPORTATION PROVISIONS

- Update to Manual on Uniform Traffic Control Devices (MUTCD): inclusion & mobility for all users, and protecting vulnerable road users
- New crash reporting standards to capture causes of pedestrian deaths; new vehicle safety provisions
- Active Transportation Infrastructure Investment Program (subject to appropriations)



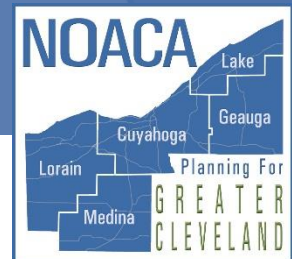
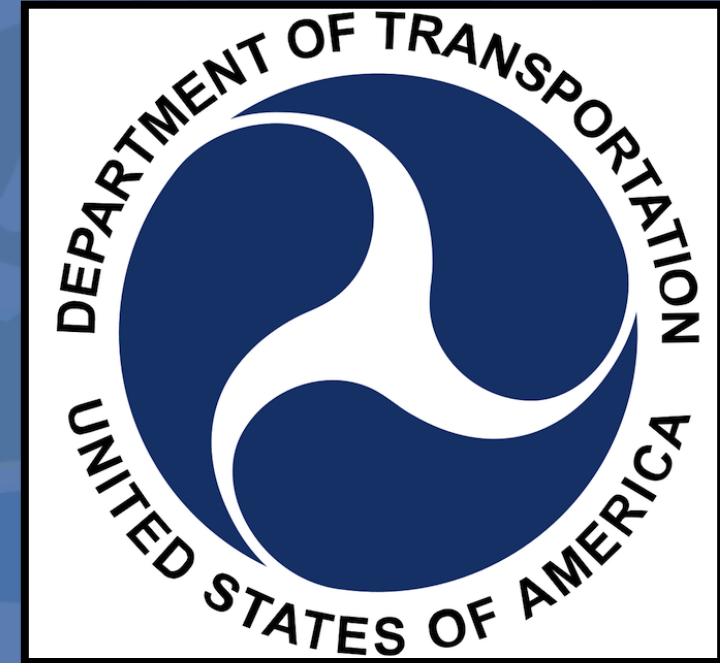
GRANT PROGRAMS FOR TRAILS AND GREENWAYS

IIJA Grant Programs:

- Safe Streets for All Users/SS4A, \$5B
- Reconnecting Communities Pilot, \$1B
- Rebuilding American Infrastructure with Sustainability and Equity/RAISE, \$7.5B

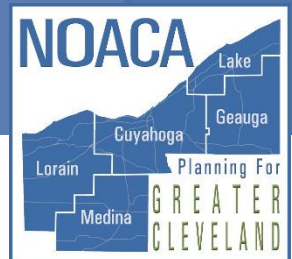
Inflation Reduction Act (IRA) Grants:

- Neighborhood Access and Equity Grants, \$3B



SAFE STREETS FOR ALL (SS4A)

- New IIJA discretionary grant program, 1st round funding applications closed last week for planning & implementation grants
- **Purpose:** “to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users, and commercial vehicle operators. The program provides funding to develop the tools to strengthen a community’s approach to safety and save lives.”



SS4A

Eligible applicants for an Action Plan Grant:

- An MPO
- A political subdivision of a State (e.g., cities, towns, counties, special districts, etc.)
- A multijurisdictional group of entities described above

Eligible applicants for an Implementation Grant: e

- Eligible applicants listed above must also meet at least one of the following conditions:
 - Have ownership and/or maintenance responsibilities over a roadway network;
 - Be an eligible applicant with safety responsibilities that affect roadways; or
 - Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.



SS4A

- No regional priority project submitted for this round
- NOACA recently distributed 2022 Community Safety Reports
- For latest round, NOACA supported three applications from local communities:
 - City of Cleveland applied for implementation grant for its Vision Zero plan
 - City of Cleveland Heights applied for planning grant
 - Lorain County Department of Public Health applied for planning grant



RECONNECTING COMMUNITIES PILOT DISCRETIONARY GRANT PROGRAM

- **Purpose:** Reconnect communities by removing, retrofitting, or mitigating transportation facilities like highways and rail lines that create barriers to community connectivity
- **Provides** tech assistance and funding for planning and capital construction to reconnect communities
- **Examples:** public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns, complete streets conversions, main street revitalization



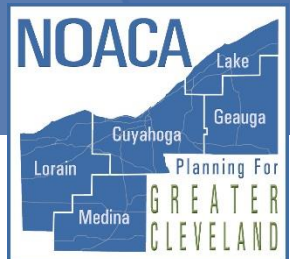
RECONNECTING COMMUNITIES

- Eligible applicants for planning: states, local governments, MPOs, non-profits
- Eligible applicants for construction: facility owner (or planning grant recipient as co-applicant with owner)
- Applications close: October 13, 2022



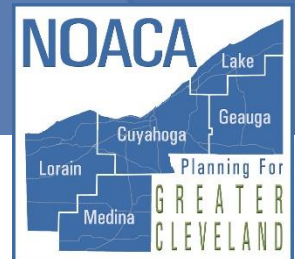
U.S. Department of Transportation

Getting Ready for the Reconnecting Communities Pilot Discretionary Grant Program



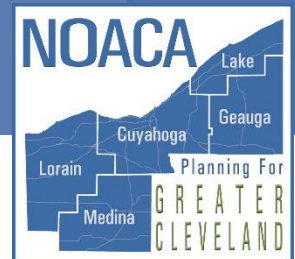
RAISE GRANT PROGRAM

- Rebuilding American Infrastructure with Sustainability and Equity
- Existed prior to IIJA, previously known as BUILD and TIGER
- Funds road, rail, transit, and other surface transportation of local and/or regional significance
- Selection criteria includes safety, sustainability, equity, economic competitiveness, mobility, and community connectivity
- 2022 recipients recently awarded \$2.2B for 66 projects across nation, including 4 in Ohio



NOACA/CLEVELAND 2022 RAISE APPLICATION

- NOACA/City of Cleveland's recent DREAM 66 application for multimodal transportation improvements
- Pilot project for NOACA's Complete and Green Streets policy
- Advocacy partners included Cleveland Foundation, GCP, Midtown



RAISE: DREAM 66 PROJECT

Project elements include:

- Multi-purpose trail with porous asphalt
- Six-foot wide sidewalks & pedestrian crossings
- Pollinator plantings & new trees
- Bike and scooter parking & benches
- Multimodal tributary to the Euclid Corridor BRT and bike facilities – connecting people to jobs, education, & health care

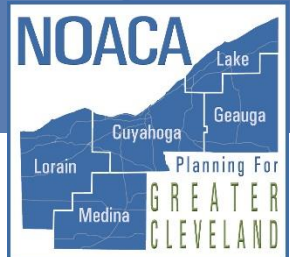
NOACA, City of Cleveland, and partner organizations remain committed to this project.



EXAMPLES OF 2022 RAISE RECIPIENTS

New Carrollton Multi-Modal Transportation Station Project: In Prince George's County, MD, USDOT is funding the construction of improvements to and around New Carrollton Station. The project includes a new Train Hall as well as new sidewalks and traffic calming improvements on Garden City Drive to access the station. There have been more than 150 crashes, 2 fatalities, and 50 injuries in the last three years near the station. The project will improve safety by adding striped bicycle lanes, bicycle boxes, wider sidewalks and safer pedestrian crossings, and a center median on the road. It will also provide lighting and signalization upgrades.

Raising a Resilient Route 40: In Atlantic City, NJ, USDOT is investing to reconstruct and elevate one of the city's main routes for people who drive and walk, and to provide upgrades to drainage systems along the route. The project will also reduce standing water on the roadway which is a contributing factor in motor vehicle crashes and it will improve Route 40's ability to serve as an evacuation route during extreme weather.



NEIGHBORHOOD ACCESS & EQUITY GRANTS PROGRAM

- Not part of the IIJA, but rather the recently enacted (August 16) Inflation Reduction Act (IRA)
- \$3B authorized:
 - Rework overbuilt roads and make them safer & more accessible to various modes
 - Reconnect communities
 - Mitigate negative impacts of transportation facilities/pollution
 - Support equitable transportation planning



NEIGHBORHOOD ACCESS & EQUITY GRANTS PROGRAM

Examples:

- Cover a highway or convert to a boulevard
- Add bike lanes
- Provide better connections to transit
- Build green storm water infra
- Add new safety features
- Cannot be used to build SOV car lanes

More to come from U.S. DOT/FHWA



NOACA'S IIJA REGIONAL FUNDING STRATEGY

NOACA, as the federally designated MPO, has developed a strategy to coordinate a regional approach to IIJA funding opportunities.



BUILD.GOV ADVICE

From the Administration's FACT SHEET: Competitive Infrastructure Funding Opportunities for Local Governments:

“Getting Ready to Apply for and Receive
Federal Infrastructure Funds

Building a better America is a shared
endeavor no one can do alone, and investing
federal infrastructure dollars will require
significant coordination between cities,
states, community stakeholders, and other
key partners.”

PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

BUILD.GOV

**FACT SHEET:
Competitive Infrastructure Funding Opportunities for Local
Governments**

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden's economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris Administration's goal of equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

Program information as of January 20th, 2022



BUILD.GOV ADVICE

(CONTINUED)

- “Cities can begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:
 1. Prioritize your community’s capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
 2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
 3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO’s Transportation Improvement Plan.”

PURPOSE OF STRATEGY

- Fulfill MPO's legal role and responsibilities
- Provide a transparent, strategic, & coordinated approach to funding opportunities, to ensure region's highest priorities are pursued (projects in Long Range Plan)
- Develop a pipeline of strong projects for funding – at the appropriate stage of readiness based on planning, engineering, and NEPA action
- Maximize total amount of federal funding to NE Ohio
- Promote equitable distribution of resources: modal, geographic, economic development, and environmental justice



NOACA IIJA FUNDING STRATEGY

- Develop a transparent 5-year plan for project applications
- Identify projects:
 - Included in the LRP
 - Meet project readiness/feasibility
 - Eligible based on NOFO criteria
 - Reflect public and stakeholder engagement
- Prioritize based on criteria:
 - Regional benefit
 - Equity (modal, geographic, economic development & EJ)



HOW DO WE GET THERE?

Step 1: Increase awareness of funding opportunities and MPO process

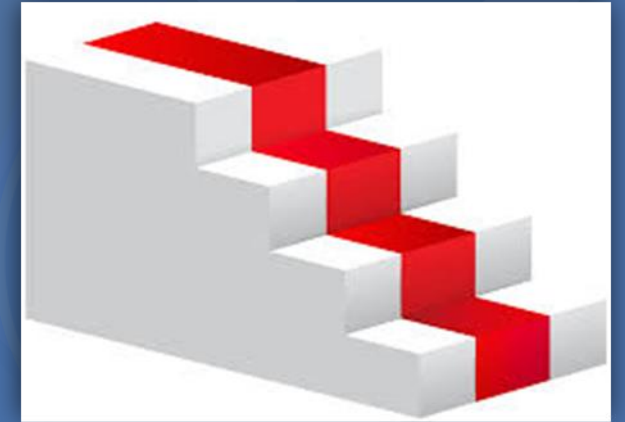
- Webpage created; outreach via public forums (such as today's event!)

Step 2: Develop draft project list

- eNEO2050 projects through 2027
- Categorize projects by potential funding program eligibility and purpose

Step 3: Coordinate draft project list with regional and local sponsors

- Verify feasibility, readiness, scope, schedule and costs for identified projects
- Acknowledge proposed projects not on the list for future LRP amendment



HOW DO WE GET THERE?

Step 4: Prioritize and rank projects (greatest benefit for the most people)

- Regional benefit criteria (regional, county, or community-based impact)
- Equity criteria (modal, geographic, economic development, and EJ)

Step 5: Public and stakeholder engagement for final draft list

Step 6: Determine NOACA level of action:

- NOACA as applicant (sole applicant or lead/non-lead co-applicant)
- NOACA provides letter of support/approval
 - Must be in/consistent with LRP
 - Must demonstrate written approval by impacted communities and jurisdiction(s)
 - Must be requested two weeks prior to application deadline



STRATEGY ADOPTION & IMPLEMENTATION

Step 7: Adoption

- Recommendation by NOACA committees
- Approval by NOACA Board
- Subject to quarterly amendment process

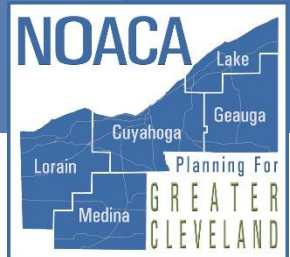
Step 8: Implementation

- Maintain current project list on NOACA website
- Work with project sponsors

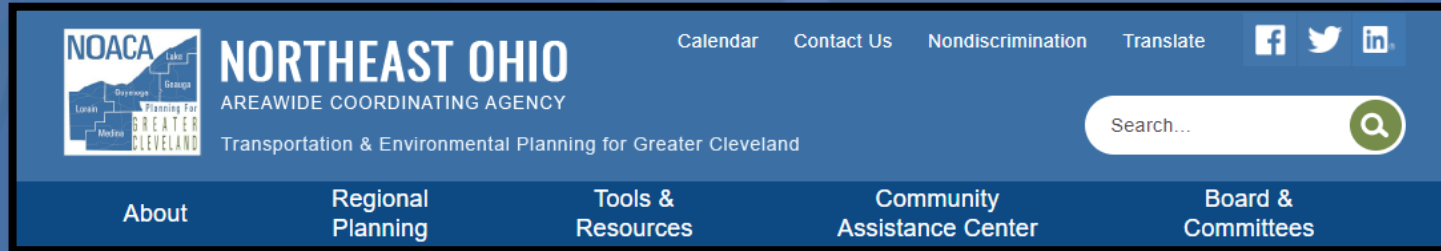


WORK WITH NOACA TO ACCESS IIJA FUNDING

- **NOACA application assistance:**
 - NOACA will evaluate project against federal criteria
 - NOACA will coordinate with ODOT
 - NOACA will evaluate project readiness
 - NOACA may provide data to justify your project
 - NOACA may provide letter of support
- **NOACA application coordination:**
 - Project must be in NOACA LRTP
 - Projects across the region may need to be prioritized for each funding opportunity if multiple applications are submitted



NOACA WEBPAGE: IIJA STRATEGY



NOACA IIJA Funding Strategy: Bringing Transportation Grant Dollars to Northeast Ohio

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted in November 2021, and authorizes \$1.2 trillion over 5 years – half of which is for transportation programs and infrastructure. Much of this funding is available in the form of competitive grants. NOACA has developed an IIJA Funding Strategy to:

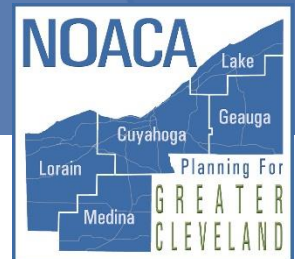
- Fulfill NOACA's legal role and responsibilities
- Create a regional, transparent, and strategic approach to seeking transportation grant funding
- Ensure region's highest priorities are funded – projects in NOACA's [Long-Range Plan \(LRP\)](#), eNEO2050, as required by U.S. Department of Transportation (U.S. DOT)
- Develop a pipeline of strong, eligible projects ready to move forward
- Maximize overall funding to our region
- Promote equitable (modal, geographic, economic development, and environmental justice) distribution of resources

NOACA'S PROCESS: NOACA will prioritize and rank projects adopted in the LRP matching eligible projects to grant funding available over the five years of IIJA authorization (Fiscal years 2022 – 2026). This process will be similar to the federally-mandated process used by NOACA to advance projects from the 20-year LRP to the 4-year Transportation Improvement Program (TIP). Strong project proposals not currently listed in the LRP can be added through NOACA's regular quarterly LRP amendment process. Communities and organizations seeking letters of support from NOACA must submit the request at least two weeks prior to the application deadline, in order to be considered.

IIJA GRANT PROGRAMS: As part of this Strategy, NOACA maintains a list of transportation grant programs announced by U.S. DOT and other relevant federal agencies. This list can be found [here](#).

HOW CAN YOUR COMMUNITY OR ORGANIZATION PARTICIPATE? NOACA will announce public forums and workshops to engage potential project sponsors, and provide opportunity for public and stakeholder input prior to the NOACA Board's approval of the Strategy, expected in December 2022. Follow NOACA on social media or check this page regularly for dates and times.

HELPFUL RESOURCES: <https://www.transportation.gov/dot-navigator> and <https://www.transportation.gov/grants/dot-navigator/applying-usdot-grants>

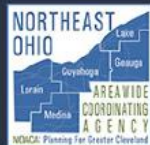


NOACA ANNUAL MEETING AND SYMPOSIUM

NOACA ANNUAL MEETING & SYMPOSIUM

October 7, 2022
10:00 a.m. - 2:00 p.m.

Cleveland Downtown Hilton



*Competing Globally Requires
World-Class Infrastructure*



Donna Brazile



Alex Castellanos

Our Sponsors



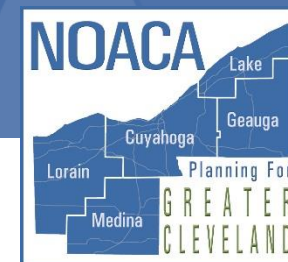
QUESTIONS?



Thank you!

FOR MORE INFORMATION:

www.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.