

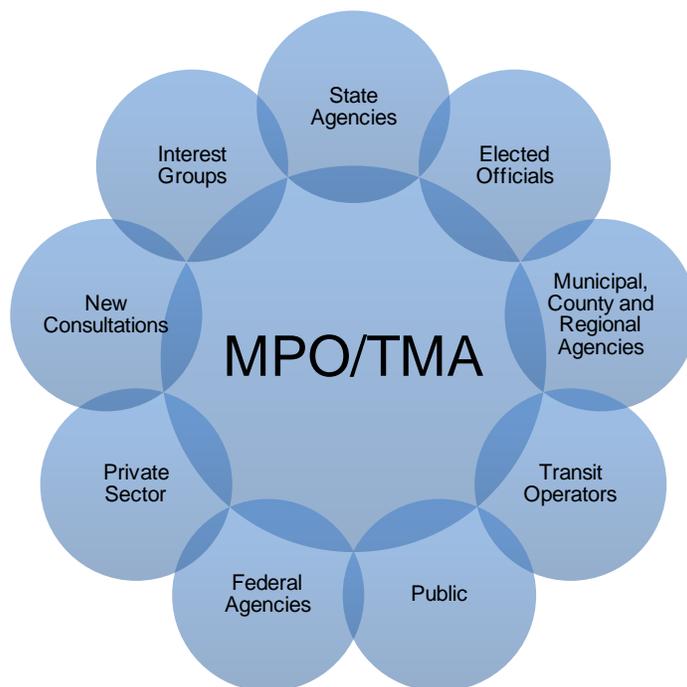
CHAPTER 1 INTRODUCTION

1. EASTGATE REGIONAL COUNCIL OF GOVERNMENTS – A METROPOLITAN PLANNING ORGANIZATION AND TRANSPORTATION MANAGEMENT AREA

The Eastgate Regional Council of Governments (hereafter referred to as Eastgate) is the designated Metropolitan Planning Organization (MPO) and a Transportation Management Area (TMA). Eastgate is recognized as the official transportation planning agency for Mahoning and Trumbull Counties. A MPO is defined as a federally mandated and federally funded transportation policy-making organization in the United States. It is often made up of representatives from local government and governmental transportation authorities. MPOs were created through the Federal-Aid Highway Act of 1962 for urbanized areas (UZA) with a population greater than 50,000. To be a TMA, the agency must be designated by the Secretary of Transportation, and have an urbanized area population of over 200,000.

Federal funding for eligible projects and activities related to highway, non-motorized, transit, and multimodal, as identified under Title 23 United States Code (USC), and Title 49 USC Chapter 53, are channeled through Eastgate. Eastgate, as the MPO, ensures that existing and future expenditures of governmental funds for transportation projects and programs in Mahoning and Trumbull Counties, are based on a continuing, cooperative, and comprehensive (“3-C”) planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §§ 134–135). Transparency through public access to participation in the planning process and electronic publication of plans, is now required by federal law. As of 2012, there are 342 MPOs in the United States. Figure 1.1 represents Eastgate’s Governmental and Local Transportation Partnerships as the MPO.

Figure 1.1 – Eastgate Governmental and Local Transportation Partnerships as the MPO and TMA



2. MPO GOVERNING STRUCTURE

This section will discuss Eastgate's governing structure for the following standing committees: General Policy Board; Finance Executive Committee; Technical Advisory Committee; Citizens Advisory Board; and Ad Hoc Committees. The narratives below outline the duties of each committee.

General Policy Board (GPB): A MPO is governed by a variety of committees, the GPB is usually the top-level decision-making body for the planning organization. A member is usually an elected or appointed official of one of the MPO's constituent local political jurisdictions. The policy committee member has legal authority to speak and act on behalf of that jurisdiction in the MPO setting. Federal law, however, does not require members of an MPO policy committee to be representatives of the metropolitan area's populations. Eastgate's Bylaws list the duties of the Board. These duties include: "recommending and coordinating local plans, policy statements, and service programs for implementation by the agency, member agencies, or contractors, so far as it does not restrict or conflict with the statutory powers of the member political subdivision and local planning commissions." To summarize, the GPB is comprised of:

- elected and/or appointed officials from local governmental jurisdictions such as municipalities and/or counties
- representatives of different transportation modes, such as public transit, freight, bicycle/pedestrian
- state agency officials such as, state Department of Transportation, Environmental Protection Agency, etc.
- non-voting members such as representatives of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Federal Rail Administration (FRA), and Chambers of Commerce (COC).

The GPB's responsibilities include debating and making decisions on key MPO actions and issues, including adoption of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), annual Overall Transportation Work Programs (OTWP), budgets, and other policy documents. The GPB may play an active role in key decision points or milestones associated with MPO plans and studies, as well as conduct public hearings and meetings if required. Eastgate's General Policy Board meetings are held quarterly, during the last week of the months of: January; April; July; and October, and are held at the agency's office. The meetings are regularly scheduled on a Monday and begin at 10:00 a.m. Public notices are published under the Agenda sections in the Youngtown Vindicator and Warren Tribune Chronicle.

To assist the GPB in its decisions, three additional committees are utilized to make recommendations. For reasons of special interest to the region in general, an Ad Hoc Committee is designated to be convened at the request of the GPB.

Finance/Executive Committee (F/EC): The F/EC is comprised of one representative from each member county, the largest city in each respective county, three at-large representatives, and the chairman and vice chairmen of the General Policy Board. The F/EC is responsible for budgetary and personnel recommendations. Eastgate's Finance/Executive Committee meetings are called by Eastgate's Executive Director for the reasons previously mentioned, and/or when pending agency action regarding a project(s) is required prior to the next regularly scheduled GPB meetings.

Technical Advisory Committee (TAC): MPOs often will also establish a TAC to advise the GPB regarding transportation issues that primarily are technical in nature. The TAC interacts with Eastgate's professional staff on technical matters related to planning, analysis tasks, and projects. Through this work, the TAC develops recommendations on projects and programs for GPB consideration and approval. The TAC is comprised of staff-level officials from local and state agencies. Representatives of interest groups, various transportation modes, and local citizens are invited to attend but are not members. Eastgate's Technical Advisory Committee meetings are held at 10:00 a.m. at the Eastgate office on the first Thursday of each month, with the few exceptions of

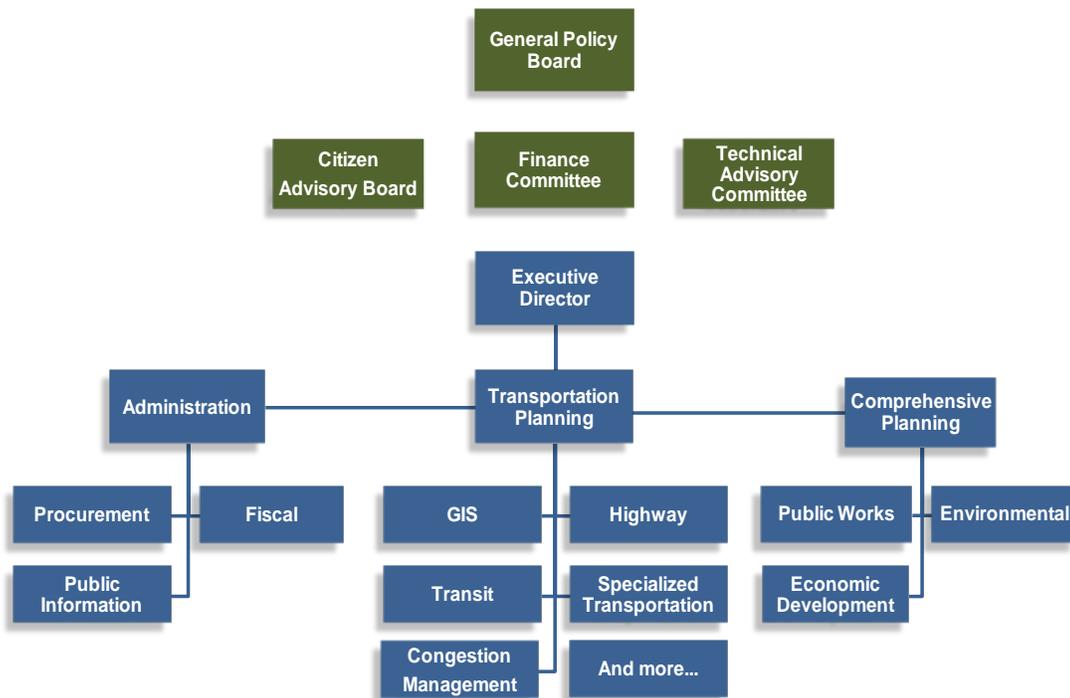
when that day may be in conflict with a Holiday; it is rescheduled for the following week. Public notices are published under the Agenda sections in the Youngtown Vindicator and Warren Tribune Chronicle.

Citizens Advisory Board (CAB): The CAB assures representation of the general public in the planning functions and activities of Eastgate by providing a format for citizen review, comment, and input. Membership is open to any resident of the region. The CAB also has two votes on the General Policy Board. Citizens Advisory Board meetings are held at 7:00 p.m. at the Eastgate office on the first Thursday of each month, with the few exceptions of when that day may be in conflict with a Holiday; it is rescheduled for the following week. Public notices are published under the Agenda sections in the Youngtown Vindicator and Warren Tribune Chronicle.

Ad hoc Committees: In addition to these standing committees, the GPB may also establish Ad hoc Committees as needed to address specific needs. The Board has created Ad hoc Transportation Committees in the past for both Mahoning and Trumbull Counties. These committees were created to monitor the progress of any issue, as requested by the GPB or on an “as needed bases.”

In addition to the committees discussed above, the MPOs usually retain a core professional staff in order to ensure the ability to carry out the required metropolitan planning requirements and processes in an effective and expeditious manner. The size and qualifications of this staff may vary by MPO, since no two metropolitan areas have identical planning needs. Most MPOs, however, require at least some staff dedicated solely to MPO process oversight and management because of the complexity of the process and need to ensure that Federal and State requirements are properly addressed. Figure 1.2 represents Eastgate’s Governing Structure.

Figure 1.2 – Eastgate’s Governing Structure



3. FUNCTIONS AND ADMINISTRATION OF PROGRAMS

Eastgate is a multipurpose Regional Council of Governments for Ashtabula, Mahoning and Trumbull Counties, as established by Section 167.01 of the Ohio Revised Code. Eastgate is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO) in Mahoning and Trumbull Counties, with responsibility for the comprehensive, coordinated and continuous planning for highways, public transit and other transportation modes as defined in the Safe Accountable Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).
- Perform continuous water quality planning functions in cooperation with Ohio and U.S. EPA.
- Provide planning to meet air quality requirements under SAFETEA-LU and the Clean Air Act Amendments of 1990.
- Administration of the Economic Development District Program.
- Administration of the Local Development District of the Appalachian Regional Commission.
- Administration of the State Capital Improvement Program for the District 6 Public Works Integrating Committee.
- Administration, in coordination with the Mahoning Valley Economic Development Corporation, of the Department of Defense Procurement Program.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Administration of the regional Rideshare Program for Ashtabula, Mahoning and Trumbull Counties.
- Conduct demographic, economic, and land use research.
- At General Policy Board direction, provide planning assistance to local governments that comprise the Eastgate planning area.
- Administration of the Clean Ohio Conservation & Revitalization Funds.

4. PROVIDES TECHNICAL SERVICES AND ASSISTENCE

- Highway Planning
Eastgate evaluates existing highways, streets and bridges to determine their current condition and ability to accommodate increased demand. This is done with such programs as Congestion Management Process (CMP), the Pavement Management Program, and the traffic counting program. The Regional Safety Program utilizes traffic crash data to assist local communities in identifying high crash roadway segments and intersections to improve traffic safety. Eastgate's Intelligent Transportation System (ITS) Program incorporates innovative techniques into transportation projects to better manage the existing transportation system. The key to successful planning is accurate and abundant data. Eastgate collects and uses a variety of information for transportation, economic, and environmental planning, such as:

aerial photography, traffic counts, traffic crash data, demographic and land use data, and Geographic Information System/Mapping.

- **Bikeway and Pedestrian Plans**

Eastgate works with various community and government leaders to conduct miscellaneous studies and make recommendations for regional projects utilizing federal and state transportation funds, such as recommending pedestrian and bikeway plans. The Regional Bicycle Plan is Eastgate's evaluation and promotion of bicycling as a viable means of transportation for the region, and outlines existing, planned, and conceptual bikeways in the planning area. The goal is to bring communities together, to build partnerships among different agencies, and to work towards a safer and more livable region.

- **Transit Planning**

Eastgate develops the Transit Development Program (TDP) each year to document ongoing transit planning activities in Mahoning and Trumbull Counties. The TDP covers a five year planning horizon and identifies future transit capital improvement projects submitted by the Western Reserve Transit Authority and Trumbull County Transit Board. Eastgate utilizes the TDP as a short range planning mechanism to program future federal and state transit funding in Eastgate's Transportation Improvement Program.

- **Commuter Services – www.ohiorideshare.com**

The Rideshare Program was established to reduce traffic congestion, air pollution, and utilize natural resources more efficiently through the use of carpools, vanpools, and public transit. Rideshare operates as an information service by providing computer-generated matches to commuters that live and work near each other and are interested in ride sharing. The program is free to anyone living or working in the Ohio Rideshare service area, which comprises 13 counties in Northeast Ohio.

5. OTHER AREAS OF AGENCY RESPONSIBILITY INCLUDE

- **Sustainability**

Eastgate encourages practical planning solutions that enhance and protect quality of life, as well as improve the economic vibrancy of the region, as evidenced in the Trumbull-Mahoning Green Pact. The Green Pact is a series of common sense steps to accomplish green growth, management and living for our jurisdictions. These efforts have been supported by our local communities who have come together to sign and promote the goals outlined in the Green Pact. Eastgate's transportation, economic development, and environmental planning programs all touch on various aspects of the goals put forth in the Green Pact.

- **Air Quality Planning**

As the designated air quality planning agency for Mahoning and Trumbull Counties, Eastgate continues to monitor the highway network to assess projects that affect air quality, make reasonable efforts to reduce mobile source emissions, and report on the intensity of ground-level ozone and fine particle pollution monitored by the Mahoning-Trumbull Air Pollution Control Agency. The air quality outreach program educates the public on the link between transportation alternatives and air quality. Eastgate's air quality web site, www.MahoningValleyAir.org provides daily air quality forecasts, pollutant mapping, and information on various aspects of air quality in our planning area.

- **Public Works Projects**

In 1987, the voters of Ohio approved a constitutional amendment authorizing the state to sell bonds and other obligations for capital infrastructure projects. The amendment renewed by voters in 1995 and 2005, enables the state to use its general revenues as debt support and issue general obligation bonds

for local infrastructure projects. Examples of eligible projects include road and bridge repair, waste water treatment facilities, and water supply systems. Eastgate serves as the administrative home for the District 6 Public Works Integrating Committee. The Committee is tasked with evaluating and selecting public works projects to receive State Capital Improvement Program (SCIP) and Local Transportation Improvement Program (LTIP) funds.

- **Appalachian Regional Commission**

In 2008, Mahoning, Trumbull and Ashtabula Counties were added to the Appalachian Regional Commission (ARC), a federal-state partnership that works with the people of Appalachia to create opportunities for self-sustaining economic development and improved quality of life. Eastgate is the Local Development District responsible for administering the ARC program for our region. The goals of the program are to increase job opportunities and per capita income, increase capacity to compete on a global economy, improve and develop infrastructure, and development of the Appalachian highway system.

- **Clean Ohio Conservation Fund**

Established in 2000 by the voters of Ohio, the Clean Ohio Conservation Fund provides funding for the protection of open space and sensitive ecosystems through a process that occurs at the local level. Mahoning and Trumbull Counties comprise District 6, and Eastgate's Natural Resources Assistance Council is the local council charged with reviewing, scoring, and ranking local projects.

- **Economic Development Administration Planning Program**

Eastgate serves as an Economic Development District for Ashtabula, Mahoning and Trumbull Counties. Economic Development Districts are required to prepare a Comprehensive Economic Development Strategy, a local planning process designed to guide the economic growth of an area. Its purpose is to establish a process that will help create jobs, foster more stable and diversified economies, and improve living conditions. It provides a mechanism for coordinating the efforts of individuals, organizations, local governments, and private industry concerned with economic development.

6. ENVIRONMENTAL PLANNING

- **208 Water Quality Management Planning**

Eastgate is the designated Water Quality Management Agency for Mahoning and Trumbull Counties. Under Section 208 of the Clean Water Act each management agency was to create and submit a plan focused on the construction of wastewater treatment plants and the control of industrial, municipal and point source pollution. Today the plan has expanded to protect water quality beyond the treatment plant and now includes discussions on home sewage treatment systems, protection of our area's critical resources (i.e. floodplains, wetlands, surface drinking water sources), and nonpoint source pollution.

For over 35 years, Eastgate has maintained the 208 Water Quality Management Plan (208 Plan) and kept it relevant to the planning region. In order to do so, Eastgate works with the Ohio EPA and the region's sanitary engineers, health departments, and other local governments.

- **Watershed Planning**

Eastgate understands environmental concerns are not unique to one area within the planning region. Rather, environmental concerns and water quality impairments exist on a watershed level and need addressed as such through watershed planning. Eastgate's water quality management planning expands beyond basic 208 planning and includes the creation and implementation of local Watershed Action Plans. These plans, in conjunction with the 208 Plan, strengthen Eastgate's vision to improve local water quality. Recognizing the importance of working with local watershed groups to help promote watershed

education and outreach within the communities they serve, Eastgate is an active member of the Mahoning River Consortium (MRC), and the Alliance for Watershed Action and Resource Education (AWARE), two of our region's leading watershed groups.

- The Environmental Planning Advisory Committee

The Environmental Planning Advisory Committee is committed to fostering an ecologically-informed planning community through the regional collaboration of community leaders, planners, and technical resource agencies so that community plans, projects, and initiatives to enhance the health of the environment, revitalize communities, and provide a better quality of life for those who live and work in the Mahoning Valley.

7. REQUIRED TRANSPORTATION PLANNING DOCUMENTS

Overall Transportation Work Program (OTWP)

The OTWP annually develops and documents Eastgate's planning objectives, work strategies, and the financial and functional responsibilities of all participating agencies and transportation staff. The OTWP is prepared in conformance with joint regulations, Part 450, Planning Assistance and Standards, of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and is consistent with local, state, and federal objectives and policies. It provides details on who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching fun

Metropolitan Transportation Plan (MTP)

The MTP is a major component of any metropolitan area. The MTP provides local governments and state agencies with information documenting anticipated future demands to the system as well as solutions to meet those demands. The MTP addresses no less than a 20-year planning horizon and must be fiscally constrained. The MTP includes long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods; it addressing current and future transportation demands. The plan is developed cooperatively between the MPO, State, public transportation providers, resource agencies, and interested parties for their input to the transportation plan. Plan preparation is based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. In nonattainment and maintenance areas, the MTP is subject to transportation conformity requirements. The FHWA and the FTA, as well as the MPO, must make a conformity determination in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93). The MTP must be updated and reviewed at least every four years.

Transportation Improvement Program (TIP)

The TIP provides a comprehensive list of transportation improvements within our planning area. These improvements will use federal and state funding over the next four years. The TIP consists of improvements developed within the overall goals and objectives of the transportation plans and transportation planning process. It reflects the priorities of the implementing agencies, while staying within the funding constraints for the programming period. TIP projects are drawn directly from the MTP; the TIP is a subset of the MTP. The TIP expires when the FHWA/FTA approval of the State Transportation Improvement Program (STIP) expires. In nonattainment and maintenance areas, the TIP is subject to transportation conformity requirements. The FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP,

in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

8. METROPOLITAN AREA OVERVIEW

A metropolitan area is a region consisting of a densely populated urban core and its less-populated surrounding territories, sharing industry, infrastructure, and housing. A metropolitan area usually comprises multiple jurisdictions and municipalities, such as cities, villages, townships and counties. As social, economic and political institutions have changed, metropolitan areas have become key economic and political regions.

A metropolitan area combines the contiguous, built-up area with areas not necessarily urban in character, but closely bound to the center by employment or other commerce. These outlying zones sometimes function as a commuter belt, and may extend well beyond the urban zone, to other political entities. There has been no significant change in the basic concept of metropolitan areas since its adoption in 1950, although significant changes in geographic distributions have occurred since then, and more are expected.

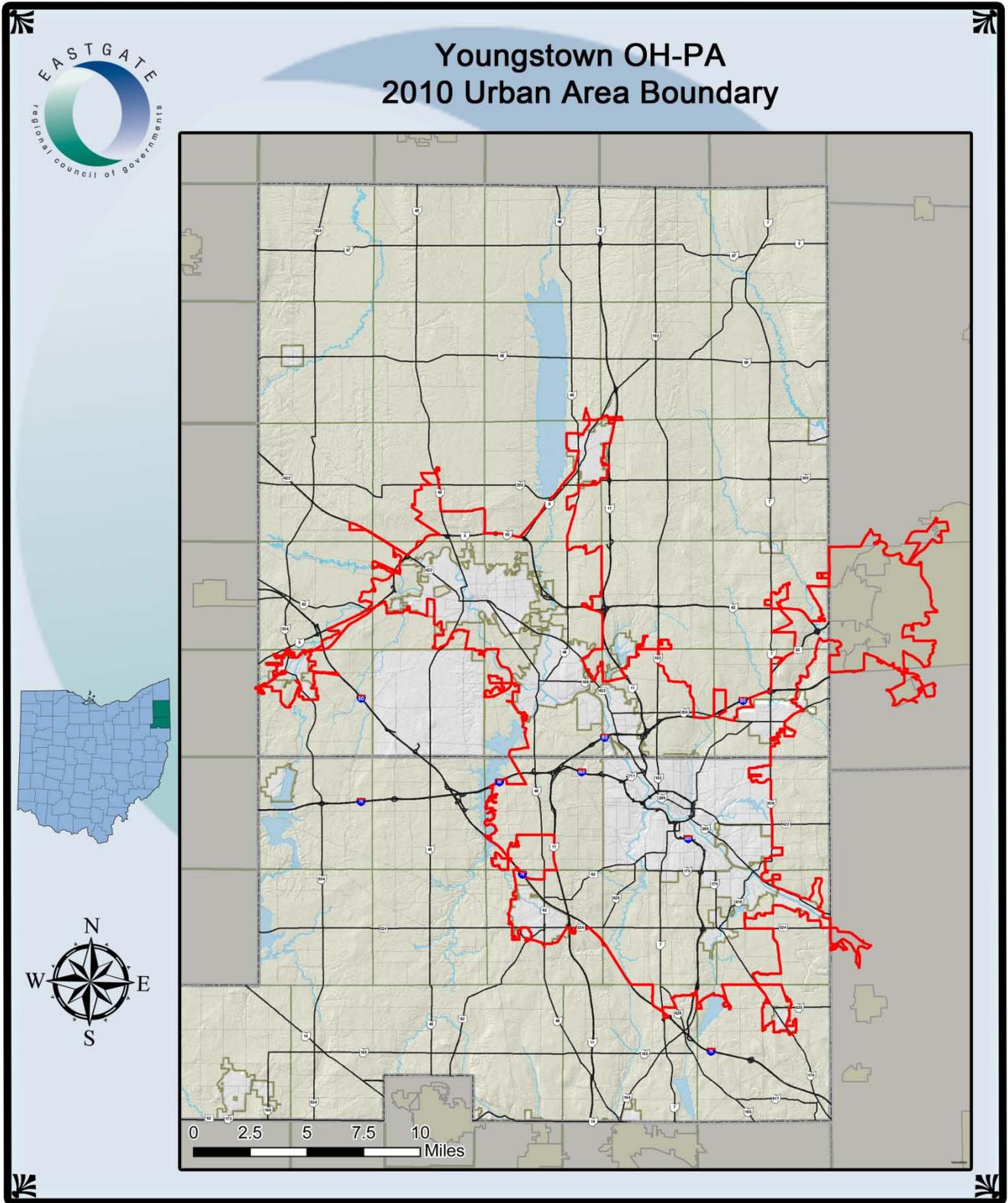
A major component of any metropolitan area is its regional transportation system, which has a basic purpose of providing the means to accommodate local area travel demand. At the same time, this system must provide for logical development within the region, satisfy requirements for the safe and efficient movement of people and goods, and be accomplished with the most cost effective use of available resources. Long range strategies must emphasize the transportation system's effects within the area's physical, demographic, social and economic environment. A regional transportation plan is required in order to maintain this system as a viable part of the metropolitan environment, capable of accommodating present and anticipated demands. Eastgate's 2040 MTP is intended to provide the documented framework for comprehensive transportation development within Mahoning and Trumbull Counties.

9. EASTGATE'S YOUNGSTOWN-WARREN-BOARDMAN OHIO-PENNSYLVANIA METROPOLITAN AREA

Before the 2000 Census, Mercer County in Pennsylvania was a separate smaller metropolitan area and operated its own MPO. In 2000 the Sharon Pennsylvania MSA was combined with the Youngstown-Warren MSA to form a new larger Youngstown-Warren-Boardman OH-PA Metropolitan Area. Rather than combining the two MPOs it was decided at that time to have the two entities enter into a cooperative agreement and continue to operate each as before in their own areas, except when it becomes necessary for the two MPOs to operate in concert with one another.

The Youngstown-Warren-Boardman OH-PA Metropolitan Area is a metropolitan statistical area (MSA) in northeast Ohio and western Pennsylvania in the United States, which is contained within Mahoning and Trumbull Counties, Ohio and Mercer County, Pennsylvania (see Map 1.1). The population of the Youngstown-Warren-Boardman Metropolitan Area was 565,773 in the 2010 U.S. Census. The metropolitan area is centered on the cities of Youngstown and Warren in Ohio and the triple city of Farrell, Hermitage and Sharon in Pennsylvania. The metropolitan area also contains the smaller cities of Cortland, Niles, Girard and Hubbard in Trumbull County, and Struthers, Campbell and Canfield in Mahoning County, as well as the villages of Newton Falls, McDonald, Lowellville, Poland and New Middletown.

Map 1.1 – Youngstown OH-PA 2010 Urban Area Boundary



10. PURPOSE OF THE METROPOLITAN TRANSPORTATION PLAN (MTP)

In order for the region to be eligible for federal funding consideration, the region must also have a federally approved Metropolitan Transportation Plan (MTP) that addresses, at a minimum, a 20 year planning horizon. The plan must be developed according to specific federal laws and guidelines developed by the U.S. Department of Transportation (USDOT). The USDOT is comprised of the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), as published in the Code of Federal Regulations (CFR).

According to the FHWA and FTA CFRs, the statewide planning rule also states that the MTP shall be reviewed and updated quadrennially in nonattainment and maintenance areas. Eastgate is a maintenance area. Based on the US DOT and US Environmental Protection Agency's (USEPA) Air Quality Conformity requirements, Eastgate must update the MTP every four years.

Eastgate, as the MPO and having met those federal requirements as described, thereby continues the region's eligibility to receive federal funds for use on highway, transit, non-motorized, and multimodal systems. Federal and state transportation funds based on Title 23 eligibility requirements, and Title 49 USC Chapter 53, flow through Eastgate's General Policy Board for approval each year. Future transportation projects intending to utilize federal transportation funds must be identified in the financially constrained MTP.

11. PREVIOUS WORK COMPLETED

The 2030 Long Range Transportation Plan (LRTP), prepared and approved in 2009 remained in effect and was valid through June 14, 2013. Prior to the 2009 approval date, the 2030 LRTP was reappraised. That effort consisted of a reappraisal of the existing document, updating data and information where required to meet the last quadrennial approval date of June 14, 2009. According to federal regulations this was the last allowable update permitted within the 2030 time horizon; every long range plan must have at a minimum, a 20 year time horizon.

Staff analyzed and organized the report by first examining and summarizing the planning requirements, and then reviewed the plan by chapter so the key areas of the former planning document could be compared to the update in the same key areas where necessary. Narratives and/or activities resulting from the reassessment process were: added, updated, or replaced entirely. A list of the changes and Chapter Reassessment Results were determined and documented. Only sections of the existing plan that were changed were described within the appropriate Chapter Reassessment and/or Appendices, and referenced as such. The planning process for the Update to the 2030 MTP was originally reviewed by the US DOT and approved for air quality conformity by US EPA on June 14, 2009.

12. DEVELOPMENT OF THE 2040 MTP

The development process for the 2040 MTP was a major effort. In addition to the new 2040 time horizon, a host of newer employment and household information was utilized as a result of the 2010 decennial census. Beginning with the Fiscal Year (FY) 2010 Overall Transportation Work Program (OTWP), Eastgate began the process of preparing for the new 2040 MTP. Table 1.1 on the following page lists a brief FY OTWP description of work completed for the development of the 2040 MTP.

Table 1.1 – Overall Transportation Work Program Description of Work Completed by Fiscal Year

FY 2010 OTWP	FY 2011 OTWP	FY 2012 OTWP	FY 2013 OTWP
Youngstown and Warren Central Business District (CBD) Parking Availability Study	Pavement Condition Ratings (PCR) Comparisons for Mahoning and Trumbull Counties for 2006, 2008, 2010	Regional Safety Plan Updated with 2008 through 2010 crash data	Populate new MTP 2010 Base Year and Horizon Year Independent Variables
Airports Facilities	Transit facilities	Finalize Generalized Land Use Maps for Existing and Future	2040 MTP Introduction and Associated Information
Intermodal Rail	Transit Security	Social, Environmental, Economic, Energy (SEEE) Strategies	Air Quality (AQ) Conformity Interagency Consultation for 2040 MTP
Bikeways	Transportation System Security	Needs Assessment for Highway, Transit, Non-Motorized, and Multimodal Projects for MTP	MTP AQ Conformity Analysis Milestone Networks, Projects, Open to Year Traffic and Mapping
Lake and River Port Facilities	Sidewalk and Pedestrian Inventory	MPO Transportation Enhancements – Transportation Alternatives	Federal Financial Resources Forecast
	Refined and Merge Goal & Objectives with Eastgate’s Trumbull Mahoning Green Pact Initiatives	Prepare Public Involvement Chapter for MTP	2040 MTP and Community Public Involvement Meeting Documentation
	Environmental Justice Methodologies for the highway and transit components for MTP and TIP	Bicycle Suitability Map for Mahoning and Trumbull counties	Prepare 2040 MTP Document Submittal
	Finalized Eastgate’s ITS Regional Architecture & Maintenance		

13. REGIONAL GOALS AND OBJECTIVES

During the FY 2011 and FY 2012 OTWP, Eastgate’s 2040 MTP Goals and Objectives were refined to consider two other major sustainability efforts: Eastgate’s Environmental Planning Advisory Committee (EPAC) Trumbull – Mahoning Green Pact, and the Northeast Ohio Sustainable Communities Consortium (NEOSCC). EPAC has 122 participants, comprised of numerous resource agencies and interested parties. EPAC provides a forum where member communities, resource agencies, and regulators can effectively work through environmental issues prior to them becoming problems. EPAC aims to provide greater collaboration within the planning community by providing the opportunity to share community plans, regional plans, growth strategies, and watershed plans, each having transportation and mitigation elements and environmental enhancement goals. NEOSCC is comprised of 12 counties in northeast Ohio; Eastgate is one of four MPO participants. NEOSCC is developing a strategic regional plan that encourages sustainable land use patterns that promote sustainable multimodal travel and other public services. The 2040 MTP refined Goals and Objectives are shown on the following page.

Accessibility

- Maximize accessibility to, and appeal of, transportation choices for all area residents in which the transportation system provides adequate access for residents to employment, commercial, educational, cultural and recreational activity centers.
- Provide multimodal transportation choices, services, and components to meet existing and projected user demands, with emphasis on making pedestrian, bike, vanpool or carpooling a safe and more attractive alternative – including the flexibility of innovative provisions to incorporate mixed modes of travel.
- Take full advantage of transit, bicycle and pedestrian accessibility to supplement missing multimodal access from local residential and business use areas, and help complete a system of use for traveling from one area to another.
- Plan infrastructure growth and reinvestment to align with optimal population and economic patterns.

Climate Change and Energy Use

- Decrease Greenhouse Gas Emissions stemming from energy choices and the transportation system.
- Reduce growth of vehicle miles traveled (VMT) – Implementing land use strategies that concentrate development and focus on nearby infill can lessen the dependency to drive. Options could also include HOV lanes, transit options, pedestrian and bicycle facilities, promoting travel demand management programs and telecommuting.
- To offset the reduction of gas-taxes collected due to the reduction of VMT, pricing mechanisms such as road pricing, mileage-based car insurance, and gas taxes, among others, continue to be researched at the state and federal level.
- Transition to lower GHG fuels – Continue to phase out reliance on gasoline and diesel with fuels such as biodiesel and natural gas, which can emit less GHGs over their lifecycle – from production and refining to distribution and final use.
- Improve vehicle technologies – Promote the continued development of more fuel efficient vehicles, reducing to the maximum extent practical the overall energy consumption requirements of the transportation system.
- Encourage the establishment of a baseline emission inventory of greenhouse gases stemming from government fleets and feasible options on how to reduce those emissions. Options may include: anti-idling directives, purchase of higher performing vehicles, use of alternative power sources, retrofitting existing vehicles, and/or utilizing repowering equipment.
- Continue the improvement and promotion of alternative transportation options which link residential areas to vital services and businesses, and alternative energy infrastructure.
- Consider utility and maintenance equipment upgrade opportunities to reduce energy consumption, such as higher efficiency street and traffic lights, which would result in reducing energy use equals savings for tax payers.

Economic Vitality

- Support an innovative, competitive 21st-century economy.
- Improve access and/or enhance freight movement to regional and national economic Centers.
- Ensure the efficient linkage of goods movement through the region.
- Encourage infill development, the redevelopment of brownfield sites within reach of existing infrastructure and the overall revitalization of core communities.
- Encourage research and development of new ideas and new enterprises aimed at enhancing the environment such as alternative energy, energy efficient products, and environmentally-friendly businesses.

Environment

- Protect and restore, to the greatest practical extent, our region's natural resources (land, water and air) through proactive environmental stewardship.
- Attaining and maintaining clean air standards through reductions in emissions of pollutants, such as volatile organic compounds (VOC's) and nitrogen oxides (NOx), from point, area, and mobile sources.
- Maintaining or improving area water quality by minimizing the detrimental effects of stormwater runoff from transportation system components and community land use expansions.
- Coordinate projects with the goals of the region's 208 Water Quality Management Plan (208 Plan) and/or state endorsed watershed action plans.
- Minimize transportation system noise production.
- Prevent destruction of environmentally sensitive structures and areas such as historical or archaeological sites, wildlife habitats, wetlands, and prime agricultural land.

Place Making

- Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and to strengthen the quality of the region.
- Enhancing and protecting existing community character, neighborhood, and individual lifestyles.
- Provide equitable access to available social and economic opportunities within the service area and to intermodal connections for similar opportunities outside the immediate area, especially for special populations such as low income residents, the elderly, disabled, and minorities.
- Consider Universal Design concepts for new and redevelopment projects where appropriate.
- Place making impacts quality of life. Protect natural resources such as trees, protect rivers through stormwater controls and create green infrastructure such as bio-swales and rain gardens. These policies and practices will have a positive impact on the "curb appeal" of our communities.

- When roadway improvements and upgrades are being proposed, consider the incorporation of complete streets policies to design and develop roadways to accommodate various modes of transportation.
- Encourage clustered development around transportation nodes and identify and improve linkages between major activity centers.
- Facilitate healthy, active living by growing an interconnected system of greenways and bike trails that provide opportunities for outdoor recreation and active transportation choices.

Transportation System Condition, Safety and Security

- Coordinate with other planning efforts in areas such as economic development, land use, and homeland security.
- Provide a reasonably safe transportation system wherein the risks of property damage, personal injury, and accidents are minimized.
- Preservation of existing systems, including preventative maintenance that prolongs useful life of transportation assets.
- Public transportation facility and fleet rehabilitation and modernization.

Efficiency of Transportation Systems

- Manage the system to achieve reliable, efficient, and optimal performance; make the most use out of the system capacity, reduce travel delays, ease congestion, reducing GHG and limiting losses in economic productivity.
- Improve system and operational efficiencies – Traffic flow improvements can be achieved through various system and operational applications such as: intelligent transportation systems, route optimization, congestion pricing, improved signal timing, and increased vehicle maintenance, which can improve fuel efficiency.

Budgeting

- Utilizing existing administrative and operational capacities and arrangements wherever possible.
- Providing an operationally effective system at the “best” and lowest cost possible.

Education

- Serving as an informational and educational source concerning transportation system planning, development, and operation.
- Planning formulation to accommodate expressed and perceived public needs and desires.