



EASTGATE

Regional Council of Governments

Funding Performance Measures Report April 2019

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EASTGATE REGIONAL COUNCIL OF GOVERNMENTS

Serving Northeast Ohio since 1973

The Eastgate Regional Council of Governments 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 Fixing America's Surface Transportation Act (FAST Act) legislation.
- Perform continuous water quality planning functions in cooperation with Ohio and U.S. EPA.
- Provide planning to meet air quality requirements under FAST Act and the Clean Air Act Amendments of 1990.
- Administration of the Economic Development District Program of the Economic Development Administration.
- 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.
- 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 Clean Ohio Conservation Funds
- Administration of the regional Rideshare Program for Ashtabula, Mahoning, and Trumbull Counties.
- With General Policy Board direction, provide planning assistance to local governments that comprise the Eastgate planning area.

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Eastgate Funding Performance Measures Report - April 2019

Background

As the Metropolitan Planning Organization for Mahoning and Trumbull Counties, Eastgate is required to prepare a Transportation Improvement Program (TIP) for our study area that contains transit and highway improvements. A comprehensive list of transportation improvements for our area's highway, bridge, non-motorized, and transit systems is detailed in the bi-annual TIP. Specifically, the TIP consists of improvements developed within the overall goals and objectives of the transportation plans and transportation planning process.

To assure Eastgate is administering funds as efficiently and effectively as possible, seven performance targets were developed consistent with FAST Act. The seven targets were analyzed back to FY 2016 to create a strong foundation for comparison. Through the analysis of the seven targets, the Funding Performance Measures Report will be used as a tool to assess how well the agency is administering funds.

Performance Target Categories

A variety of performance targets was selected to best measure how well the agency is administering the funds allocation to the area. Three categories were chosen to show this diversity; Pavement Condition Ratings, Program Delivery, and Funding Efficiency.

Pavement Condition Ratings

Eastgate chose to address two aspects of the pavement condition ratings that are provided to them on a bi-annual basis. Pavement condition ratings are a direct reflection of how well the funding is being spent on the area's roads. Eastgate focuses funding through the TIP on improving the overall condition of its federal aid routes by not only providing dollars for rehabilitation projects, but by focusing on using preventative measures like surface seals and rejuvenators to prolong the life of pavement.

The two performance targets related to pavement condition ratings are shown below.

- Areawide Weighted Ratings
- Areawide Good or Better Ratings

Program Delivery

Eastgate administers over \$10 million dollars per year through projects programmed in the TIP. With the ability to only carry 25% of the allocation forward, it is paramount to assure project phases are completed on schedule.

The three performance targets related to program delivery are shown below.

- Projects Delivered on Time
- 4th Quarter Programming
- Environmental Funding

Funding Efficiency

As previously mentioned, with only 25% of the original allocation able to be carried over into the next year, it is essential to correctly estimate a project's cost. Federal guidelines as well as difficulty securing local funds makes it very difficult for locals to advance a project sooner than intended. If a project sells for a much lesser amount than initially estimated, an excess amount of money can begin to pile up.

Additionally, funds being carried over into the next year can simply push the issue down the road and still need to be addressed. Eastgate strives to spend as much of the budget as possible to assure funds are not lost from our area.

The two performance targets related to funding efficiency are shown below.

- Estimate Accuracy
- Funds Encumbered

Methodology

The federal aid roadways are observed every two years to be assessed pavement condition ratings. These ratings are reported to Eastgate for its use. The interstate highways are removed from the roadway list to better represent the local roads in the area. The three targets related to pavement condition ratings will be analyzed on a bi-annual basis as updated information is not provided yearly.

Eastgate produces a four-year TIP document on a bi-annual basis. This document is the perfect resource to assess the five performance targets related to program delivery and funding efficiency. Each year, project phases that were encumbered will be analyzed to determine if the target was met for each of the performance targets.

Please see each individual performance target for a detailed description of how the data was derived.

Performance Targets

Eastgate will release a yearly update to the funding performance measures report highlighting the previous years data and assessing if the targets were met. The overall numbers for the life of the report will be updated to include the new year.

Pavement Ratings

Every two years, new pavement condition ratings are received for our two-county area. Eastgate analyzes the data to correct for any errors, and then removes all information pertaining to interstate highways. Each roadway is provided with pavement condition ratings over the entire length of the road. The roadways are broken into logical segments and assessed numbers on an individual basis. To properly weight each number, the pavement condition rating is multiplied by the surface area to provide a comparable rating.

1. Areawide Weighted PCR

Once the comparable ratings are calculated for each individual roadway segment, the ratings are summed up and divided by the total surface area to provide an accurate weighted PCR rating for the entire system.

Description: weighted pavement condition ratings of federal aid routes

Target: >80 average

2. Areawide Ratings

Roadway segments that were rated as a 75 or higher are identified as being good or very good. Once the comparable ratings are calculated for each individual roadway segment that was identified as above 75, the ratings are summed up and divided by the total some of comparable ratings to accurately identify what perfect of the entire roadway surface is a 75 or better.

Description: percent of roadway surface considered to be good or better

Target: >60%

Program Delivery

At the beginning of each year, project phases will be analyzed to see when they are intended to sell. Upon completion of the year, a comparison will be created to see when the various phases were awarded.

3. Projects Delivered on Time

The initial analysis will be used to show what percent of project phases were awarded when they were intended. The percentage will be derived by dividing the number of phases that were successful in their intended award by the total number of project phases in the year.

Description: percent of projects awarded in committed quarter

Target: >90%

4. 4th Quarter Programming

The first step in the previous analysis will be used to determine what percent of funding is programmed in the 4th quarter of the fiscal year. The total funding for the 4th quarter will be divided by the total funding for the entire year.

Description: percent of funding programmed in 4th quarter

Target: <20%

5. Environmental Funding

Environmental funds are typically the first step in the project development process. Encumbering these funds in the first two quarters helps to assure the program stays as balanced as possible.

To determine the percent of funds encumbered in the 1st or 2nd quarter, the amount of funding encumbered is divided by the total amount of environmental funding for the year.

Description: % of environmental funds encumbered in 1st or 2nd quarter

Target: >98%

Funding Efficiency

At the beginning of each year, initial project estimates will be compiled for comparison on what the project sells for. Total funding will available will be calculated as a base for the year's analysis.

6. Estimate Accuracy

Each project, when programmed, has initial estimates that are produced to provide an accurate idea of how much money the project will cost. The sum of these estimates for the year are compared to the actual amounts the projects are awarded for.

Description: overall accuracy of funds committed versus encumbered

Target: >90%

7. Funds Encumbered

The total amount of funds encumbered for the year will be calculated at the conclusion of the fiscal year. This number will be compared to the initial amount of total funding to assure the majority of funds were spent.

Description: total percent of budget encumbered

Target: >90%

Analysis

FY2016 - FY2017

To build a foundation for the report, Eastgate went back and analyzed results from fiscal years 2016 and 2017. During these two years, pavement condition ratings for 2016 were received, and the 2018-2021 TIP was developed. This information was analyzed to help build a larger sample size when looking at the entire collection of data in the report.

1. Areawide Weighted PCR

FY2016: 79

FY2017: 79

2. Areawide Ratings

FY2016: 63%

FY2017: 63%

3. Projects Delivered on Time

FY2016: 97%

FY2017: 96%

4. 4th Quarter Programming

FY2016: 21%

FY2017: 18%

5. Environmental Funding

FY2016: 72%

FY2017: 78%

6. Estimate Accuracy

FY2016: 93%

FY2017: 96%

7. Funds Encumbered

FY2016: 89%

FY2017: 92%

With the implementation of the funding performance measures report taking effect in March of 2018, it was expected to see some minor issues with missed targets. A target of 80 was decided upon for the areawide weighted PCR and the actual numbers come very close to achieving this target. A push for preventative measures has been ongoing so Eastgate fully expects to see this corrected with the next ratings.

Eastgate began to make a strong push to the locals to get funds encumbered prior to the 4th quarter and to encumber their environmental funds in the first half of the year. This push was to help assure funds don't slip into the following fiscal year. When this occurs, not only is the area at risk of losing funding to other areas of the state, but the local is at jeopardy of losing time as the project sometimes needs to be re-programmed.

FY 2018 (current)

Pavement condition ratings for 2018 will be received by Eastgate later in 2019. Due to this, performance targets 1 and 2 will always be analyzed a year behind the rest. For simplicity, the year in which Eastgate receives the updated pavement condition ratings will be assumed as the year in which the ratings apply. Therefore, for FY2018, the numbers will reflect that of our prior ratings and be the same as FY2016 and FY2017.

Program delivery and funding efficiency performance targets were analyzed using information from the FY2018-2021 TIP.

1. Areawide Weighted PCR

FY2018: 79

2. Areawide Ratings

FY2018: 63%

3. Projects Delivered on Time

FY2018: 82%

4. 4th Quarter Programming

FY2018: 17%

5. Environmental Funding

FY2018: 94%

6. Estimate Accuracy

FY2018: 85%

7. Funds Encumbered

FY2018: 92%

A drastic increase is shown in the amount of environmental funding encumbered in the first two quarters. This is a direct result of the quarterly discussions with locals and Eastgate to assure

these funds are encumbered sooner. Additionally, 4th quarter programming continued to drop thanks to these discussions.

The reasoning behind the missed target for the projects delivered on time and the estimate accuracy performance targets was largely due to a substantially large project being pushed out a year to assure it is completed to the high standards it needs to be. Along with this, a large sum of money from previous years was carried into this fiscal year that required ample amounts of project shuffling.

Cumulative

Each of the seven performance targets has been averaged over the course of the three years.

1. Areawide Weighted PCR	79 > 79 > 79 >> 79 average
2. Areawide Ratings	63 > 63 > 63 >> 63 average
3. Projects Delivered on Time	97 > 96 > 82 >> 92 average
4. 4 th Quarter Programming	21 > 18 > 17 >> 19 average
5. Environmental Funding	72 > 78 > 94 >> 81 average
6. Estimate Accuracy	93 > 96 > 85 >> 91 average
7. Funds Encumbered	89 > 92 > 92 >> 91 average

Overall, the seven performance targets are showing a positive growth toward either achieving the target or improving on an already impressive number. Aside from an outlier year in 2018 for the third and sixth target, the targets have shown an average either at or above the initial measurement.

These targets serve as a guide to assure Eastgate is managing and implementing its program as well as possible. The agency will work even more toward achieving the targets and recovering in the areas where we saw poor numbers. Eastgate will continue to monitor these seven targets on a yearly basis moving forward.