



EASTGATE

Regional Council of Governments

FY2025 - 2029 Transit Development Program



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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Regional Council of Governments

FY2025 - 2029 Transit Development Program

Prepared by:
Eastgate Regional Council of Governments
City Center One Building
100 E. Federal Street, Suite 1000
Youngstown, Ohio 44503

This report was financed by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation and the Eastgate Regional Council of Governments. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the Department of Transportation. This report does not constitute a standard, specification, or regulation.

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It is Eastgate's Policy that all recipients of federal funds that pass through this agency ensures that they are in full compliance with Title VI and all related regulations and directives in all programs and activities.

No person shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of Eastgate's programs, policies, or activities.

Introduction

Introduction	1
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System Descriptions

Western Reserve Transit Authority (WRTA)

Goals and Objectives	8
Operational Standards	8
Fare Structure	10
Existing Routes	11
Route Descriptions	14
Suburban Loop Service	17
Regionalization	23
ADA All Access Paratransit Service	25
Countywide Service	27
Ridership	28

Trumbull Transit System (TTS)

TTS Transit Ridership	29
TTS County-Wide Demand Response Service	30
TTS Funding Sources	30
TTS Goals and Objectives	31
TTS Service Area and Fare Structure	32

New, Proposed and Discontinued Service

Akron Express	34
Transit Oriented Development (TOD)	34
Mahoning County Proposed Fixed Route	34
Trumbull County New Fixed Routes	36

List of Transit Capital Improvement Projects

WRTA Transit Capital Improvements FY2023 - 2027	37
TTS Transit Capital Improvements FY2021 - 2024	42

Figure

1	WRTA Countywide Ridership	27
2	WRTA Fixed Route Annual Ridership	28
3	TTS Annual Ridership	29

Maps

1	Youngstown, OH 2020 Urban Area Boundary	2
2	WRTA Service Area	4, 11
3	WRTA Fixed Route & ADA All Access Service	5, 13, 26
4	Suburban Loop Service Route 24 - Midlothian	17
5	Suburban Loop Service Routes 25 - Boardman/Canfield	18
6	Suburban Loop Service Route 26 - Boardman East	19
7	Suburban Loop Service Route 27 - Austintown	20
8	YSU Circular Loop Shuttles Route 56 & 57 Red/White	21
9	YSU Circular Loop Shuttles Route 58 Williamson Express & 59 Walmart Express	22
10	WRTA New Fixed Routes/ADA All Access in Trumbull County	26, 36
11	WRTA Proposed Poland/Southern Park Mall Fixed Route	35

Introduction

The FY2025-2029 Transit Development Program (TDP) is developed by the Eastgate Regional Council of Governments with collaboration from local transit agencies in the Youngstown, Ohio urban area. The TDP is prepared yearly to document ongoing transit planning activities in Eastgate's Urbanized Area (UZA). The TDP is a five-year short-range transit plan that incorporates transit system descriptions, fare structures, proposed routes, ridership data, and contains a list of transit capital improvements planned by transit agencies operating in Mahoning and Trumbull Counties. The transit capital improvements contained in the TDP are incorporated in Eastgate's Transportation Improvement Program (TIP) for federal and state funding if the transit capital improvements meet fiscal constraint.

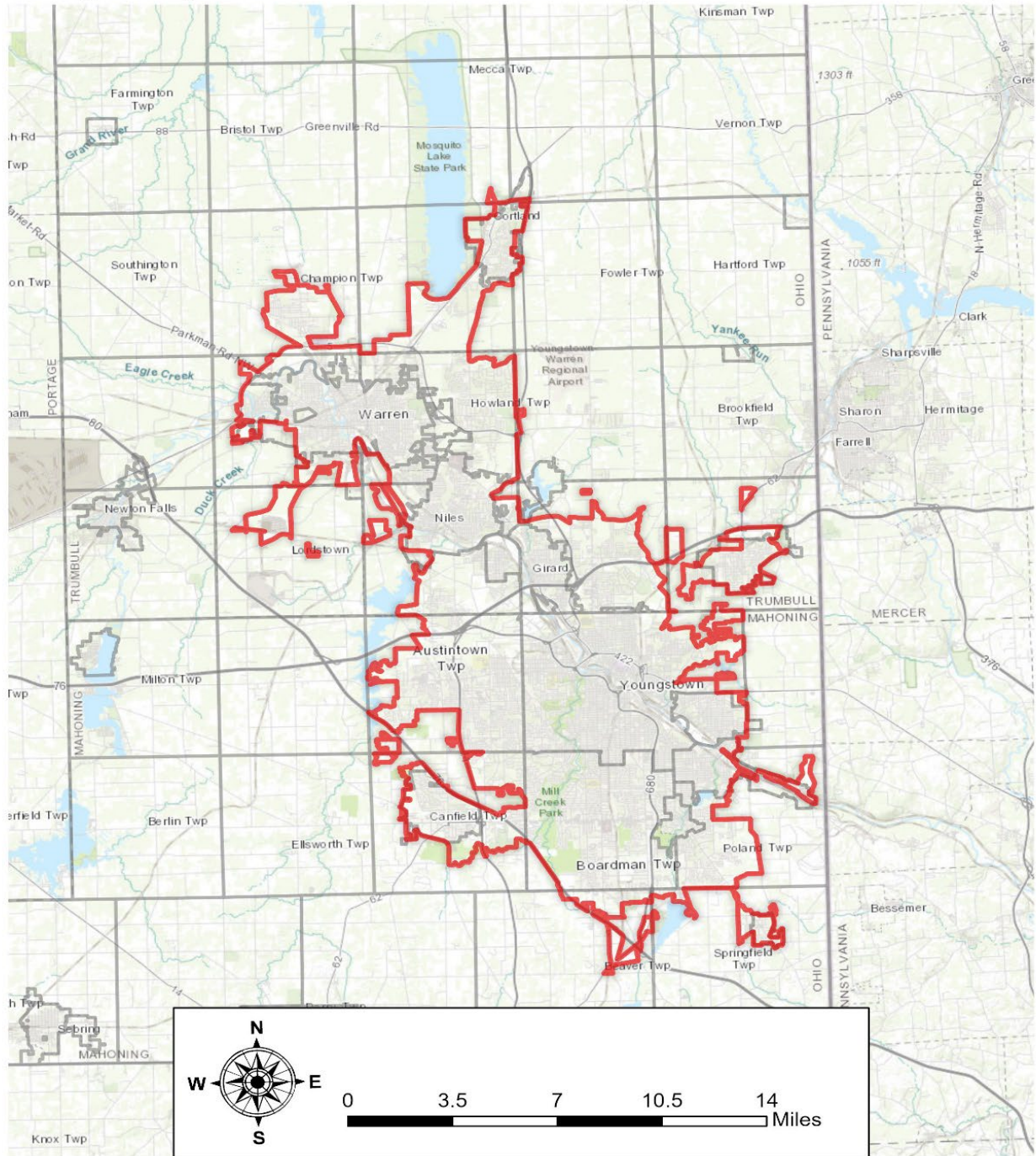
The Federal Transit Administration (FTA) provides federal funding to support public transit from the Bipartisan Infrastructure Law. The funding supports urbanized area, states, and tribal governments and is based on statutory formulas set in the law. In Federal Fiscal Year 2024 there were two changes that impacted funding apportionments. The first change occurred in FY 2024 which reflects the U.S. Census Bureau's new urbanized area boundaries and population figures. The second change was when FTA used transit agencies' most recent service numbers (2022) reported to the National Transit Database (NTD) to calculate apportionments. In FY 2022 and FY 2023, due to the COVID-19 pandemic's impact on ridership nationwide, FTA used the service data from each grantee's NTD annual report that had the highest vehicle revenue miles from either 2019 or the most recent year reported.

Eastgate's urbanized area was re-designated because of the 2020 Census. It is now referred to as the Youngstown, OH urbanized area. Eastgate's urban boundary is illustrated in Map 1. The Bureau of the Census establishes urbanized areas or clusters every ten years by identifying concentrations of urban populations and densities, within a census tract or block. The urban boundaries distinguish Metropolitan Planning Organizations (MPO's), Transportation Management Areas (TMA), and population within an MPO and TMA area.

The delineation of an urban area is pertinent to the distribution and allocation of several federal funding programs for highway and transit. Unlike highway funding that is distributed and programmed by each state, transit funding is distributed and programmed in the Youngstown, OH urban boundary.

Youngstown, OH 2020 Urban Area Boundary

Map 1



Eastgate is only responsible for documenting and programming transit planning activities for the Western Reserve Transit Authority (WRTA), and the Trumbull Transit System (TTS). The Mercer County Regional Council of Government (MCRCOG) manages the Shenango Valley Shuttle Service (SVSS), and transit funding is programmed in the Mercer County Metropolitan Planning Organization (MCMPO)'s locally developed TIP. Eastgate will continue to keep an open dialog with our sister agency in Mercer, PA through the Comprehensive, Coordinated, and Continuous "3C" planning process for regional transit and planning activities in PA.

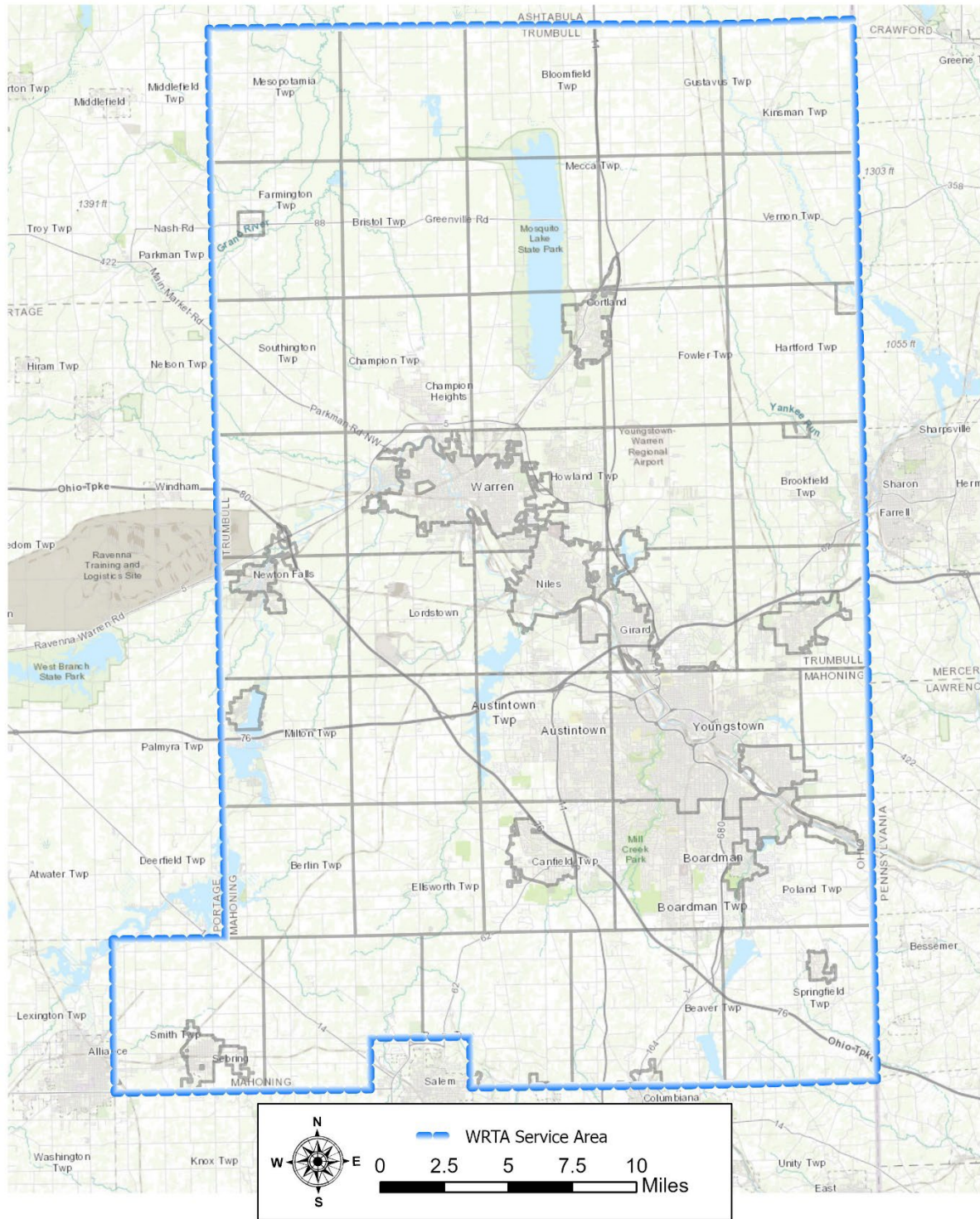
The WRTA has been a regional transit authority since 1971 and is a designated recipient of federal transit funding in the Ohio portion of the urbanized area. The WRTA provides fixed route and paratransit services in Mahoning and Trumbull Counties. The WRTA has been operating "Countywide" demand response service for Mahoning County since 2009. Countywide service is a share-ride service that provides origin-to-destination trips to areas not served by fixed route service.

For system information on WRTA visit www.wrtaonline.com. Information on TTS can be found on the Trumbull County Board of Commissioners website at: [Trumbull County Transit](#). Information on Trumbull County Senior Levy (TCSL) transportation can be found on this website, or visit the Senior Levy Website at: [Trumbull County Senior Levy](#).

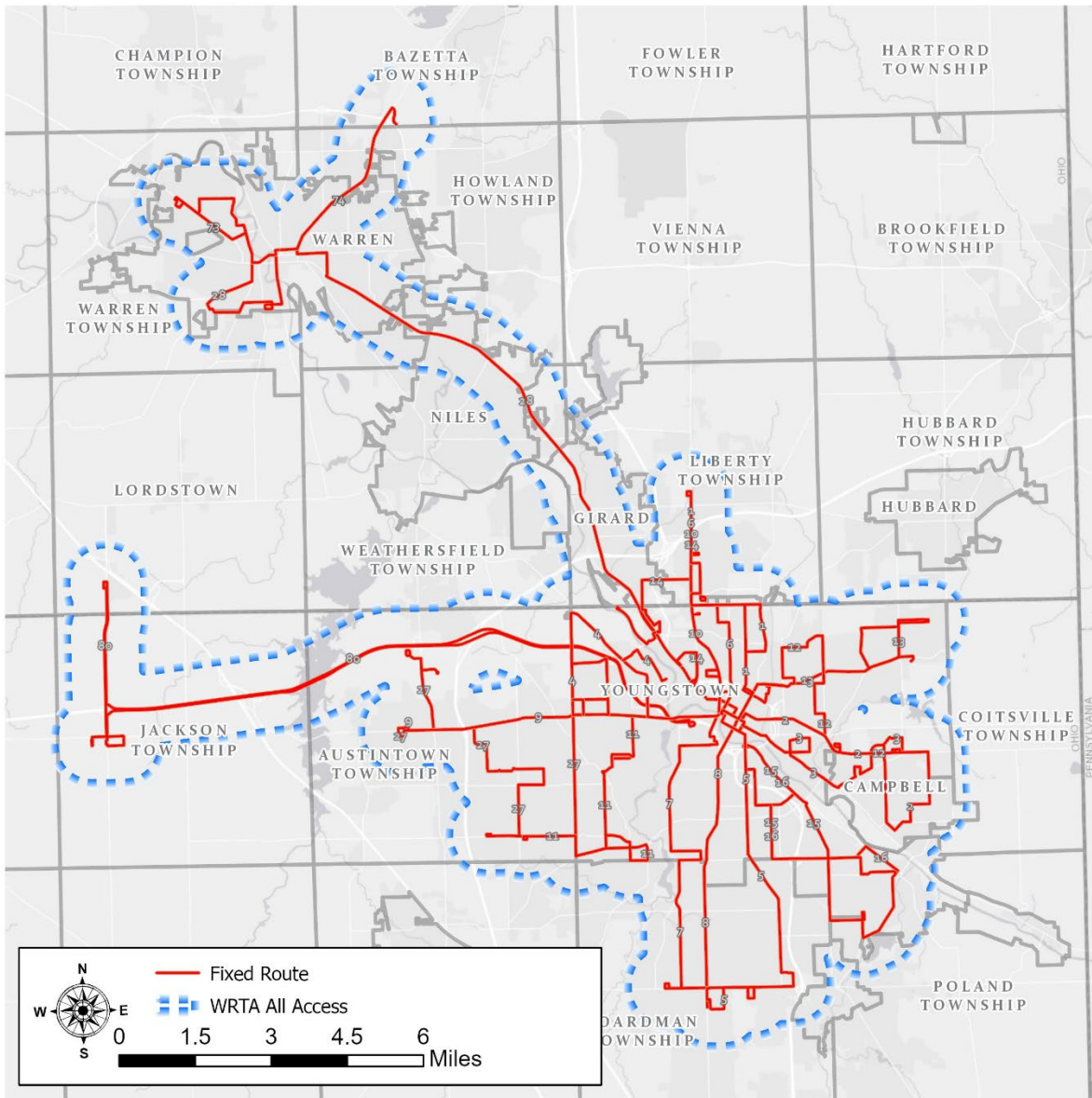
The WRTA service area is illustrated in Maps 2, and 3. The TTS service area incorporates all of Trumbull County.

Western Reserve Transit Authority - Service Area

Map 2



Western Reserve Transit Authority Fixed Route & ADA All Access Map 3



- | | | | |
|----------|----------------|--------------------|------------------|
| 1 Elm | 7 Glenwood | 13 McGuffey | 73 West (Warren) |
| 2 Oak | 8 Market | 14 Mosier | 74 Elm (Warren) |
| 3 Wilson | 9 Austintown | 15 Struthers | 80 Lordstown |
| 4 Steel | 10 Belmont | 16 Zedaker | |
| 5 South | 11 Cornersburg | 27 Austintown Loop | |
| 6 Fifth | 12 Lansdowne | 28 Warren Express | |

Eastgate's urbanized area went through a "designated recipient" change that affected a transit agency's ability to apply for federal and state transit funding. A designated recipient change for an urban area would require all FTA designated recipients operating in the urban area to agree on adding or deleting any current or future designated recipients. Any designation change would require an agency to be fiscally constraint to program capital projects and meet all the federal, state, and local planning regulations. Designation changes in an UZA would require extensive public participation from other entities who may seek to become an FTA "designated recipient". That process would also require Eastgate Regional Council of Governments, and the Ohio Governor to concur with any designation changes for our urban area.

The City of Warren on October 9, 2019, sent a letter to the Ohio Department of Transportation (ODOT) to begin the process to terminate their FTA Section 5307 Designated Recipient Status because the city has not applied for FTA funding since 1967 when the city terminated the Warren Transportation Company transit provider agreement. As transit regionalization discussions continued in the region, it was highly recommended to have one FTA designated recipient for Mahoning and Trumbull Counties.

The Governor of Ohio Mike DeWine approved the designation change on April 2, 2020, and designated the Western Reserve Transit Authority as the "designated recipient" of FTA's Section 5307/5340 formula funds for Mahoning and Trumbull Counties in the Youngstown, OH urban area. The new designation begins with FTA Federal Fiscal Year 2020 funds and subsequent funding years.

The City of Warren and Participating Communities in Trumbull Counties who were financially supporting transit recognize the importance of having one regional transit system to serve the two counties. The designation changes help eliminate the duplication of services, grant requests to ODOT and FTA, and the programming of federal, state, and local transit funding.

Previously, the Trumbull County Commissioners (TCC) had formed the Trumbull County Transit Board (TCTB) on July 27, 2011, to apply for federal and state funding under the City of Warren's designation status. TCTB is no longer eligible for funding from the City of Warren's previous designation of FTA Section 5307 Program, due to lack of local funding commitments and non-compliance matters. On February 3, 2021, the TCC adopted a resolution to dissolve the TCTB in accordance with the Ohio Revised Code 306.01 (B). In the same year, Trumbull County approved to change the designation of FTA 5310-Enhanced Mobility of Seniors and Individuals with Disabilities Grant Programs back to the State of Ohio.

Trumbull County entered into new written agreements with WRTA so FTA Section 5310 funding could be programmed in an FTA grant before they we do to lapse in 2021. To program FTA Section 5310 funding in our urban area of Ohio, the FTA recommended the Coordination Plan would need to be updated since TCTB decided to develop a separate Coordination Plan without WRTA and Mercer who was in the urban area at that time. The Mahoning and Trumbull Counties Coordinated Public Transit-Human Services Transportation Plan was finalized on October 13, 2021, and projects coming out of the plan will utilize FTA Section 5310 funding apportionments. The Governor of Ohio approved an FTA Section 5310 designation change for Ohio back to ODOT Office of Transit on August 24, 2022. Currently ODOT administrates the FTA Section 5310 funding apportionments in the Youngstown, OH urban area.

Other ongoing issues affected transit was the Covid-19 national pandemic in March 2020. Transit systems were aggressively evaluating the mobility and safety of individually using transit and staff. WRTA fixed route service was suspended on April 6, 2020, to address and implement recommendations from the CDC. During this transition, the WRTA enhanced countywide service, so individuals had access to transit.

The WRTA fixed route service returned on May 18, 2020, and the transit system was offering free fares during the pandemic. On December 9, 2021, the WRTA Board of Directors suspended all fares on all services through December 31, 2024, with the understanding that this fare suspension would be reviewed annually. It should be noted that the WRTA is the first transit system in Ohio to offer free fares for their passengers. For information on riding WRTA visit their website at: www.wrtaonline.com.

System Descriptions

WRTA Goals

The following goals were created in 1984 by the WRTA Board of Directors and remain in effect today.

- To increase the service area of the WRTA.
- To provide transit service at a reasonable cost for the transit user, and the taxpayers supporting the system.
- To provide a transit system that is economically efficient and environmentally friendly.
- To encourage transit use by providing a service that is dependable, convenient, safe and user friendly.

WRTA Objectives

- Increase ridership by expanding promotional service programs through media, marketing, and service literature distribution.
- To develop a county-wide system that incorporates and inter-mixes express routes, park and ride lots, vanpooling, subscription services, contract services, coordinated services, and point deviated fixed route services with existing fixed and paratransit services.
- Shape economic development with the assistance of county officials, and businesses, by centering job employment opportunities near transit access.

WRTA Operational Standards

System Coverage

A performance measure of system coverage is considered deficient if the route spacing is more than 3/8 to 1/2 miles for areas of medium to high population density (over 6 dwellings per acre), or more than 1/2 to 1 miles for areas of low population density. System coverage is also considered deficient if the walking distance is further than 3/16 to 1/4 miles for areas of medium to high population density, or more than 3/8 to 1/2 miles for areas of low population density.

Service Levels

The performance measure service level of a route is considered deficient if the route does not meet the following headway criteria, or if more than 25% of the passengers are required to transfer. A route is also considered to be deficient if the passenger standing load factor is 150% of the seating capacity during peak operating hours, or 100% in the non-peak hours. A route will also be considered deficient if passenger standing time exceeds 10 to 15 minutes.

Route Headway Standards	
<u>Time of day</u>	<u>Standard</u>
Early Morning	30 - 60 minutes
AM and PM Peak	30 - 60 minutes
Midday	30 - 60 minutes

Route Performance

Routes are considered deficient if they do not meet the following standards for productivity and efficiency:

<u>Efficiency Standards</u>	
Passenger revenue per dollar	At least 50% of system average
Cost per passenger	No more than 150% of system average
Cost per mile	No more than 150% of system average

<u>Productivity Standards</u>	
Passengers per vehicle mile	At least 50% of system average
Passenger miles per vehicle mile	At least 50% of system average

WRTA Fare Structure

The chart below contains the WRTA's fare structure for fixed route, ADA All Access, and the "Countywide" Curb-to-Curb Demand Response Service. **In December 2021, WRTA suspended all fares until further notice, but will be evaluated every year.** The chart below only illustrates fares that were in place during 2020.

WRTA Transit Fares (2020)

Adult Fare	\$1.25
Reduced Adult Fare *	\$0.60
Student (age 6-17 with proper I.D)	\$0.75
ADA All Access	\$2.00
Countywide Service	\$3.50
Reduced Fares *	\$2.50
Children under 6 (w/fare paying adult)	Free

31 Day Fare Pass (1)

Adult Pass	\$42.00
Reduced Adult 31 Day Pass *	\$21.00

(1) Passes for fixed route service are calculated for exactly 31 days from the first day of use.

**Reduced for Passengers age 62 or older with a WRTA issued Senior/Disabled ID card, a registered Paratransit user ADA ID and Medicare Card Holders. Senior and/Disabled ID cards are provided at Federal Station with proof of age/disability.*

Multi-Ride Tickets (10 Rides Per Ticket)

Multi-Ride Adult Pass	\$12.50
Reduced Multi-Ride Adult Pass *	\$ 6.00
Multi-Ride Student Pass w/proper I.D.	\$ 7.50

Day Pass

Adult Day Pass	\$ 3.00
Reduced Adult Day Pass *	\$ 1.50

Countywide Service

Regular Fare	\$3.50
Reduced Fare *	\$2.50
Children under 6 (w/fare paying adult)	Free

Notes: All fares are based on one-way trips.

31-day Pass and Multi-ride passes can only be purchased at Federal Station, 340 Federal Plaza West in Youngstown, Ohio.

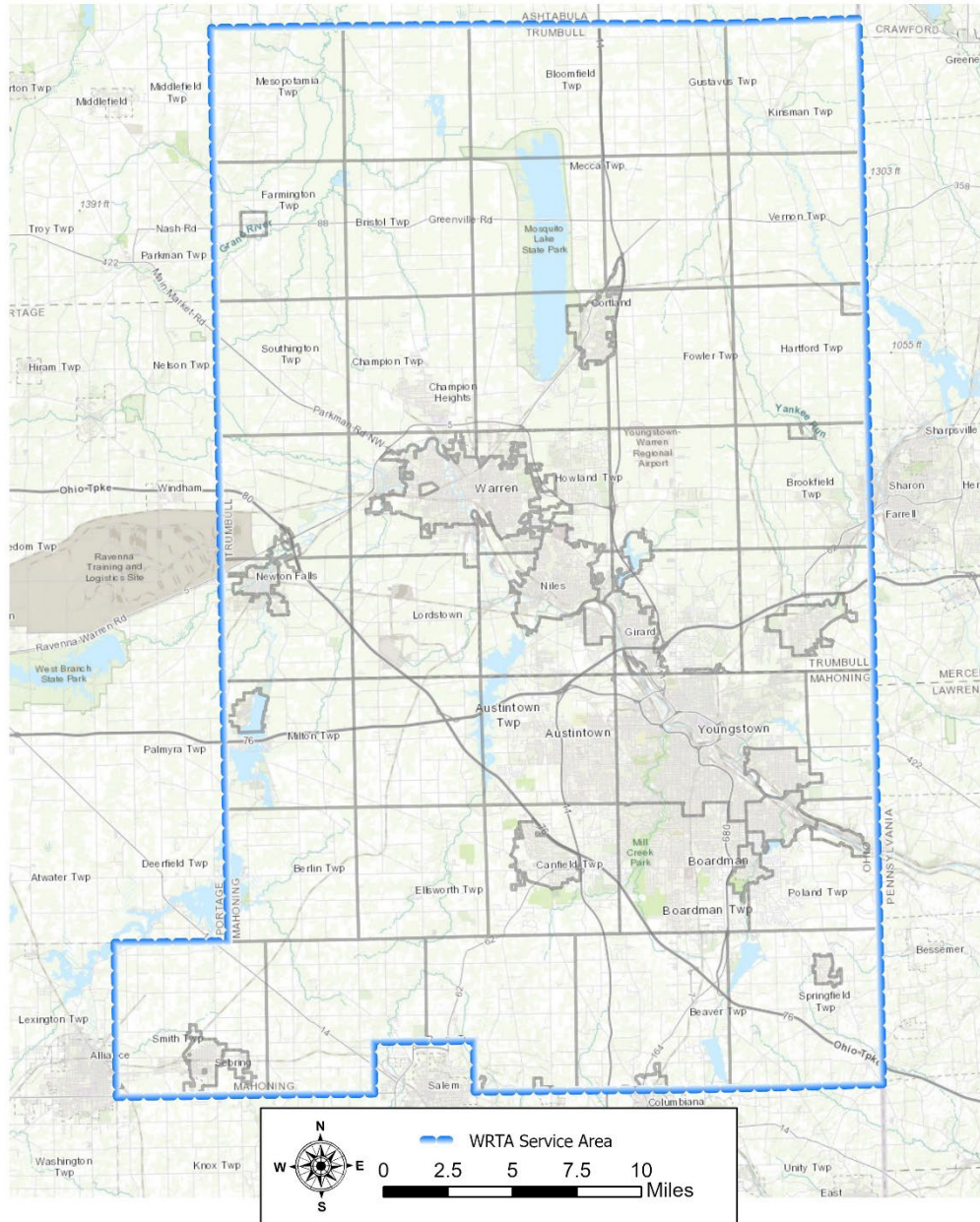
Adult 31-Day Passes and Adult Multi Ride Passes can be purchase on EzFare app via credit card.

WRTA Existing Routes

The WRTA has operated fixed route transit services in Mahoning and portions of Trumbull Counties since 1971 and provides demand response curb-to-curb service to elderly and disabled individuals since 1978. The WRTA on May 15, 2017, renamed the Special Service Transportation (SST) demand response service and is now called "ADA All Access". In addition, WRTA implemented countywide transit services in Mahoning County in the fall of 2009. The EasyGo Countywide service also underwent a name change and is now called "Countywide" service. The WRTA's service area is illustrated below.

Western Reserve Transit Authority - Service Area

Map 2



System Descriptions

The challenges WRTA face in years 2020 thru 2022 was the Coronavirus (COVID-19) Pandemic. The transit system implemented operational changes to minimize the spread of the virus for drivers and individuals needing access to employment, education, shopping, medical appointments, and social services. The region could not withstand another economic hardship with the elimination of public transportation, so immediate action was taken by the WRTA to protect riders, staff, and at-risk populations by offering free service to all passengers for essential trips on countywide since fixed route service was suspended on April 6, 2020.

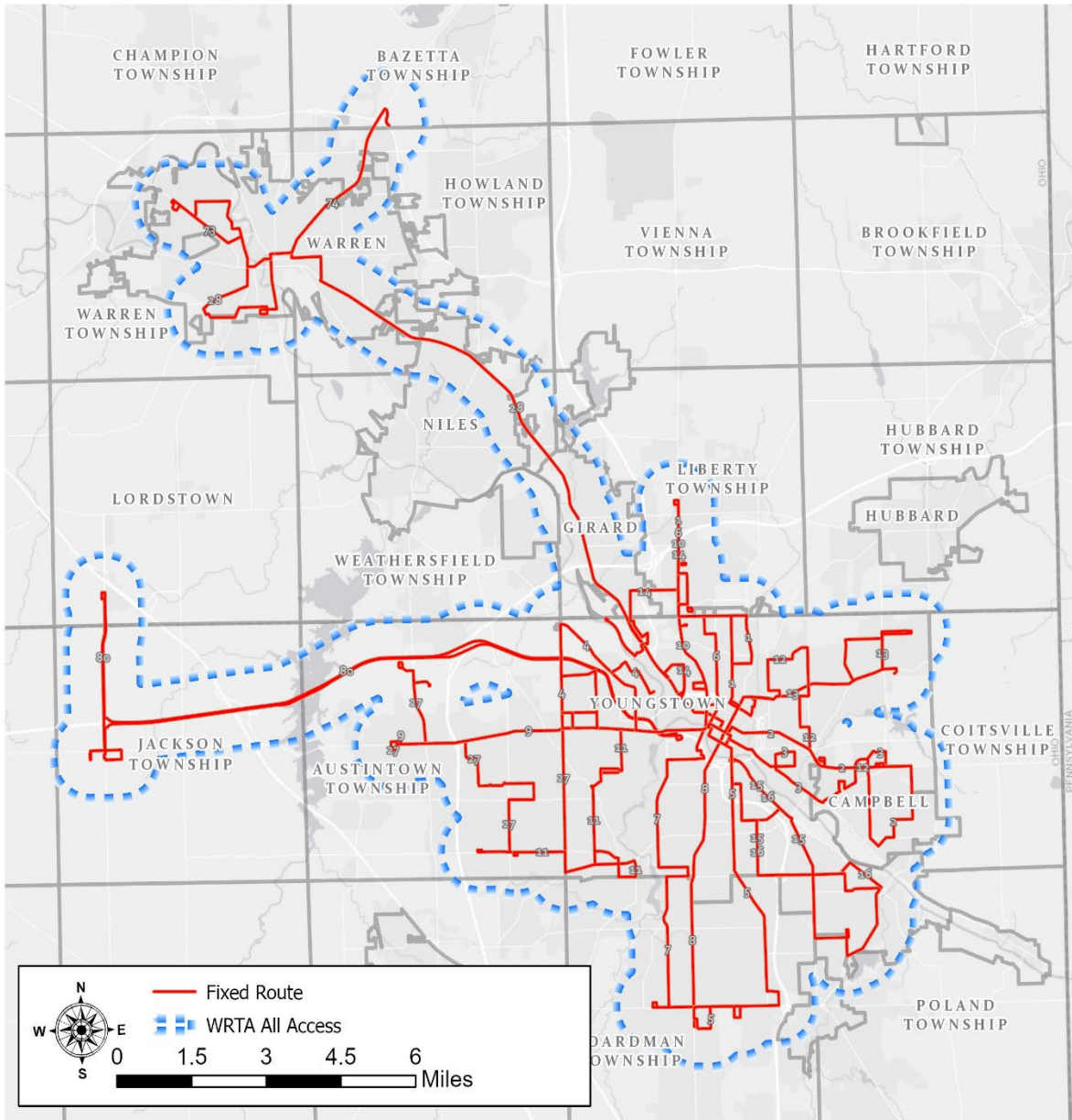
To protect the public and operate safely during the COVID-19 pandemic, all WRTA riders were required to wear a face covering to board the bus. Riders were entering the bus through the rear doors except disabled passengers and those with baby strollers. Social distancing on the buses was enforced and signs posted. Through a federal court ruling on April 18, 2022, the Transportation Security Administration (TSA) announced that the TSA will no longer enforce its Security Directives and Emergency Amendment requiring mask use on public transportation although the CDC continues to recommend that people wear masks in indoor public transportation settings. If the CDC concludes that a mandatory order remains necessary for the public's health, the Department of Justice can appeal to the district court's decision on mask wearing on public transportation. As pandemic restrictions were lifted the WRTA fixed route service was resumed to their normal schedules on May 18, 2020.

The WRTA's ridership continues to increase as passengers feel comfortable riding the service with no mask mandates. Currently, the WRTA offers free rides to passengers.

The WRTA is closed on the following holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

The WRTA existing route descriptions are listed below and illustrated in Map - 3. Additional Route information can also be found on: www.wrta.online.com.

Western Reserve Transit Authority Fixed Route & ADA All Access Map 3



System Descriptions

- | | | | |
|----------|----------------|--------------------|------------------|
| 1 Elm | 7 Glenwood | 13 McGuffey | 73 West (Warren) |
| 2 Oak | 8 Market | 14 Mosier | 74 Elm (Warren) |
| 3 Wilson | 9 Austintown | 15 Struthers | 80 Lordstown |
| 4 Steel | 10 Belmont | 16 Zedaker | |
| 5 South | 11 Cornersburg | 27 Austintown Loop | |
| 6 Fifth | 12 Lansdowne | 28 Warren Express | |

WRTA Route Descriptions

1 - Elm

The 1 - Elm route is used to connect the Youngstown CBD to the central northern portions of the city of Youngstown. This route travels on Wick Avenue, Elm Street, Thornton, Logan Avenue, Gypsy Lane, Hadley Ave and provides service to YSU, Goodwill Industries, Union Square and Liberty Plaza then travels to Churchill Commons Giant Eagle store. This route was restored to hourly service on September 6, 2016. Route modifications were made to this route on December 6, 2020.

2 - Oak

The 2 - Oak route is used to connect the Youngstown CBD to YSU, and east Youngstown. The route travels on Oak Street, McCartney Road, Kendis Circle Apartments, 12th Street, Robinson Avenue, 16th Street, Struthers Liberty Road, and Lincoln Knolls Plaza on US-422. Route modifications were made to this route on May 15, 2017.

3 - Wilson

The 3 - Wilson route is used to connect the Youngstown CBD to east Youngstown. The route travels from Wilson Avenue, Pearl, Shehy, and Jackson Street, Coitsville Road to Tandy Apartments, also providing service to Lincoln Knolls Plaza, and Jacobs Road. The route was modified on May 15, 2017.

4 - Steel

The 4 - Steel route is used to connect the Youngstown CBD to northwest Youngstown. The route travels on Mahoning Avenue, Steel Street, Salt Springs Road with limited bus service to the Ohio Works area and P&S Bakery; Meridian Road, Vestal Road, Hazelwood Avenue, and Connecticut Avenue. This route provides service to the Phoenix House and the Mahoning Plaza. This route was modified on March 10, 2024.

5 - South

The 5 - South route is used to connect the Youngstown CBD to the shops at Boardman Park and the Southern Park Mall (SPM) in Boardman Township. The route travels on South Avenue to US-224, and provides service to Wal-Mart Department Store, Tiffany Square Plaza, and ends at the SPM by PNC Bank. The route was slightly modified on December 06, 2020.

6 - Fifth

The 6 - Fifth route is used to connect the Youngstown CBD to north Youngstown and parts of Liberty Township. The Fifth route travels on Fifth Avenue, Bradley Lane, Goleta Avenue, and Gypsy Lane. The Fifth route provides services to YSU, Goodwill Industries, Union Square Plaza, and continues to travel north on Belmont Avenue to the delivery entrance around Liberty Plaza and continues to Giant Eagle. The route was modified on September 10, 2023

7 - Glenwood

The 7 - Glenwood route is used to connect the Youngstown CBD to the southwestern section of Youngstown. This route provides direct service from Glenwood Avenue to the SPM via US-224. This route also travels on sections of Oak Hill Avenue, Woodland Avenue, Ferndale Avenue, Hillman Street, and Midlothian Boulevard. The route provides service to the Renaissance Center on Oakhill Avenue, the Goodwill Apartments, Boardman Giant Eagle, Boardman Plaza, and ends at the SPM by PNC Bank. The route was modified on September 1, 2019.

8 - Market

The 8 - Market route is used to connect the Youngstown CBD to south Youngstown, and to Boardman Township. The Market route travels directly on the SR-7 corridor and provides service to International Towers, Calvary Senior Towers, Eagle Heights Academy, Akron Children's Hospital – Beeghly Campus, and ends at the SPM by PNC Bank. The route was modified on December 6, 2020.

9 - Austintown

The 9 - Austintown provides service to Mahoning and Austintown Plaza, and the Wal-Mart shopping center. The route travels directly west on Mahoning Avenue from Federal Station. The WRTA modified this route on September 1, 2019.

10 - Belmont

The 10 - Belmont route is used to connect the Youngstown CBD to southern Trumbull County in Liberty Township via Belmont Avenue. This route provides services to St. Elizabeth Hospital, the Veterans Hospital, Belmont Plaza Shopping Center, then traveling to the delivery entrance around Liberty Plaza, and ends at the Giant Eagle in Trumbull County. This route was slightly modified on September 10, 2023.

11 - Cornersburg

The 11 - Cornersburg route is used to connect the Youngstown CBD to west Youngstown, and Austintown Township. The route travels on Mahoning Avenue, Belle Vista Avenue, Overlook Avenue, Hazelwood Avenue, McCollum Road, Schenley Avenue, Kirk Road, Bears Den Road, Hopkins Road, Midlothian Boulevard, Arden Boulevard, Canfield Road, to Meridian Road. This route provides service to Chaney High School, Wedgewood Plaza, and to Cornersburg Plaza and Rulli Brothers grocery store. The route was slightly modified on March 12, 2023.

12 - Lansdowne

The 12 - Lansdowne route is used to connect the Youngstown CBD to the northeast section of Youngstown. The route uses Wick Avenue, McGuffey Road, Albert Street, Atkinson Avenue, Lansdowne Boulevard, Stewart, Bennington Avenue, Forest View Drive, East High Street, Early Road, and Oak Street. This route provides service to YSU, Ursuline High School, Norton Manor, Eastside Library, East High School, and Lincoln Knolls Plaza. The route was slightly modified on June 4, 2023.

13 - McGuffey

The 13 - McGuffey route is used to connect the Youngstown CBD with northeast Youngstown. The McGuffey route travels on Wick Avenue, McGuffey Road, Jacobs Road, Wardle Avenue, and Liberty Road. This route provides service to YSU, Ursuline High School, and Juvenile Justice Center Eastwood Village Apartments, and Seneca Apartments. The WRTA slightly modified this route on December 6, 2020.

14 - Mosier

The 14 - Mosier route is used to connect the Youngstown CBD to north Youngstown. The Mosier route travels on Martin Luther King Jr. Boulevard, Wirt Street, Delaware Avenue, Lafayette Street, US-422, Dearborn Street, Robinwood Street, Trumbull Avenue, Belmont Avenue, and into the delivery entrance around Liberty Plaza and continues to Giant Eagle. Slight route modifications were made on June 5, 2022.

15 - Struthers

The 15 - Struthers route travels outbound to South Avenue, Hadnet Drive, Woodland Avenue, turning onto Poland Avenue, Powers Way, then traveling to Midlothian Blvd, 5th and Elm Street in Struthers and continues to the Struthers Plaza. This route provides service to Struthers Manor, and Struthers Plaza. Slight route modifications were made on June 4, 2023.

16 - Zedaker

The 16 - Zedaker route is used to connect the Youngstown CBD to the southeastern quadrant of Youngstown before traveling to Struthers, Ohio. This route travels south on South Avenue, Gibson and Zedaker Street, Midlothian Boulevard to Youngstown Poland Road (S.R. 170). The route continues to travel along Manor Street, Poland Avenue, State Street, Walton Street then travels south on 5th Street and continues to the Struthers Plaza. The route provides service to Struthers Plaza and Struthers Manor. This route was modified on June 4, 2023.

Late Night Service

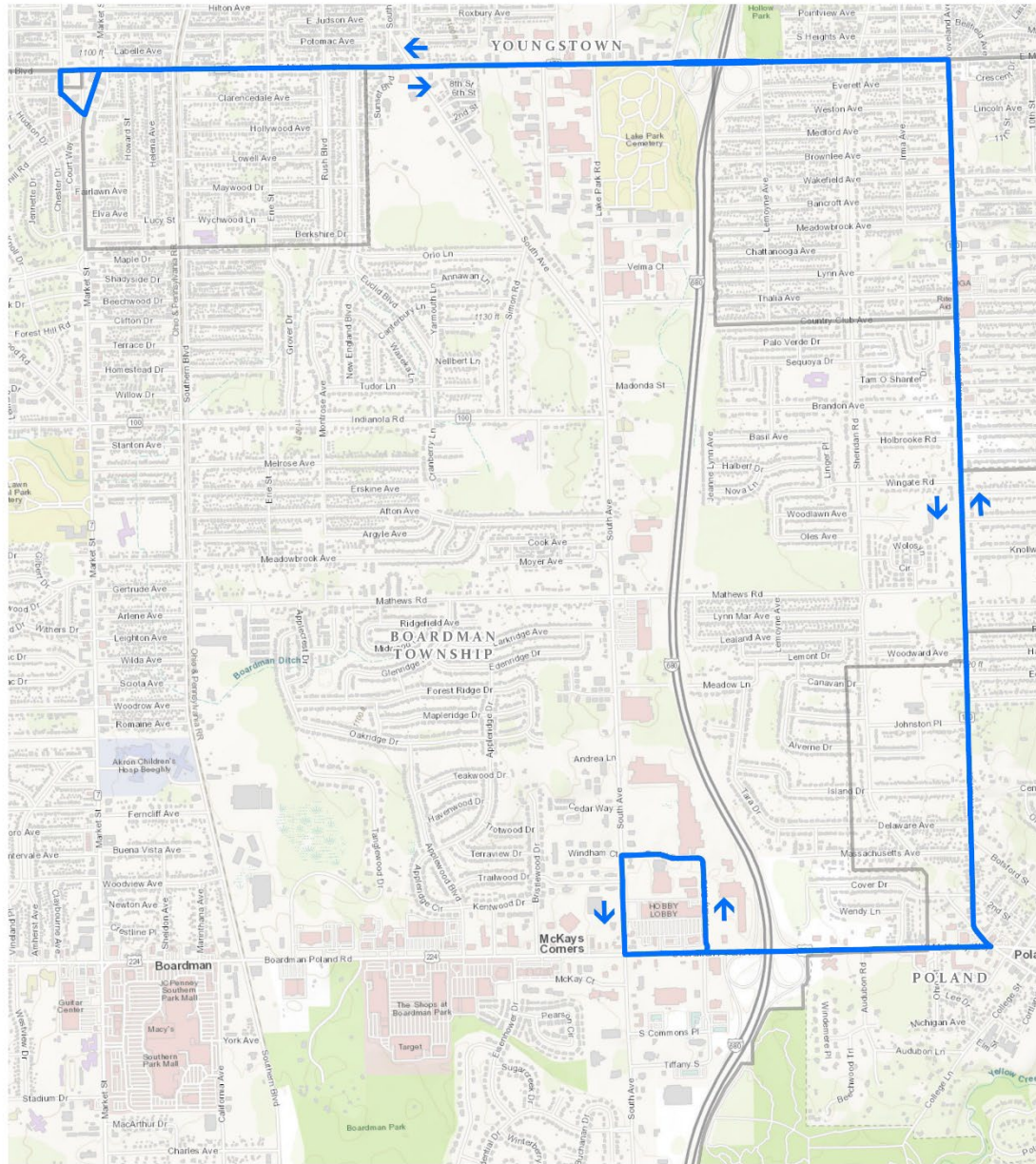
The WRTA eliminated fixed route nightline service on June 7, 2020, and replaced it with “Late Night” Service. Late Night is WRTA’s prescheduled curb-to-curb service that utilizes small transit vehicles and operates Monday through Friday in Mahoning County between 9:15 p.m. and midnight. Late Night service requires riders to register with WRTA to use the service. Riders can schedule a trip no later than 24 hours prior to the trip, up to 7 days in advance. For information on registering for Late Night Service or how to schedule trips for Late Night visit WRTA’s website at: www.wrtaonline.com.

24 - Midlothian Loop

The 24 - Midlothian Loop originates on Midlothian and Hillman Way and travels to Youngstown Poland Road, US224, Tiffany Blvd, Doral Drive, to serve the Boardman Walmart then traveling on South Ave to US224. The route was modified on December 3, 2023, and is shown in Map - 4.

Suburban Loop Service Route 24 Midlothian Loop

Map 4



System Descriptions

25 - Boardman/Canfield Loop

The 25 - Boardman/Canfield Loop originates at the SPM by PNC Bank and provides service along US224 to Canfield Circle, service to Meijer Grocery Store, and limited trips to Mahoning County Career and Technical Center. The route was slightly modified on June 6, 2021. The route is illustrated in Map - 5.

Suburban Loop Service Route 25 Boardman/Canfield Loop

Map 5

System Descriptions

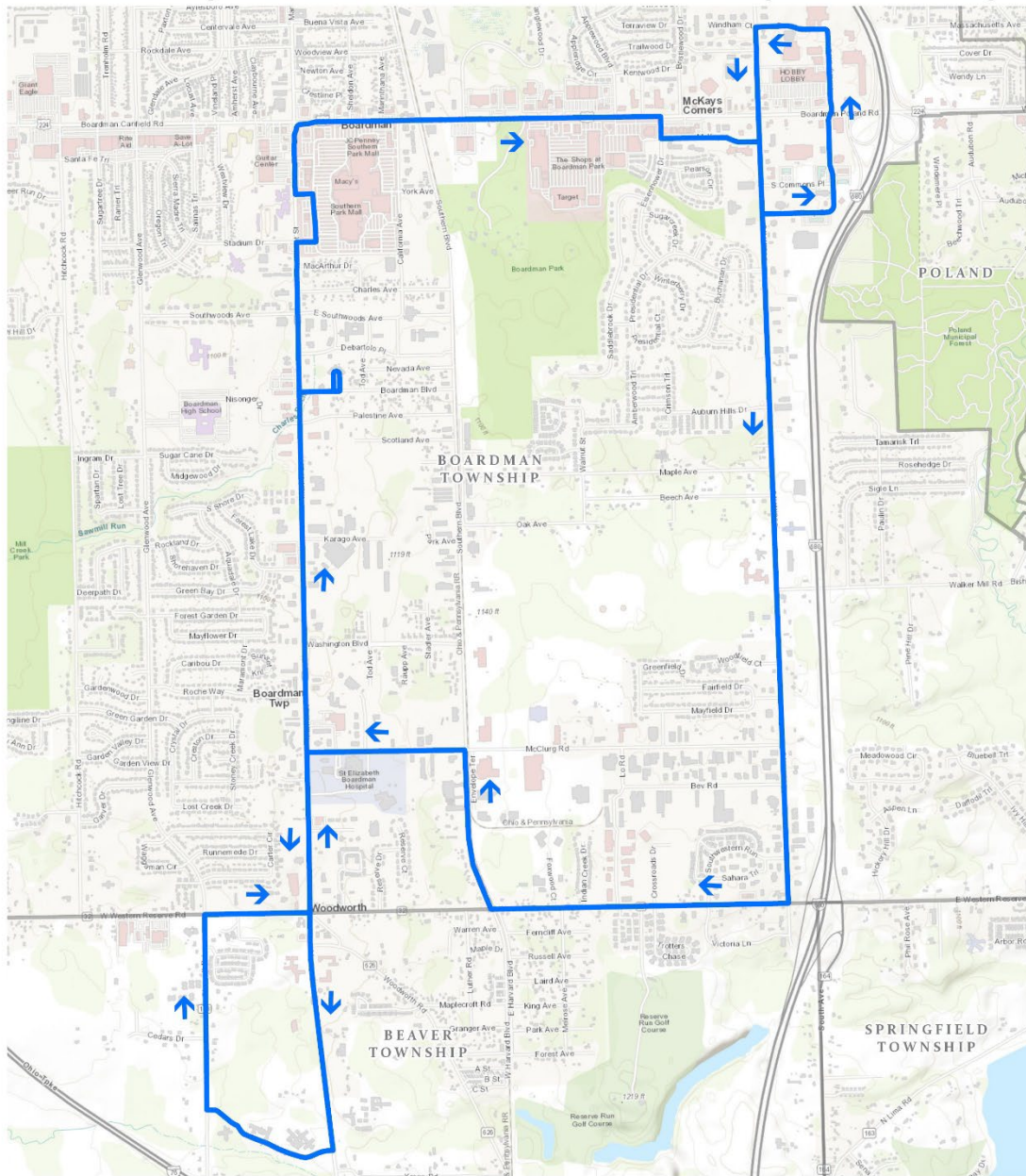


26 - Boardman East Loop

The 26 - Boardman Loop originates at the SPM by PNC Bank then travels east on US224, providing service to Walmart, South Ave to Western Reserve Road. The route continues to travel north on Southern Boulevard to St. Elizabeth Hospital on McClurg Road. The route then travels south on Market Street (S.R. 7) providing service to the Assumption Nursing Home and Ahepa Senior Apartments then returning to the SPM. The route was slightly modified on December 6, 2020. The route is shown in Map - 6

Suburban Loop Service Route 26 Boardman East Loop

Map 6



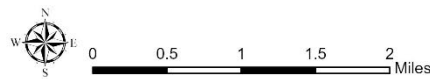
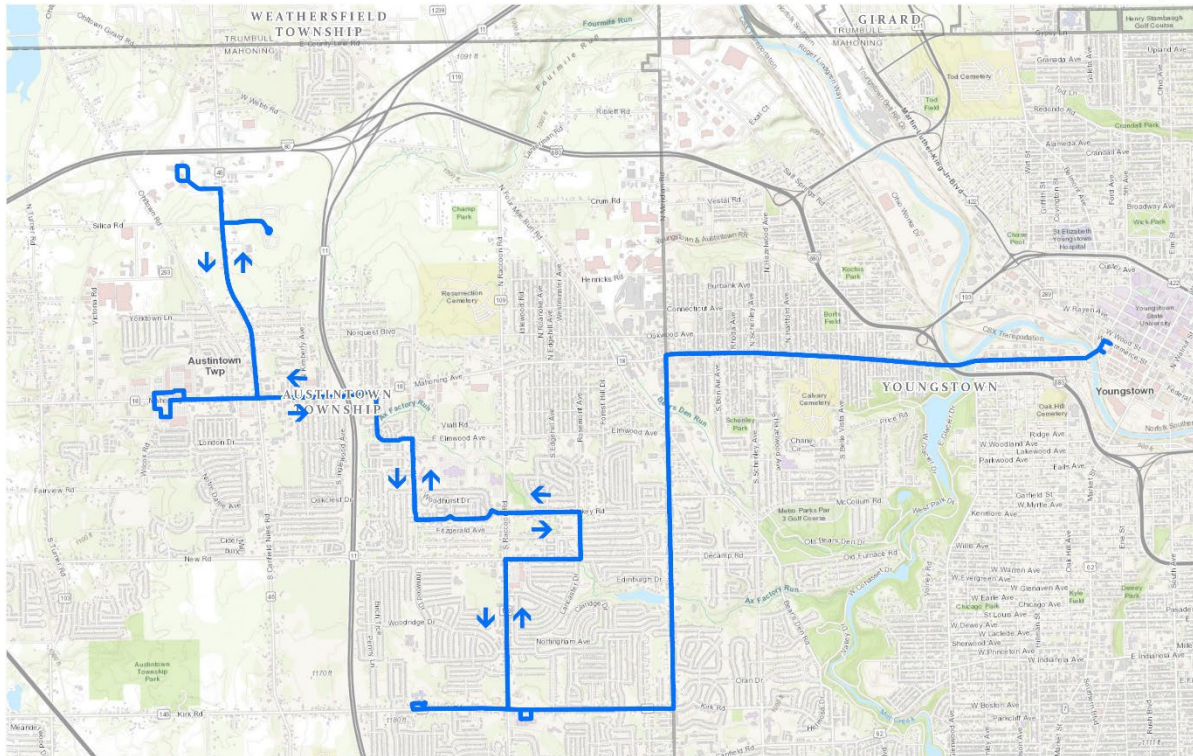
System Descriptions

27 - Austintown Loop

The 27 - Austintown Loop leaves WRTA's Federal Station Passenger Terminal and travels west on Mahoning Ave, South Meridian, Kirk Road, Raccoon Road, and Austintown Plaza. The route travels on New Road, Burkey Road, Nantucket Drive, Westchester Drive the continues west on Mahoning Avenue to Austintown Plaza, Walmart and S.R. 46. This route services Austinwoods Nursing Home, Rulli Brothers Grocery Store, Hollywood Casino, Infocision and then returns to Federal Station. The route was modified on June 5, 2022. The route is shown on Map 7.

Suburban Loop Service Route 27 Austintown Loop

Map 7



28 - Warren Express

The 28 - Warren Express route is a regional route that connects Mahoning and Trumbull counties. This route originates at WRTA Federal Station Passenger Terminal located in the Youngstown CBD district, and travels on U.S. 422 corridor to the City of Warren. This route travels through the City of Girard, McKinley Heights in Niles, and continues to travel on U.S. 422 by the Eastwood Mall. The Cafaro Corporation does not allow transit buses into the mall, so pedestrians must walk to the mall from U.S.422. This route services Trumbull Memorial Hospital, downtown Warren Square, and Highland Terrace Housing. Route modifications were made to this route on September 11, 2022.

Youngstown State University (YSU) Circular Loop Shuttle

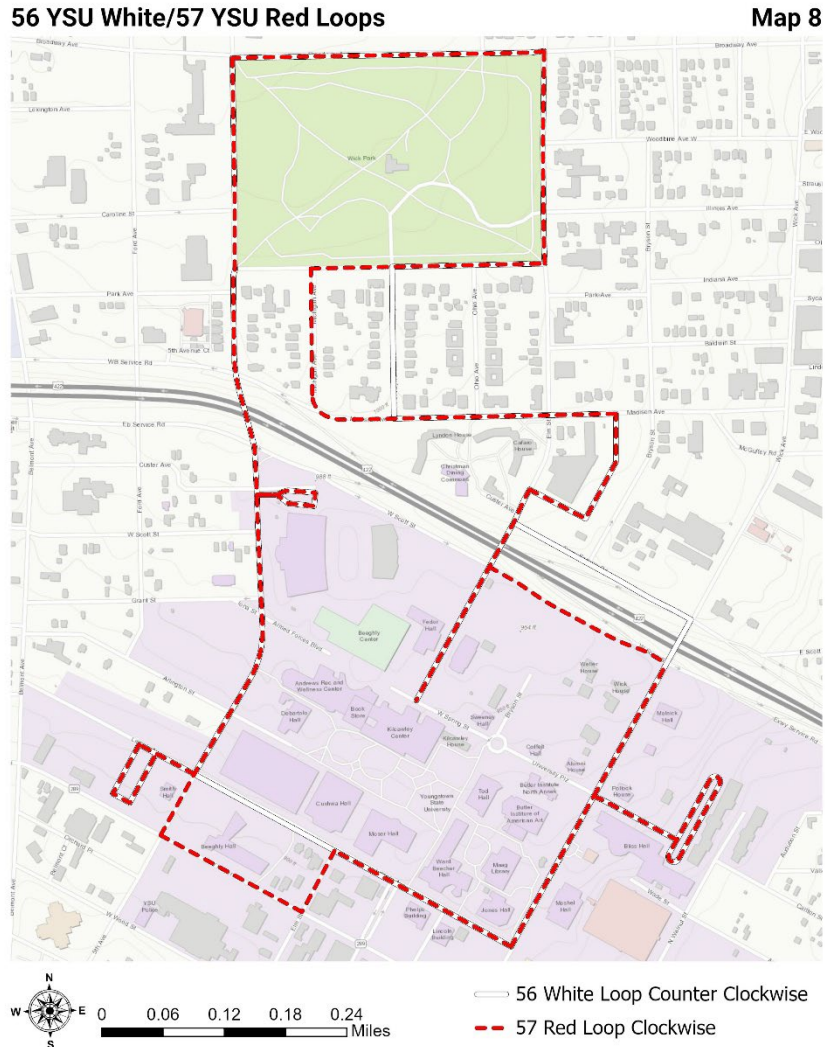
The WRTA provides fixed route service to YSU by the following routes: 1-Elm, 2-Oak, 6-Fifth, and the 13-McGuffey. The WRTA in-conjunction with YSU operates five fixed route circular loop shuttles around campus. All shuttles are open to the public, and illustrated in Map 4, and 5.

56 - YSU White Loop

The 56 - YSU White Loop travels around campus in a counter-clockwise direction providing service from Kilcawley Center Elm Street Circle to the Lyden / Carfaro student housing, F-7 Parking Lot at Stambaugh Stadium then travels on Pennsylvania Avenue circling around Wick Park to Broadway. The route then travels down Fifth Avenue to the M-80 Stambaugh Parking Lot, Beeghly Hall on Lincoln Ave to the University Courtyard apartments and returning to Kilcawley Center.

57 - YSU Red Loop

The second route is called the 57 - YSU Red Loop. This route travels around campus in a clockwise direction and provides service to the same locations as the 56 - YSU White Loop.



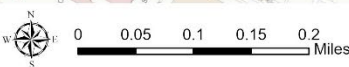
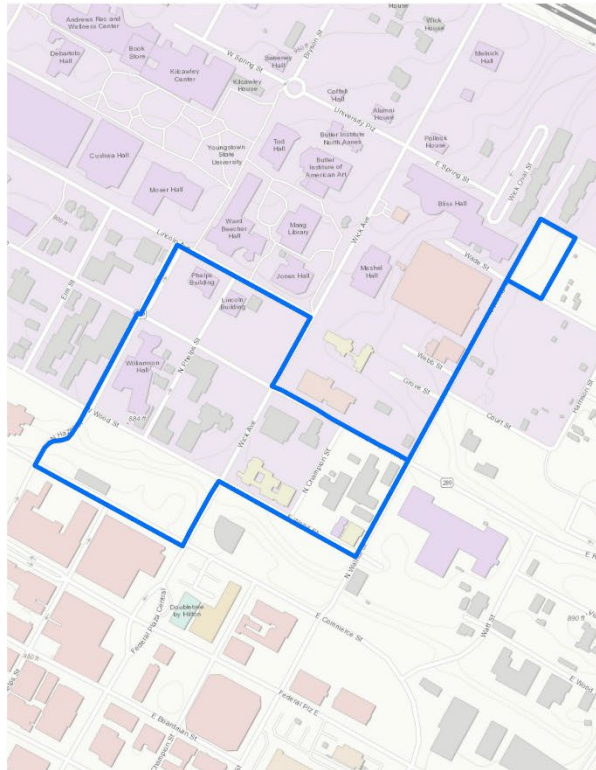
YSU Williamson Express

The third route is named the 58 - YSU Williamson Express. This route provides direct access from the M-9/M-32, M-1/M-30 Parking Decks/lots, YSU Courtyard Apartments and to Williamson College of Business on Wood Street.

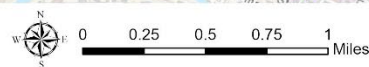
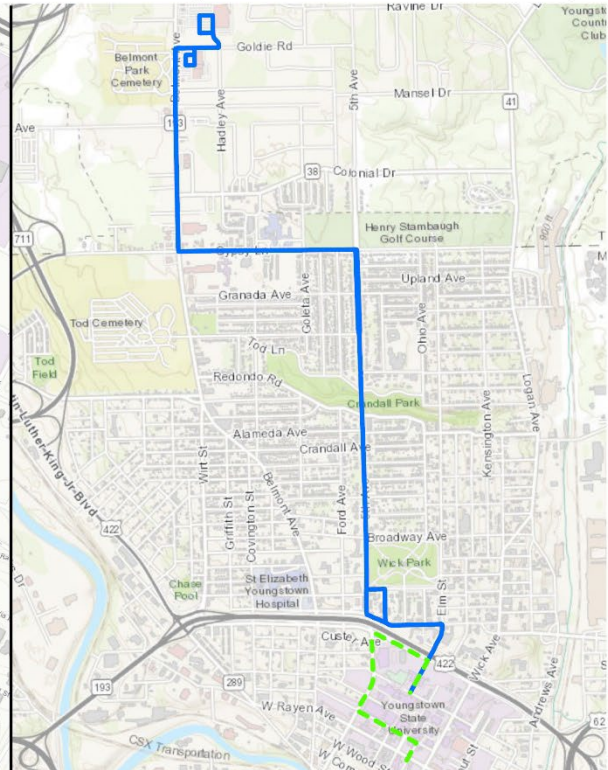
59 - YSU Walmart Express

The fourth route is called the 59 - Walmart Express and operates only on Friday from 3:30 p.m. to 6:45 p.m. The route starts at the YWCA, travels to Lincoln Avenue heading towards Fifth Avenue to Kilcawley Center then to student housing on Madison Ave. The route then travels up Fifth Avenue to Gypsy Lane, providing service to Aldi Foods on and Walmart in Liberty Township.

58 Williamson Express



59 Walmart Express



Map 9

80 - Lordstown Express

The 80 Lordstown Express operates Monday through Friday from 5:10 a.m. to 6:10 p.m. The route leaves Federal Station traveling west on Interstate 680 to 80/76 and exits at Bailey Road. The route provides service to TJX Home Goods, Macys Logistics, Mom’s Meals, Pur Foods, and Extrudex Aluminum. This route was implemented on August 8, 2020. This route was slightly modified on September 10, 2023.

Regionalization

In State Fiscal Year (SFY) 2020, the WRTA applied for ODOT's Ohio Public Transit Partnership (OTP2) Grant Program to regionalize transit services into Trumbull County. The WRTA applied for 1.6 million dollars for six new fixed routes, paratransit service, and for curb to curb in Trumbull County. This was the first time in recent history that all of Trumbull County will be part of a regional transit system that connects Mahoning and Trumbull Counties.

At Eastgate's General Policy Board meeting held on October 28, 2019, ODOT's Transit Administrator Chuck Dyer made the first state announcement that WRTA was awarded the OTP2 Grant. The WRTA's OTP2 grant focused on the Governor's goals to combine transit systems into regions through regionalization; and to minimize the infant mortality rate by partnering with the local health departments and non-profit organizations to provide transportation vouchers for pregnant mothers needing health care.

The OTP2 grant allocated funding to WRTA to implement a pilot program to establish six new fixed routes in Trumbull County. The pilot program launched on March 2, 2020, in Trumbull County with the expectation that Trumbull County would decide if they wanted to regionalize transit service. Within a month on April 6, 2020, WRTA fixed route service was suspended due to the Covid-19 Pandemic. A state of emergency and a 7 p.m. curfew was imposed on June 1, 2020, by the Mayor of Youngstown on that affected transit service operations in the region. In the early stages of the Pandemic the WRTA was implementing social distance and mandatory mask wearing policies in accordance with the CDC and other federal and state agencies to protect all passengers and drivers. The pandemic caused individuals to re-evaluate their travel patterns resulting in the WRTA eliminating the 71 - North and the 73 - East route from the pilot program due to low ridership on June 7, 2021. The ODOT grant for the pilot program ended on August 10, 2021, and the following routes were discontinued: the 70 - Southwest, 72 - Southwest - Elm, and the 75 - Northeast. The 28 Warren Express route would continue to operate on the previous route schedule prior to the ODOT OTP2 grant.

In SFY2022 the WRTA applied for and received ODOT's OTP2 grant of \$550,000 to continue limited fix route service in Warren, Ohio on December 9, 2021. The WRTA implemented seven routes as part of this ODOT grant. This grant provided funding to continue the following routes: 70 - Southwest, 71 - North, 73 - West, 74 - Elm and the 76 North Jackson Express. The ODOT OTP2 grant funds were exhausted, and service was terminated on September 8, 2023.

In the fall of 2023, discussions were held with ODOT, Eastgate, the City of Warren, and the Trumbull County Commissioners to reinstate state funding through the OTP2 grant program if Trumbull County would commit to a local match of 50 percent. ODOT agreed to award WRTA \$296,357 in OTP2 funding on October 19, 2023, if 50 percent local match commitments were provided by Trumbull County Officials. The City of Warren and the Trumbull County Commissioner committed to contribute half of the 50 percent local match of \$296,357. WRTA is still waiting on the Memorandum of Understanding (MOU) to be signed by the City of Warren, and the Trumbull County Commissioners on roles and responsibilities to administer the grant.

73 - West (Reinstated March 10, 2024)

The 73 - West leaves Courthouse Square to East Market Street, traveling to the Warren VA Clinic on Tod Ave, Trumbull Plaza, traveling on Parkman Road, and then returning to Courthouse square. Modifications were made to this route on June 5, 2022.

74 - Elm (Reinstated March 10, 2024)

The 74 - Elm route leaves Courthouse Square on High Street then travels on Elm Road to Walmart, and then returns to Courthouse Square. The route has been in effect since March 1, 2020.

70 - Southeast

The 70 - Southeast route was discontinued due to a lack of local funding commitment from Trumbull County. This service was discontinued on September 8, 2023.

71 - North

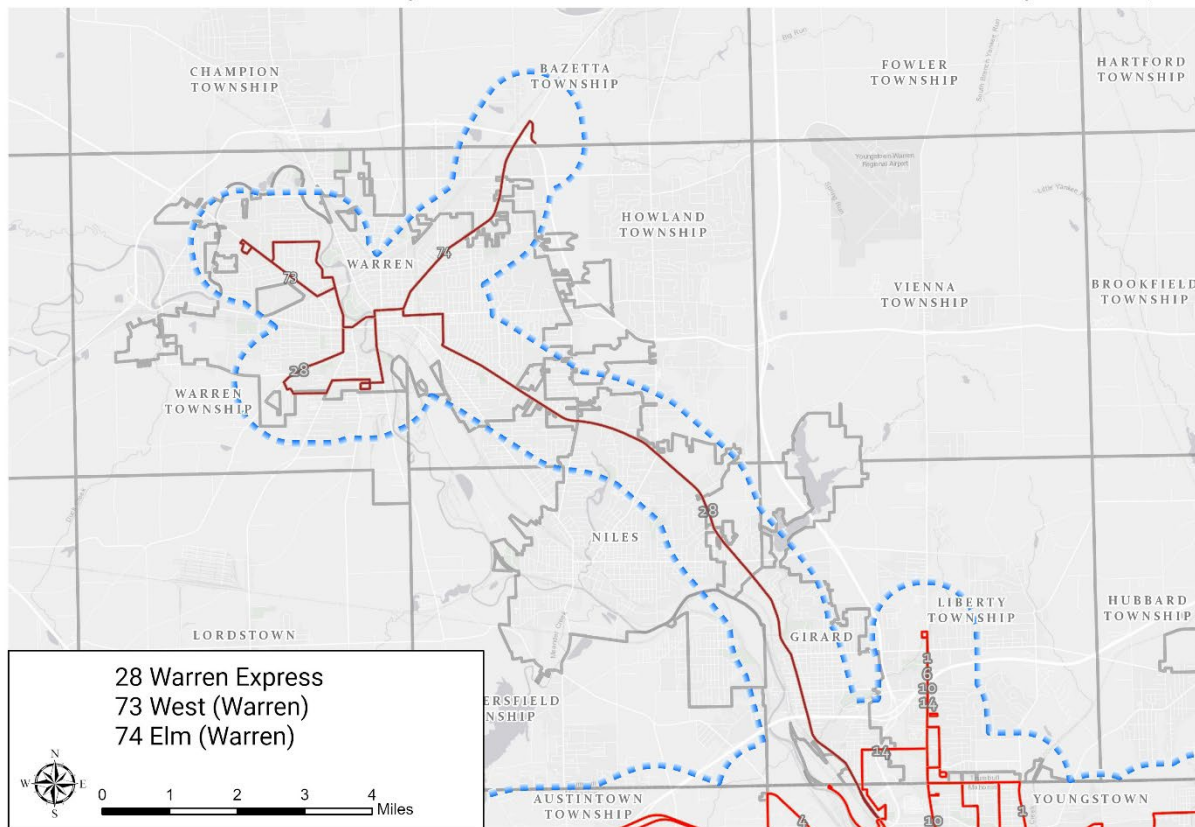
The 71 - North route was discontinued due to a lack of local funding commitment from Trumbull County. This service was discontinued on September 8, 2023.

76 - North Jackson Express

The 76-North Jackson Express was discontinued due to a lack of local funding commitment from Trumbull County. This service was discontinued on September 8, 2023.

Further information on WRTA routes can be found at www.wrtaonline.com.

Western Reserve Transit Authority - Fixed Route and ADA All Access Trumbull County Map 10



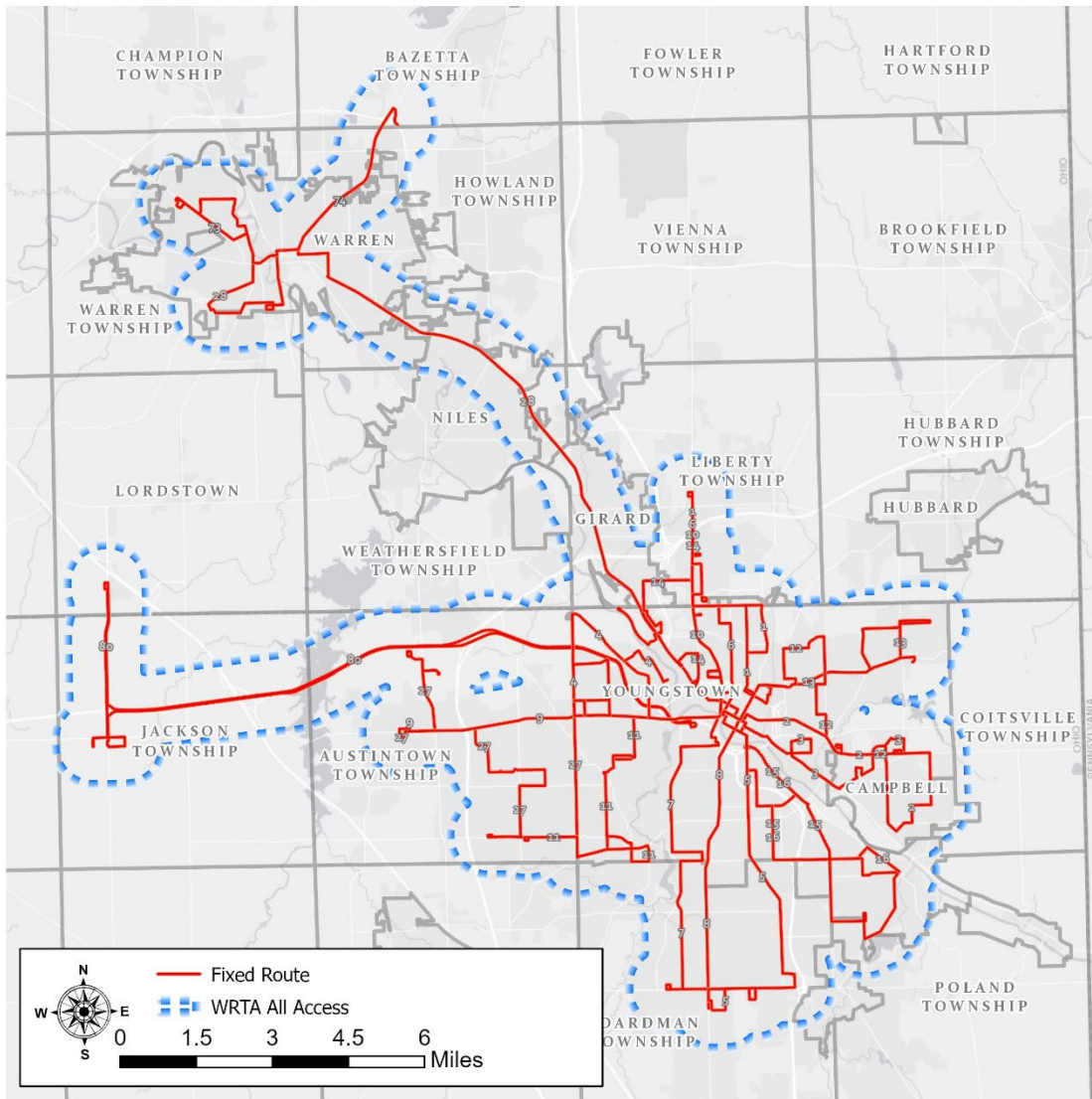
WRTA ADA All Access Service

The WRTA also operates a complementary paratransit service in addition to their regular transit service. Since 1978, the transit system has been providing demand response curb-to-curb service to seniors 65 years or older, and for individuals with disabilities who are certified through WRTA's Americans with Disabilities (ADA) certification process. To become ADA eligible an individual must request an application for the service, and the WRTA reviews what three categories a person's disability falls under ADA. The ADA All Access service area is defined as a $\frac{3}{4}$ mile boundary around a fixed route service line and is illustrated in Map - 3.

The WRTA paratransit service operates the same days and hours as their fixed route service. In December 2021, WRTA suspended all fares until further notice, but will be evaluated every year. The same rules apply for a person who is designated as a Personal Care Attendant (PCA) to continue to ride for free when traveling with a paratransit rider from the same origin and destination. Children under six years of age do not pay a fare when traveling with a paratransit rider from the same origin and destination.

Western Reserve Transit Authority Fixed Route & ADA All Access Map 3

System Descriptions



- | | | | |
|----------|----------------|--------------------|------------------|
| 1 Elm | 7 Glenwood | 13 McGuffey | 73 West (Warren) |
| 2 Oak | 8 Market | 14 Mosier | 74 Elm (Warren) |
| 3 Wilson | 9 Austintown | 15 Struthers | 80 Lordstown |
| 4 Steel | 10 Belmont | 16 Zedaker | |
| 5 South | 11 Cornersburg | 27 Austintown Loop | |
| 6 Fifth | 12 Lansdowne | 28 Warren Express | |

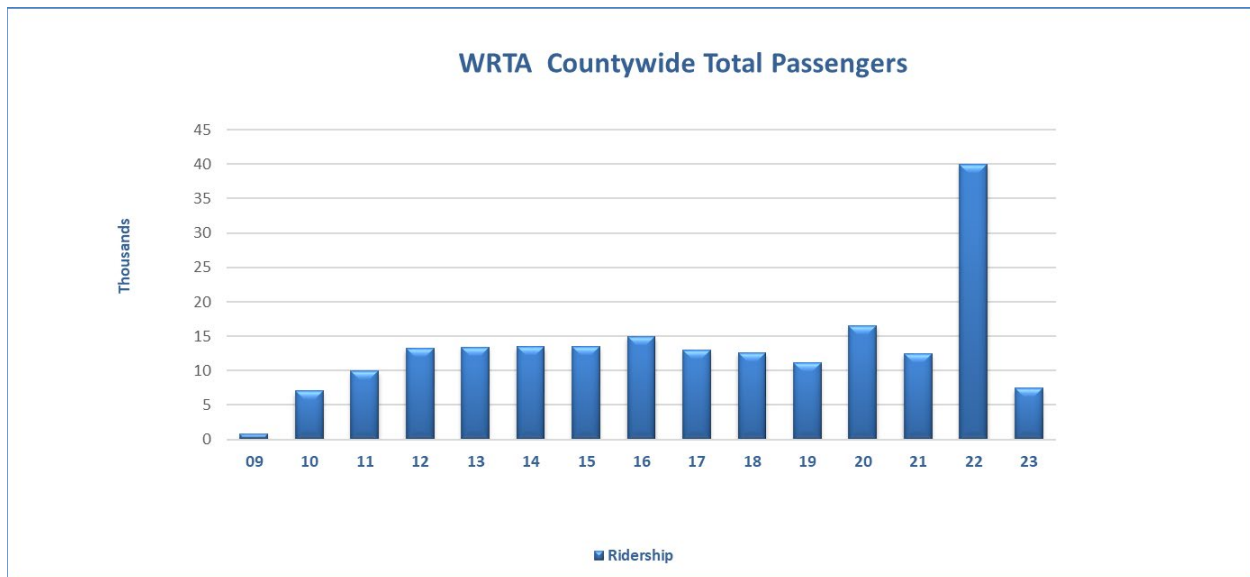
Countywide Demand Response Service

The WRTA implemented “Countywide” Demand Response Service in Mahoning County on September 9, 2009. Countywide service is an origin-to-destination service that is offered in Mahoning County, in areas not served by the fixed route service.

Countywide curb-to curb service is available Monday through Saturday from 6:00 a.m. to 6:00 p.m. Reservations are required to schedule a trip up to 7 days in advance but no later than 24 hours prior to the trip. To use this service, you must be registered for this service by going to www.wrtaonline.com.

WRTA’s Countywide ridership from September to December 2009 reached 839 passengers. Ridership reached 7,078 in 2010, 9,974 in 2011, 13,211 in 2012, 13,410 in 2013, 13,480 in 2014, 13,860 in 2015, 13,944 in 2016, 13,030 in 2017, 12,635 in 2018, 11,186 in 2019. Ridership in 2020 was 16,565 which includes the discontinued pilot microtransit trips. The WRTA ridership was slightly reduced to 12,508 in 2021 during Covid. In 2022 countywide ridership increased to 40,006. In 2023 ridership declined to 7,423 due to driver shortage which resulted in the reduction of five routes to three routes. The “Countywide” total passenger trips represented below is not combined with the WRTA’s existing annual ridership data, and the ADA All Access service for the elderly and individuals with disabilities. The total passenger trips for the “Countywide” demand response service are represented in Figure - 1.

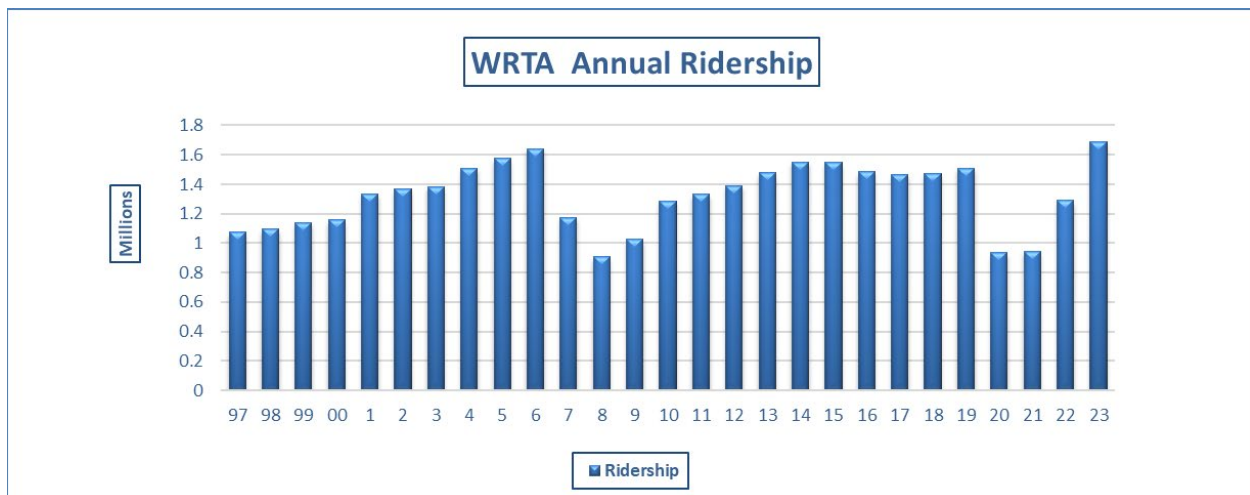
Figure - 1



WRTA Ridership

Figure - 2 represents the WRTA's annual ridership from 1997 to 2023 which includes the ADA All Access service for individuals with disabilities. WRTA shows an increase in annual passengers from 1997 to 2006 of over 1.0 million to 1.6 million passengers. Any service cuts that a transit system implements are always reflected in their ridership levels. The WRTA implemented service cuts in 2007, and their ridership declined to approximately 1.1 million passengers. Ridership declined to 908,513 in 2008, when the WRTA made additional service cuts to survive the impacts of a recession. The WRTA ridership started to increase in 2009 to 1,027,186, in 2010 ridership increased to 1,285,009, and in 2011 ridership increased to 1,331,148. Annual growth in ridership continued from in 2012 to 1,391,478, 1,478,794 in 2013, and 1,551,498 in 2014. The WRTA ridership for 2015 was 1,547,574; 1,483,544 in 2016; 1,468,876 in 2017; 1,473,548 in 2018, 1,509,891 in 2019. During the Covid-19 Pandemic ridership declined in 2020 to 936,703. WRTA started to offer free fares on March 17, 2020 during and after the Pandemic. Ridership started to slightly increase to 944,065 in 2021, 1,290,770 in 2022, and 1,686,991 in 2023. Today's ridership is comparable to 2006 levels. This is illustrated in Figure - 2.

Figure - 2

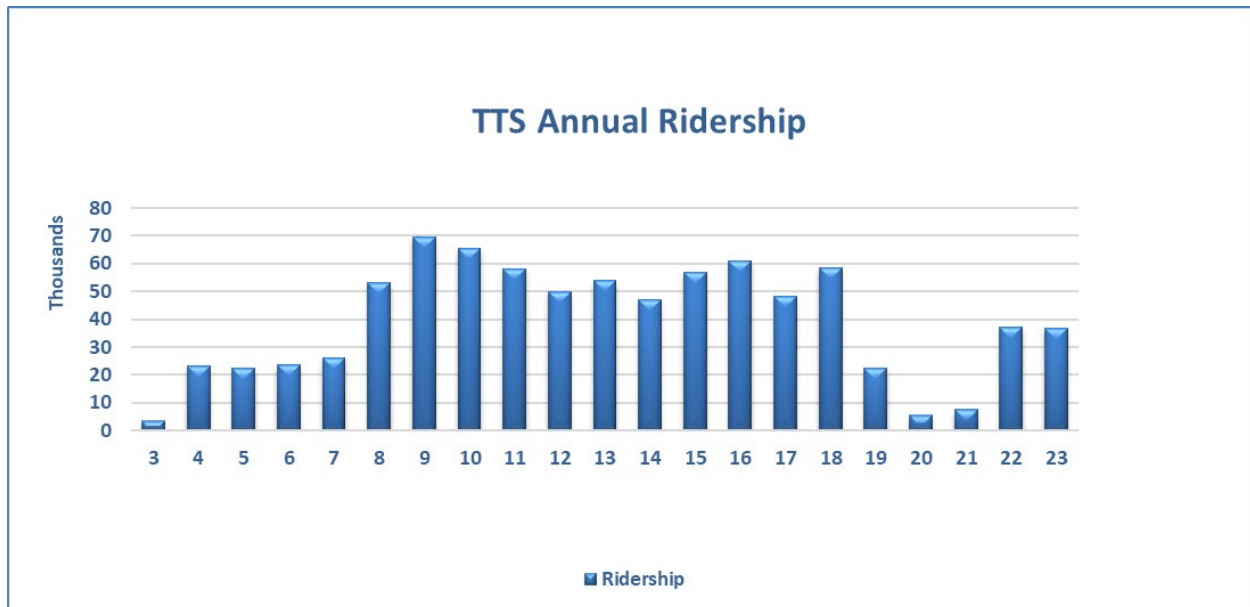


TTS Ridership

Figure - 3 represents the Trumbull County's demand respond transit system's annual ridership from the start of the service on September 15, 2003, when it was operated by the City of Niles and the service was known as NiTTS. NiTTS was discontinued on January 7, 2012 due to lack of local match. NiTTS annual ridership reached 3,451 in 2003, 23,098 in 2004, 22,217 in 2005, 23,593 in 2006, 31,910 in 2007, 53,158 in 2008, 69,733 in 2009, 65,528 in 2010 and 58,243 in 2011. NiTTS ridership for the last seven days of operation from January 1 to January 7, 2012 was 793. NiTTS transitioned into the TTS in 2012.

The 2012 annual ridership for TTS was 49,948. This total includes the last seven days of transit services provided by NiTTS. TTS annual ridership for 2013 was 53,882. In 2014 ridership declined to 47,064. Ridership increased in 2015 to 57,000, and then to 60,971 in 2016. TTS transit ridership continues to fluctuate in 2017 to 48,395, 58,635 in 2018, 22,380 in 2019, and 5,477 in 2020. Ridership in 2021 was 7,488, 37,086 in 2022, and 36,854 in 2023.

Figure - 3



TTS County-Wide Demand Response Service

The Trumbull County Transit Board (TCTB) began management of a demand response service called the Trumbull Transit System (TTS) on January 8, 2012. To eliminate operating redundancies and increase coordination of transit services and subsidies, the Trumbull County Board of Commissioners (TCBCC) transferred governance of all transportation functions and funding from the Trumbull County Office of Elderly Affairs (TCOEA) Transportation Program to the TCTB on January 1, 2013.

TCTB decrease service levels based on the reduction of local funds to support transit operations and that TCTB no longer was eligible for FTA Section 5307. The TCTB was notified on April 16, 2019, by the Trumbull County Educational Service Center (TCESC) that their transit service agreement with the transit board would not be renewed after June 30, 2019. In 2020, the TCTB lost local funding from the participating communities: Cities of Cortland, Girard, Niles, and Warren; the Village of McDonald; and Howland Township.

Financial discussions were held to see if TCTB could use Senior Levy dollars to support transit operations. On April 16, 2019, the TCTB received an opinion from the Ohio Attorney General's office on the use of tax generated by the Senior Levy being used for local match for the TCTB. The particulars and consequences relating to the AG's opinion stated that Senior Levy funding could only be used for seniors.

In March 2020 transit regionalization discussions were held with local communities who provided local match to the transit system, WRTA, and government agencies to support a regional transit system.

In support of regionalization between Mahoning and Trumbull counties ODOT awarded WRTA a OTP2 grant in SFY 2020 to regionalize transit services. With this grant the WRTA implemented seven fixed routes and county wide transit service in Trumbull County on March 1, 2020. Trumbull County Commissioners and other local officials were exploring joining the WRTA through a sales tax for future local match. This service was terminated in August 2021 due to no financial commitments from Trumbull County Officials to fund transit services in Trumbull County, and the PTP2 ODOT grant ended.

The TTS received funding in 2022 from WRTA as a subrecipient of FTA Section 5310 grant program, the Trumbull County Senior Levy (TCSL), the Trumbull County Board of Developmental Disabilities (TCBDD), and the Trumbull County Board of Commissioners (TCBCC).

TTS local funding for 2023 consists of FTA 5310 Urbanized area funding that is administered by ODOT. The Trumbull County Senior Levy (TCSL), the TCBDD, and the TCBCC commit to local funding through Journal action by the TCBCC.

TTS Local Funding Sources (2023)

ODOT 5310-Subrecipient TTS	\$556,939
TCSL	\$750,000
TCBDD	\$150,000
TCBCC	\$200,000
TOTAL	\$1,656,939

TTS Goals and Objectives

TTS goals and objectives are as followed:

- Serving individuals who have no alternative means of mobility to satisfy their basic needs.
- Expanding service to human and social service agency clientele.
- Serving senior citizens and people with disabilities, especially focusing on those who would benefit from mobility services to continue living independently.
- Meeting the requirements of those in the workforce, those entering the workforce, and employers, especially employers who are willing to subsidize or contribute to employees using community transportation.
- Assist individuals in high school and after high school that are participating in skill-based education and/or training to improve their employment opportunities.
- Transporting high school students, enabling schools to redirect their valuable resources, creating greater flexibility for school schedules and for after-school activities, eliminating dedicated school bus service to this population.
- Secure a dedicated local fund to match federal and state grants.

TTS Fare Structure

TTS fare structure for seniors and disabled individuals is listed below. All riders should check with the service provider on vendor mileage rates.

TTS Transit Fares (CY 2023 & 2024)

Seniors 60 years of age and older \$2.00
(Medical Trips in Trumbull County)

Seniors Out of County Medical Trips \$2.00
(For the first 30 miles; after 30 miles the cost
is based on per vendor mileage rate) *

Disabled Individuals \$2.00
(Medical Trips in Trumbull County)

Disabled Out of County Medical Trips \$2.00
(For the first 30 miles; after 30 miles the cost
is based on per vendor mileage rate) *

All Non-Medical Trips in Trumbull County
and out of Trumbull County \$2.00
(For the first 12 miles; after 12 miles the cost
is based on per vendor mileage rate) *

* Check with Service provider on current rate per mile.

Fares are based on one-way trips.
Personal care attendants ride for free.

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New and Proposed Routes

The following variables are considered when the WRTA implements a new route:

- demographic and population density of potential transit riders,
- the establishment of park and ride lots,
- the use of advertising and marketing techniques to attract passengers,
- updating fare structure for the types of services provided,
- securing and expanding local financial support,
- securing federal and state capital grant assistance, and
- coordinating transit services with public, private, and non-profit organizations.

Discontinued Akron Express Route

The WRTA on December 5, 2021, started the 81-Akron Express route from Federal Station to Akron's Robert K. Pfaff Transit Center in Akron, Ohio via west on Interstate 76. The Akron Express was a pilot route funded by an ODOT grant to help connect passengers to Akron Metro transit center. The route was discontinued due to low ridership in 2022.

Transit Oriented Development (TOD)

In June 2020, WRTA received a \$250,000 U.S. Department of Transportation grant to develop a comprehensive Transit-Oriented Development Plan (TOD) for the Youngstown-Boardman Market Street Corridor. The corridor spans between the communities and is a primary arterial street connecting the City of Youngstown and the largest suburb Boardman Township.

The TOD plan is intended to develop a comprehensive plan that supports and expands economic development, ridership, multimodal connectivity and accessibility, increase transit access for pedestrian and bicycle traffic. The TOD Plan enables mixed-use development with retail, office and residential housing. The plan would create attractive neighborhoods with higher-density spaces to improve a sustainable quality of life around TOD.

The TOD public outreach meetings were held in 2021 and the plan was finalized in October 2022. For further information on the TOD Plan contact www.wrtaonline.com.

Future Transit Projects

The WRTA is moving forward to acquire funding for facility upgrades and expansion to their Administrative/Maintenance Facility, Federal Station Terminal, Bus Barn, and other transit projects listed in their Facility Master Plan. Future capital improvement forecasting can include sustainable solar energy, electric and autonomous vehicles, building a new transit center in North Jackson, in the Boardman area, future TOD development in high traffic corridors, and maintaining the City of Warren service if federal and state funding becomes available.

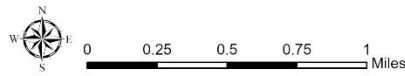
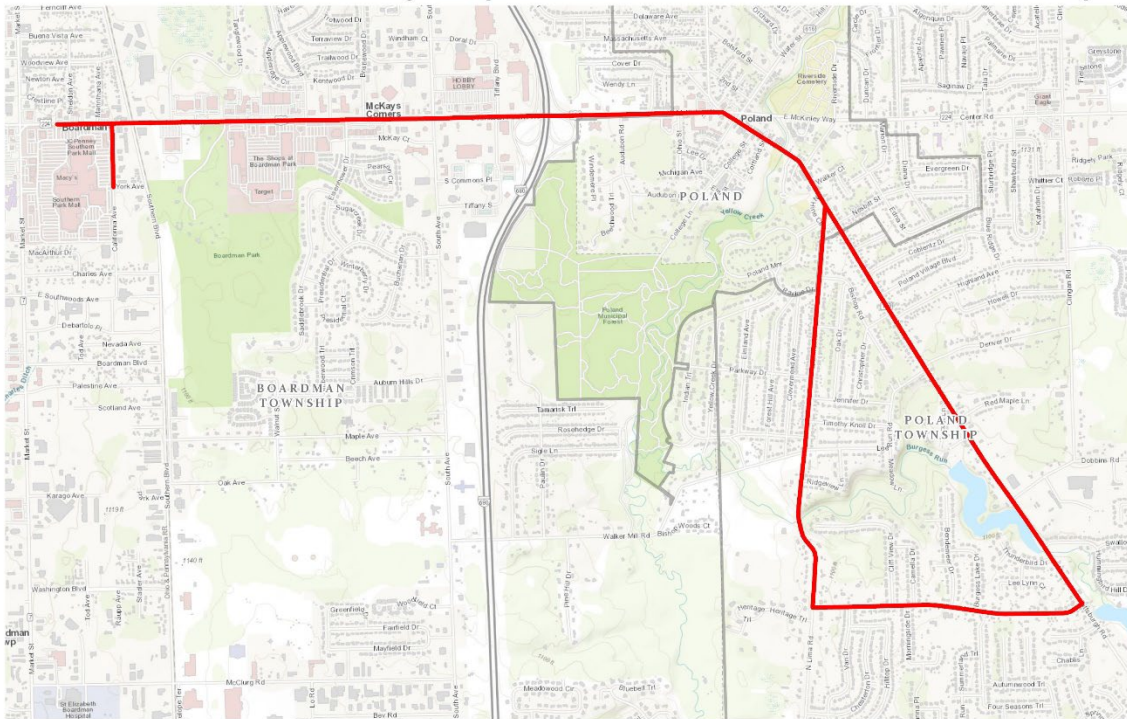
Currently, the WRTA has one proposed route to implement in Mahoning County.

Poland/Southern Park Mall

The route would connect the Village of Poland to the Southern Park Mall, traveling east on US-224, and then west to Poland Township via SR-170 and North Lima Road.

Western Reserve Transit Authority - Proposed Bus Routes

Map 11

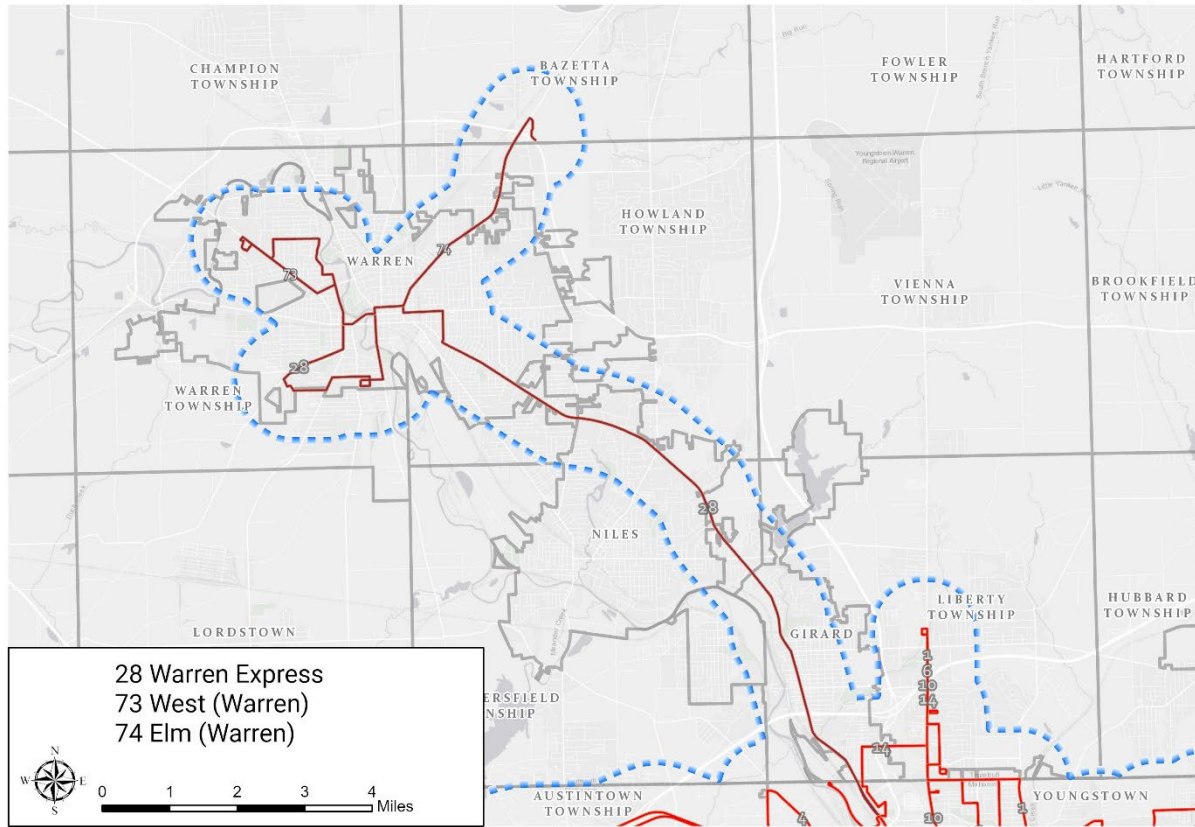


New and Proposed Routes

Trumbull County Fixed Routes

The WRTA reinstated two fixed routes in Trumbull County on March 10, 2024, from ODOT's OTP2 grant program. The two routes are the 73-West and the 74-Elm. These routes are detailed in the Systems Description Section of this report. The routes are illustrated below in Map 10.

Western Reserve Transit Authority - Fixed Route and ADA All Access Trumbull County **Map 10**



New and Proposed Routes

Any proposed routes for Mahoning and Trumbull Counties can be implemented in the near future with financial support from public, private and non-profit organizations in Mahoning and Trumbull Counties. Eastgate will continue to encourage coordination and regionalization to transit systems operating in the urbanized area.

The Following Tables correspond with Eastgate’s FY2024 - 2027 Transportation Improvement Program for WRTA.

PD	Grantee Primary County	Grantee Primary MPO	Grantee Agency (Transit Agency)	Primary Work Category	ALI	Qty	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with IDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type	STIP SLI Group
111917	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2023	\$ 104,000	Federal Transit Direct	\$ 130,000	5307	N/A
111917	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2023	\$ 26,000	Local Match	\$ 130,000	Local	N/A
111937	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.7A.00		Exempt	Capitalized Maintenance	2023	\$ 534,298	General Revenue	\$ 534,298	State	State
111941	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Misc. Projects/Shop Equipment: Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	2023	\$ 200,000	Federal Transit Direct	\$ 250,000	5307	N/A
111941	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Misc. Projects/Shop Equipment: Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	2023	\$ 50,000	Local Match	\$ 250,000	Local	N/A
111944	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Perimeter Fencing	2023	\$ 240,000	Federal Transit Direct	\$ 300,000	5307	N/A
111944	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Perimeter Fencing	2023	\$ 60,000	Local Match	\$ 300,000	Local	N/A
111945	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.12.15	8	Exempt	LTV Replacement	2023	\$ 1,152,000	Federal Transit Direct	\$ 1,440,000	5307	N/A
111945	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.12.15	8	Exempt	LTV Replacement	2023	\$ 288,000	Local Match	\$ 1,440,000	Local	N/A
114086	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.15.02	11	Exempt	Mid-Life Bus Rebuild	2023	\$ 528,000	Federal Transit Direct	\$ 1,750,000	5307	N/A
114086	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.15.02	11	Exempt	Mid-Life Bus Rebuild	2023	\$ 132,000	Local Match	\$ 1,750,000	Local	N/A
117728	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.43.03		Exempt	Facility construction of a solar canopy for the administrative/maintenance facility parking lot using the SFY2023 OTP2 award using CRP funds as a flex fund transfer	2023	\$ 2,700,000	Federal	\$ 3,375,000	Flex Transfer STBG (ODOT)	N/A
117728	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.43.03		Exempt	Facility construction of a solar canopy for the administrative/maintenance facility parking lot using the SFY2023 OTP2 award using CRP funds as a flex fund transfer	2023	\$ 675,000	Local Match	\$ 3,375,000	Local	N/A

PID	Grantee Primary County	Grantee Primary MPO	Grantee Agency (Transit Agency)	Primary Work Category	ALI	Qty	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type	STIP SLI Group
111953	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2024	\$ 250,000	Federal Transit Direct	\$ 500,000	5307	N/A
111953	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2024	\$ 250,000	Local Match	\$ 500,000	Local	N/A
111954	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2024	\$ 120,000	Federal Transit Direct	\$ 150,000	5307	N/A
111954	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2024	\$ 30,000	Local Match	\$ 150,000	Local	N/A
111957	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Capitalized Maintenance; Carbon Reduction funds only are flex fund transfer	2024	\$ 800,000	Federal Transit Direct	\$ 2,175,000	5307	N/A
111957	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Capitalized Maintenance; Carbon Reduction funds only are flex fund transfer	2024	\$ 500,000	Federal	\$ 2,175,000	Flex Transfer STBG (000T)	N/A
111957	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Capitalized Maintenance; Carbon Reduction funds only are flex fund transfer	2024	\$ 125,000	Local Match	\$ 2,175,000	Local	N/A
111957	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Capitalized Maintenance; Carbon Reduction funds only are flex fund transfer	2024	\$ 200,000	Local Match	\$ 2,175,000	Local	N/A
111957	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Capitalized Maintenance; Carbon Reduction funds only are flex fund transfer	2024	\$ 550,000	General Revenue	\$ 2,175,000	State	N/A
111964	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2024	\$ 800,000	Federal Transit Direct	\$ 1,000,000	5307	N/A
111964	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2024	\$ 200,000	Local Match	\$ 1,000,000	Local	N/A
111967	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Bus and Bus Facilities - Administration building expansion	2024	\$ 3,439,601	Federal Transit Direct	\$ 4,299,501	5307	N/A
111967	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Bus and Bus Facilities - Administration building expansion	2024	\$ 859,900	Local Match	\$ 4,299,501	Local	N/A
111967	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Bus and Bus Facilities - Administration building expansion	2024	\$ 1,360,399	Federal Transit Direct	\$ 1,700,499	5339	N/A
111967	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.03		Exempt	Bus and Bus Facilities - Administration building expansion	2024	\$ 340,100	Local Match	\$ 1,700,499	Local	N/A
111969	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.12.15	3	Exempt	Small Vehicle Replacement	2024	\$ 192,000	Federal Transit Direct	\$ 240,000	5307	N/A
111969	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.12.15	3	Exempt	Small Vehicle Replacement	2024	\$ 48,000	Local Match	\$ 240,000	Local	N/A
118033	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.42.03		Exempt	Purchase/install back-up generator	2024	\$ 250,000	Local Match	\$ 250,000	Local	N/A

PID	Grantee Primary County	Grantee Primary MPO	Grantee Agency (Transit Agency)	Primary Work Category	ALI	Qty	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type	STIP SLI Group
118301	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2025	\$ 250,000	\$ 250,000	\$ 500,000	5307	N/A
118301	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2025	\$ 250,000	Local Match	\$ 500,000	Local	N/A
118302	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2025	\$ 120,000	\$ 250,000	\$ 150,000	5307	N/A
118302	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2025	\$ 30,000	Local Match	\$ 150,000	Local	N/A
118303	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2025	\$ 500,000	Federal Transit Direct	\$ 600,000	5307	N/A
118303	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2025	\$ 100,000	Local Match	\$ 600,000	Local	N/A
118305	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2025	\$ 48,000	Federal Transit Direct	\$ 60,000	5307	N/A
118305	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2025	\$ 12,000	Local Match	\$ 60,000	Local	N/A
118307	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2025	\$ 1,000,000	Federal Transit Direct	\$ 1,875,000	5307	N/A
118307	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2025	\$ 500,000	Federal	\$ 1,875,000	Flex Transfer STBG (ODOT)	N/A
118307	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2025	\$ 125,000	Local Match	\$ 1,875,000	Local	N/A
118307	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2025	\$ 250,000	Local Match	\$ 1,875,000	Local	N/A

PID	Grantee Primary County	Grantee Primary MPO	Grantee Agency (Transit Agency)	Primary Work Category	ALI	Qty	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type	STIP/SJ Group
118308	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2026	\$ 250,000	Federal Transit Direct	\$ 250,000	5307	N/A
118308	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2026	\$ 250,000	Local Match	\$ 500,000	Local	N/A
118310	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2026	\$ 96,000	Federal Transit Direct	\$ 120,000	5307	N/A
118310	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2026	\$ 24,000	Local Match	\$ 120,000	Local	N/A
118311	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2026	\$ 500,000	Federal Transit Direct	\$ 600,000	5307	N/A
118311	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2026	\$ 100,000	Local Match	\$ 600,000	Local	N/A
118312	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2026	\$ 48,000	Federal Transit Direct	\$ 60,000	5307	N/A
118312	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2026	\$ 12,000	Local Match	\$ 60,000	Local	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 2,112,000	Federal Transit Direct	\$ 7,721,000	5307	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.04	5	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 660,000	Federal Transit Direct	\$ 7,721,000	5307	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 851,200	Local Match	\$ 7,721,000	Local	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.04	5	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 1,650,000	Local Match	\$ 7,721,000	Local	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 528,000	Local Match	\$ 7,721,000	Local	N/A
118313	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2026	\$ 3,404,800	Federal	\$ 7,721,000	Not Assigned	N/A
118317	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2026	\$ 500,000	Federal Transit Direct	\$ 1,875,000	5307	N/A
118317	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2026	\$ 1,000,000	Federal Transit Direct	\$ 1,875,000	5307	N/A
118317	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2026	\$ 125,000	Local Match	\$ 1,875,000	Local	N/A
118317	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2026	\$ 250,000	Local Match	\$ 1,875,000	Local	N/A

PID	Grantee Primary County	Grantee Primary MPO	Grantee Agency (Transit Agency)	Primary Work Category	ALI	Qty	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with IDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type	STIP SLI Group
118321	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2027	\$ 250,000	Federal Transit Direct	\$ 500,000	5907	N/A
118321	MAH	EASTGATE	Western Reserve Transit Authority	Transit	30.09.01		Exempt	Operating	2027	\$ 250,000	Local Match	\$ 500,000	Local	N/A
118323	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2027	\$ 96,000	Federal Transit Direct	\$ 120,000	5907	N/A
118323	MAH	EASTGATE	Western Reserve Transit Authority	Transit	44.24.00		Exempt	Planning	2027	\$ 24,000	Local Match	\$ 120,000	Local	N/A
118324	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2027	\$ 200,000	Federal Transit Direct	\$ 250,000	5907	N/A
118324	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.41.03		Exempt	Architecture & Engineering for the admin/maintenance facility	2027	\$ 50,000	Local Match	\$ 250,000	Local	N/A
118326	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2027	\$ 48,000	Federal Transit Direct	\$ 60,000	5907	N/A
118326	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.46.00		Exempt	Lease	2027	\$ 12,000	Local Match	\$ 60,000	Local	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.15	1	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 68,000	Federal Transit Direct	\$ 6,483,000	5907	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.04	6	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 1,632,000	Federal Transit Direct	\$ 6,483,000	5907	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 2,966,400	Federal Transit Direct	\$ 6,483,000	5907	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	1	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 520,000	Federal Transit Direct	\$ 6,483,000	5907	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	1	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 130,000	Local Match	\$ 6,483,000	Local	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.04	6	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 408,000	Local Match	\$ 6,483,000	Local	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.15	1	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 17,000	Local Match	\$ 6,483,000	Local	N/A
118327	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.12.02	4	Exempt	Vehicle Replacements; CMAQ funds only are flex fund transfer	2027	\$ 741,600	Local Match	\$ 6,483,000	Local	N/A
118330	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2027	\$ 1,000,000	Federal Transit Direct	\$ 1,875,000	5907	N/A
118330	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2027	\$ 500,000	Federal	\$ 1,875,000	Flex Transfer STBG (ODOT)	N/A
118330	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2027	\$ 250,000	Local Match	\$ 1,875,000	Local	N/A
118330	MAH	EASTGATE	Western Reserve Transit Authority	Flex Fund Transfers	11.7A.00		Exempt	Preventive Maintenance; Carbon Reduction funds only are flex fund transfer	2027	\$ 125,000	Local Match	\$ 1,875,000	Local	N/A
119129	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.33.01		Exempt	Construction - Transit Center	2027	\$ 1,000,000	Local Match	\$ 1,000,000	Local	N/A
119130	MAH	EASTGATE	Western Reserve Transit Authority	Transit	11.44.04		Exempt	Rehab-Bus Barn	2027	\$ 1,000,000	Local Match	\$ 1,000,000	Local	N/A

TTS's Capital Improvement Project Description List

State FY2021 to 2024

- The Trumbull County Transit Board's capital improvement projects are not included in this document or the FY2021 - FY2024 TIP/STIP because they are not in fiscal constraint. In the event that their financial situation changes, and they become eligible for federal or state funding the TDP document will be changed, and a TIP amendment will be conducted to add capital improvement projects into the TIP/STIP.