

SCATS POLICY COMMITTEE MINUTES
August 31, 2026

POLICY COMMITTEE MEMBERS/ALTERNATES

John Highman, City of Canton
Chris Tyson, SARTA
Mark Cozy, City of Canal Fulton
Dan Moeglin, Stark Parks
Doug Harris, City of Canton
Nick Loukas, City of Canton
Greg McCue, City of Massillon
Alex Pitts, City of Massillon
Lauren Phillis, ODOT
Richard Regula, Stark County Commissioners
Brant Luther, Stark County Commissioners
Brian Cole, SCEO
Jason Segedy, City of North Canton
Rob Graham, City of North Canton

STAFF

Dan Slicker
Spencer Gibbs
Jonelle Melnichenko
Bob Nau
Nicole Blunk
Jennifer Bayer

OTHER

Shane Locke, Patrick Engineering
Melanie Timco, Stark Parks
Dave Maley, City of Louisville

1. Opening Remarks

John Highman, Chairman, opened the meeting at 1:30 p.m.

He welcomed everyone to the brand-new facilities and congratulated the county on the significant improvements made to the building. They noted that the renovated space is a positive addition for county staff and a great improvement for downtown.

2. Consideration of Minutes of July 27, 2026 meeting

Moeglin moved, Cozy seconded, and the motion carried to approve the minutes from July 27, 2026 meeting.

3. TIP Financial Status

Slicker gave an update to the TIP financial status. He presented a spreadsheet showing the FY 2027 TIP financial outlook has improved significantly due to several projects coming in under budget and adjustments to funding levels. The program currently has approximately \$2.5 million in carryover funds, providing additional flexibility to add projects to the new TIP. Graham noted that the large carryover is not expected to create a funding issue, as ODA has approved the excess carryover for this year.

4. Resolution 2027-02 – Transit TIP Amendment

Slicker explained that the proposed amendment is based on the TAC meeting from August 18, 2026. The result of that TAC meeting is the clarification when Toll Revenue Credits are added to a project, we're not authorizing any excess STBG or CR or TASA money to that project. The cap for CRP is at \$476,025 at 90%, and that includes \$53,375 in TRC.

Cozy moved, Moeglin seconded, and the motion carried to approve the Resolution 2027-02 Transit TIP Amendment.

5. Resolution 2027-03 – Highway TIP Amendment

Slicker stated that the proposed amendment is for the highway projects discussed at the TAC meeting. The amendment clarifies that the STBG is capped at \$2,758,000 for the Cleveland-Everhart project. CMAQ is capped at \$500,000 for the 241 project, and CMAQ is capped at \$86,247 for the Ohio-Erie Canal project which is for the detailed design. The other project discussed was moving the CMAQ right-of-way funds for the Fulton/25th/Harrison Roundabout from FY28 to FY27. That was approved by the state CMAQ committee several weeks ago.

Discussion explained how toll revenue credits (TRC) should be used and how they affect SCATS' available funding. Previously, it was understood that if TRC was awarded to a project but not used, the unused amount would still count against SCATS' overall allocation, potentially limiting the ability to award credits to future projects. However, Chad Root, ODOT, clarified at the August TAC meeting that unused TRC does not count against SCATS' allocation and remains available for future projects. TRC is most beneficial when a project's bids come in lower than anticipated, leaving the project with more federal funding than it needs. In those situations, TRC can allow the project to use federal funds at a higher percentage than the typical 80%—up to 90%—without providing additional funding. Conversely, if bids come in higher than the available federal allocation, there is no benefit to applying TRC because the project already needs all of its available federal funds. The explanation means there is

no longer a concern about losing unused TRC, so it can be applied strategically, particularly to projects where costs are uncertain or bids could come in lower than expected. If a project is clearly underfunded, however, there is little reason to apply TRC because the project likely will not use its full federal allocation anyway.

The group also briefly discussed whether applying TRC would require additional approval from the state for CMAQ funds. It was stated that the CMAQ amount represents a **maximum amount available**, so if the project ultimately spends less than that amount because of the adjusted funding percentage, that would not be an issue.

Graham moved, Loukas seconded, and the motion carried to approve the Resolution 2027-03 Highway TIP Amendment.

6. Resolution 2027-04 – Adoption of Performance Measure Targets

Slicker presented the annual adoption of performance measure targets, which are separate from the safety performance measures. The targets cover four main areas:

- **Infrastructure condition:** Interstate pavement, non-interstate NHS pavement, and bridges.
- **Travel time reliability:** Reliability of travel on interstates and non-interstate NHS routes.
- **CMAQ emissions reduction:** Reductions in volatile organic compounds, nitrogen oxides, and fine particulate matter (PM2.5).
- **Peak Hour Excessive Delay:** Peak-hour excessive delay per capita and non-single-occupant vehicle travel.

The targets have not changed since the previous update approximately five years ago, and SCATS continues to support ODOT's established targets. Slicker noted that SCATS was meeting all of the targets at the time of the last TIP update except for a couple of the CMAQ emission reduction targets, which are expected to improve as vehicle efficiency increases.

Moeglin moved, Loukas seconded, and the motion carried to approve the Resolution 2027-04 Adoption of Performance Measure Targets.

7. Resolution 2027-05 – 5310 Allocations

Gibbs presented the addition of the 5310 Program to the TIP for the current fiscal year. Staff recommended allocating \$208,378 for operating expenses and \$276,847 for capital improvements, using the available federal funding.

Four organizations submitted applications: ABCD Inc, First Christian Church Day Services, Reli-A-Ride, and The Workshop Inc. Together, they requested approximately \$655,564 in capital funding. Under Federal Transit Administration requirements, at least 55% of the allocation must be used for capital projects and no more than 45% for operating expenses. SCATS also waived its allowable 10% administrative allocation this year, allowing more funding to go toward the applicants' projects. Most requests were fully funded. The ABCD capital request for a modified minivan was not funded. First Christian Church Day Services received full funding for a light transit vehicle. Reli-A-Ride was funded for a modified minivan and non-emergency medical transportation software. The Workshop Inc. requested two light transit vehicles but was able to receive full funding for only one.

Operational requests were also largely funded, with First Christian Church Day Services receiving less than its full operating request. The recommended allocations remained unchanged from the previous discussion. The program can now be added to the TIP because the 5310 funding allocation has been finalized.

Cozy moved, Segedy seconded, and the motion carried to approve the Resolution 2027-05 5310 Allocations

8. Other Business & Announcements

- a. September TAC Meeting for TIP project scoring/recommendations.

The September TAC meeting was scheduled for Thursday, September 24 at 1:30 p.m.

- b. Community Planning Studies update

Slicker stated that American Structure Point was chosen to do the Lake Township Active Transportation and Economic Development study.

Moeglin introduced Melanie Timco, the new Development Manager, for Stark Parks.

With no other business, the meeting was adjourned.

Next scheduled meeting, Monday, September 28, 2026.