



EASTGATE

Regional Council of Governments

FY2021-2025 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

FY2021 - 2025 Transit Development Program

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Title VI/Non-Discrimination Policy

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.

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Introduction

The FY2021-2025 Transit Development Program (TDP) is developed by the Eastgate Regional Council of Governments with collaboration from local transit agencies receiving urbanized funding allocations from the Federal Transit Administration (FTA). The TDP is prepared on a yearly basis 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 then incorporated in Eastgate's Transportation Improvement Program (TIP) for federal and state funding if the transit capital improvements meet fiscal constraint.

Eastgate's urbanized area is often referred to as the Youngstown OH-PA urban area boundary. This bi-state urban boundary was re-designated by the 2010 Census and is illustrated in Map 1-1. The Bureau of the Census released the urban area populations on March 27, 2012. 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 by the Youngstown, OH-PA urban boundary. Population and other factors are used by the transit systems to determine transit allocations for each state. At the time of this TDP publication, a tentative Letters of Agreement to split federal transit funding between transit systems operating in the bi-state urban area have not taken place for FFY2020.

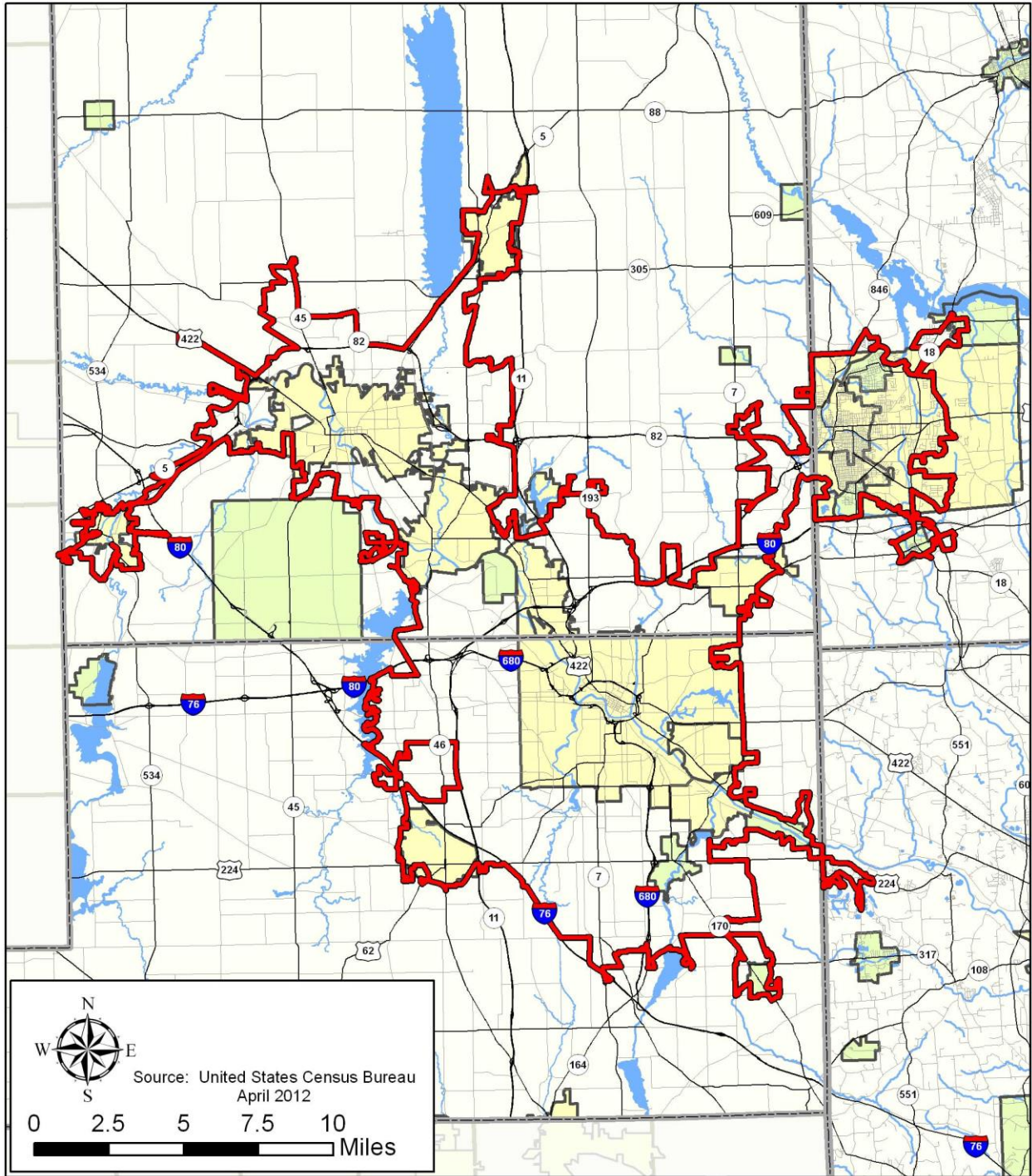
The 2010 Census population for the Youngstown, OH-PA urban area is 387,550. The population of this bi-state region as documented in the previous 2000 Census was listed as 417,437. Within a ten-year period, the population in this region decreased by 7.15 percent. The 2000 Urban Area Boundary Map is illustrated in Map 1-2.

The illustration in Map 1-3 compares the 2010 and 2000 urbanized areas, as defined by the Census, which were added or deleted to the Youngstown, OH-PA bi-state region. The red shaded areas show that 30.2 square miles was added to the urban boundary in 2010. The blue shaded areas indicate that 16.2 square miles was deleted from the 2000 urban area. Portions of Lawrence County, PA were added to the urban boundary, and the urbanized area in Mercer County expanded. According to the 2010 Census, the total population in Mahoning County is 238,823, and 210,312 is listed for Trumbull County. Mercer and Lawrence County population is listed as 116,636, and 91,108 respectively.

The 2010 Youngstown OH-PA Urban Area Boundary as illustrated in Map 1-3 incorporates the following areas in Pennsylvania: Clark and West Middlesex Boroughs, Shenango and South Pymatuning Townships, the City of Hermitage, and Lawrence County.

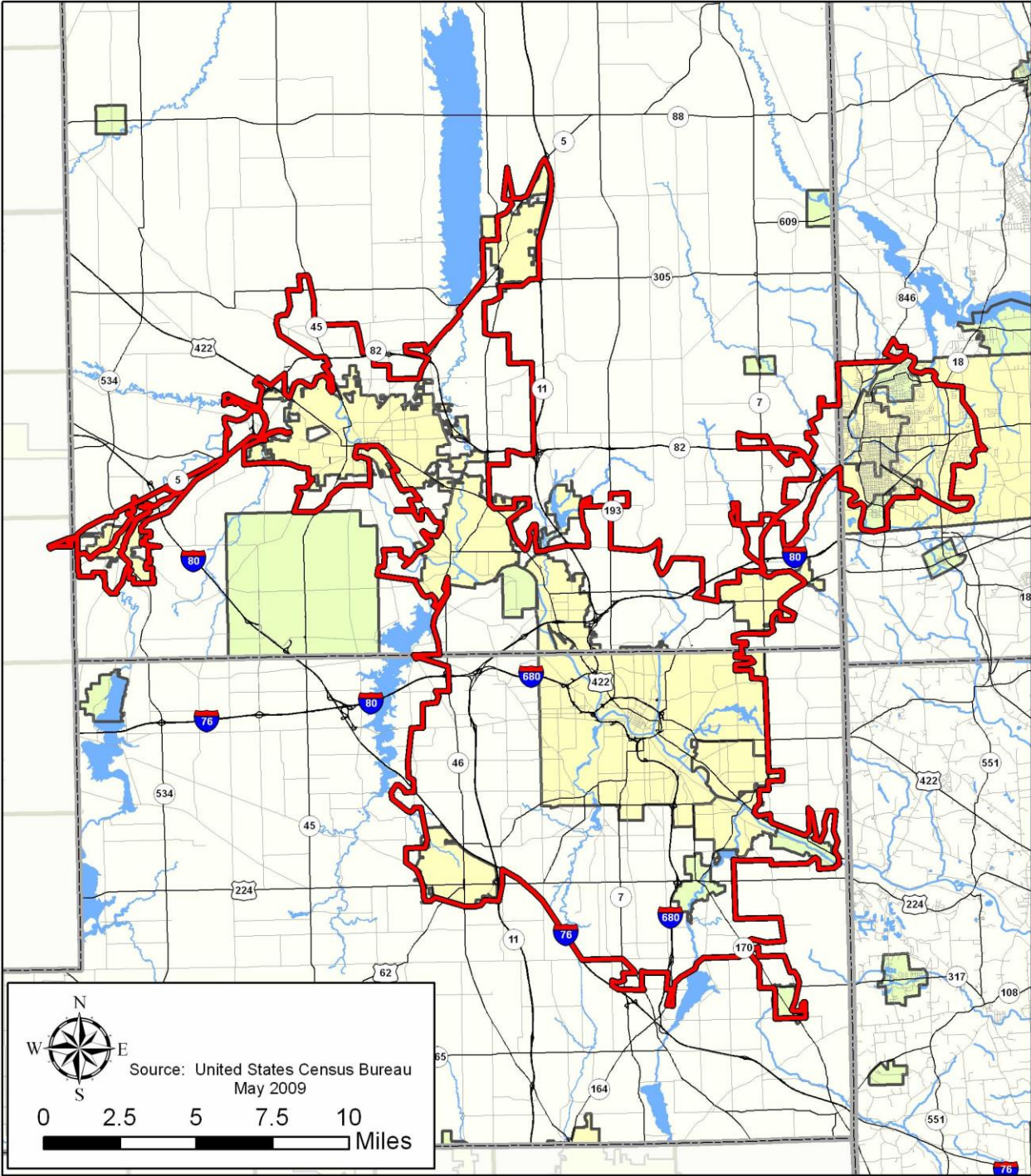
Youngstown, OH-PA 2010 Urban Area Boundary

Map 1-1



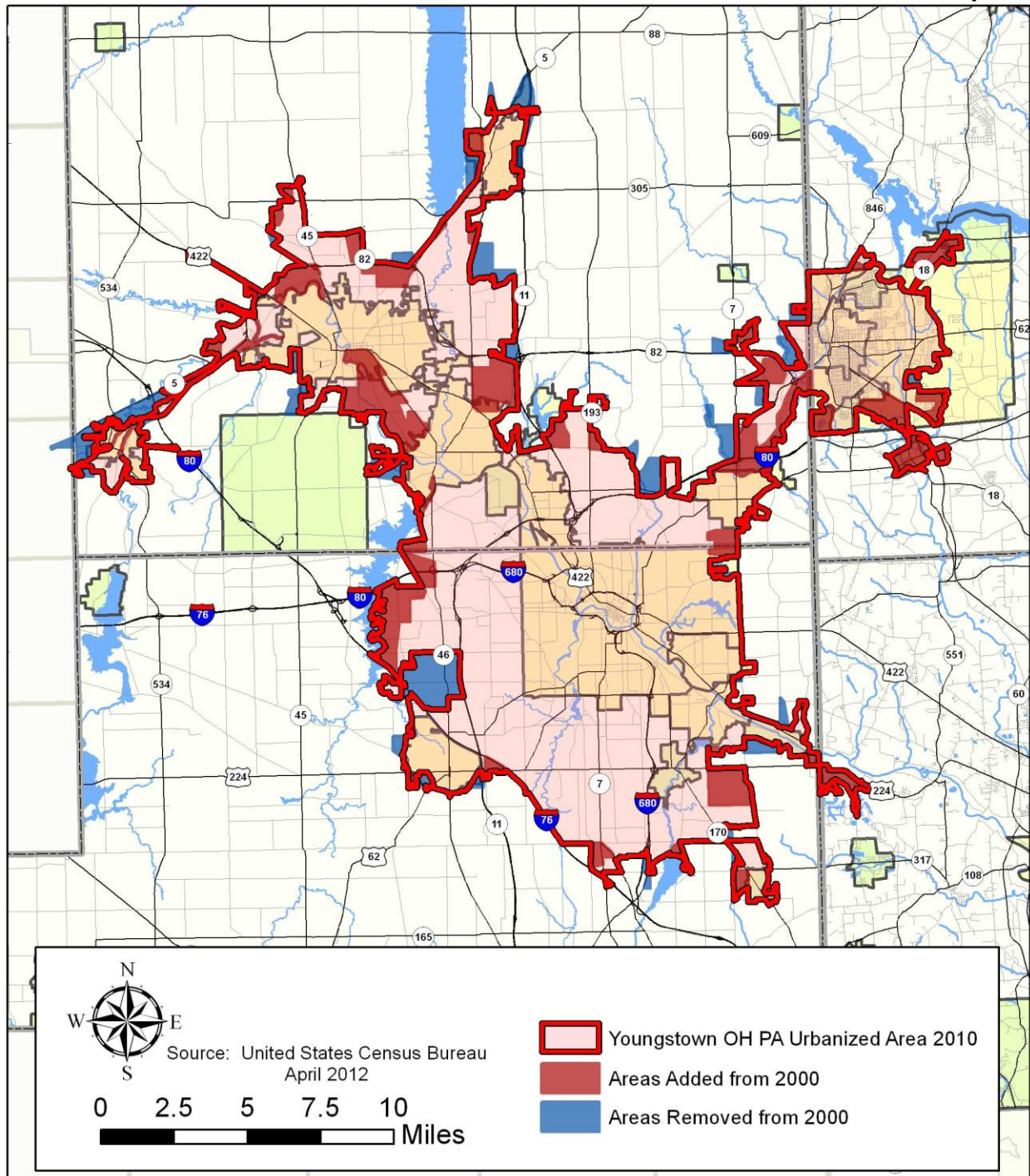
Youngstown, OH-PA 2000 Urban Area Boundary

Map 1-2



2010 and 2000 Youngstown, OH-PA Urban Area Boundary Comparison

Map 1-3

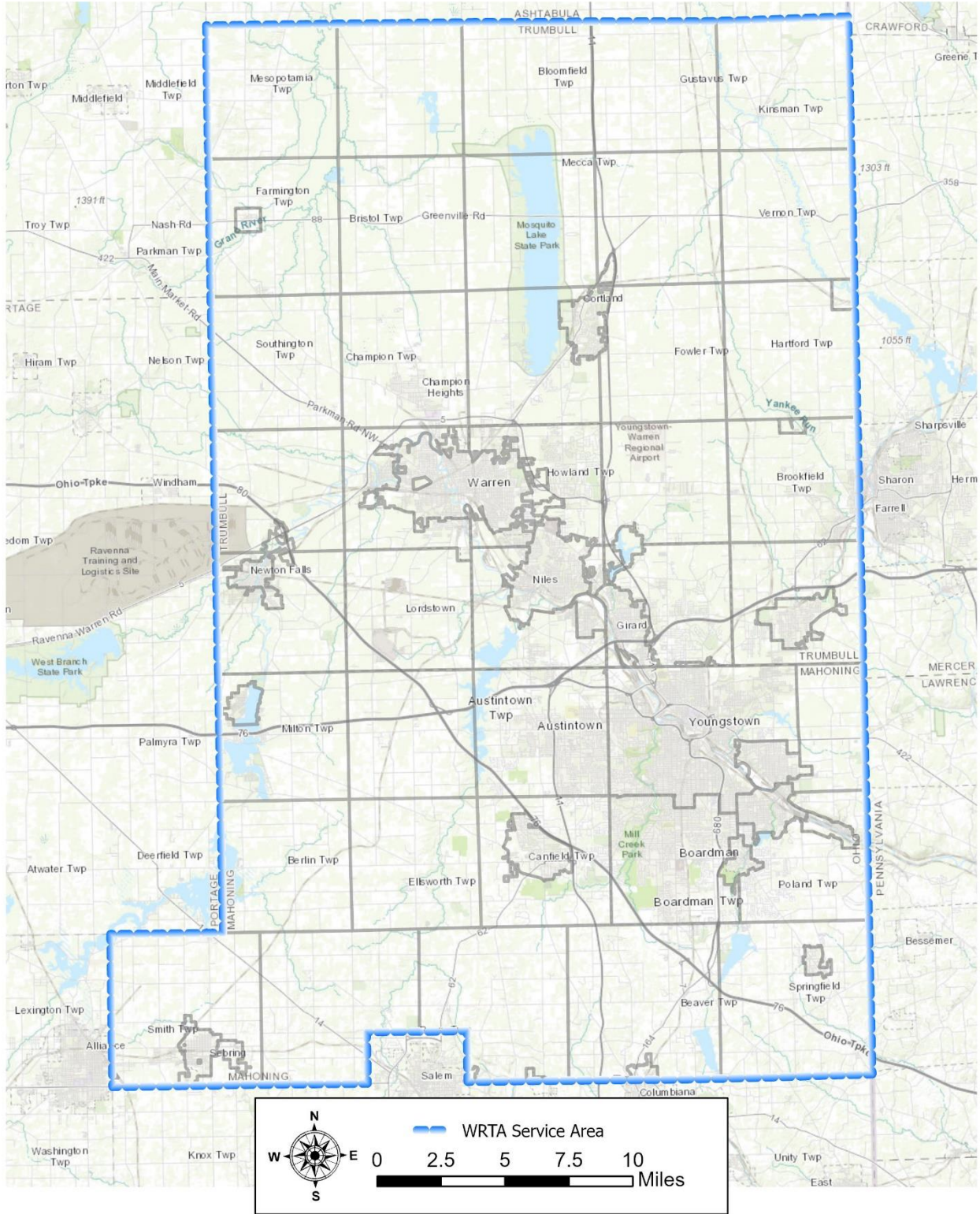


Eastgate is only responsible for documenting and programming transit planning activities for the Western Reserve Transit Authority (WRTA), and the Trumbull Transit System (TTS). The Mercer County Regional Council of Government (MCRCOG) manages the Shenango Valley Shuttle Service (SVSS), and transit funding 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 planning activities in the bi-state urban area.

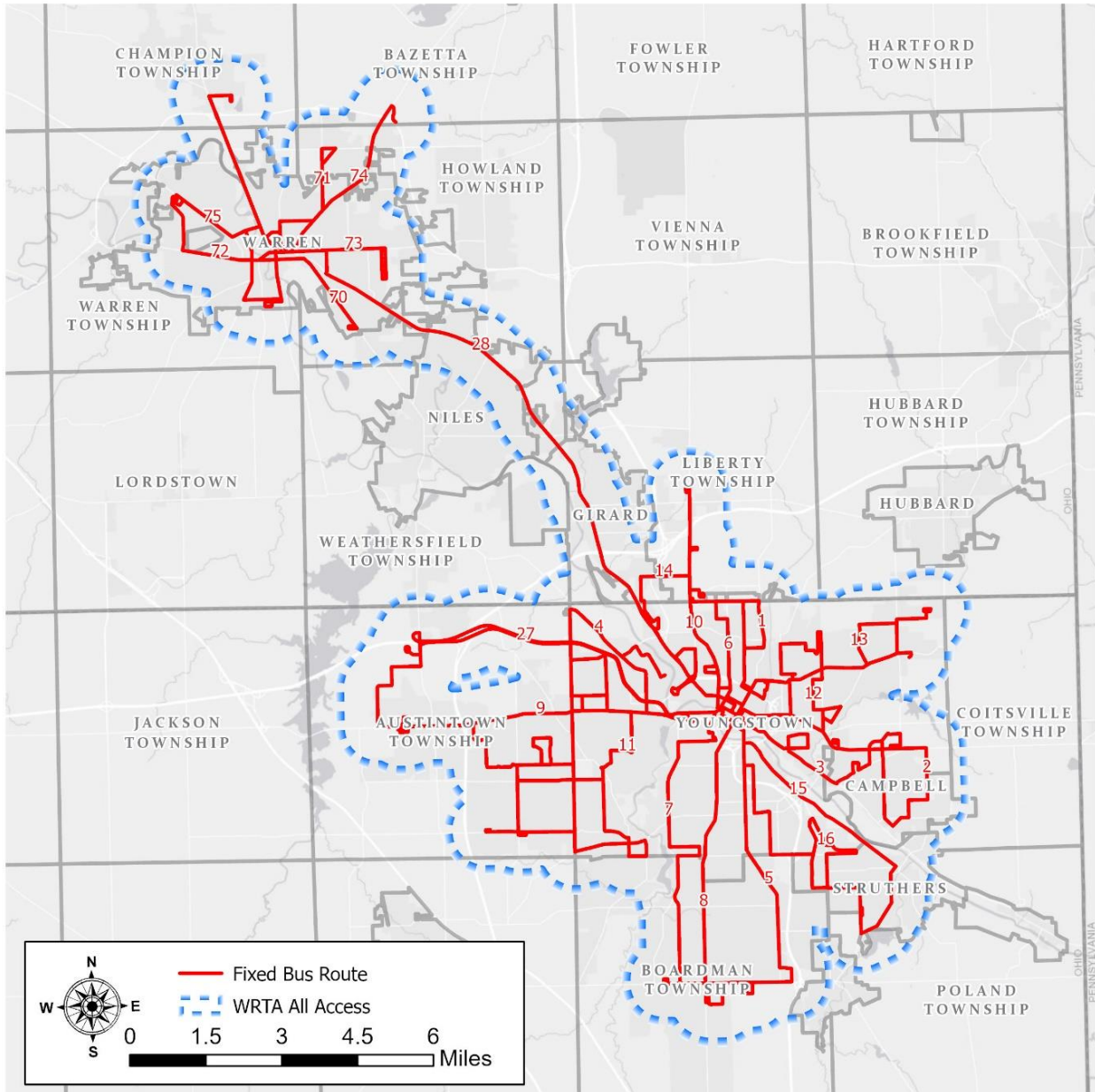
The WRTA has been a regional transit authority since 1971 and is a designated recipient of federal transit funding in the Ohio portion of the urbanized area. The WRTA provides fixed route and paratransit services in Mahoning and Trumbull Counties. The WRTA implemented “Countywide” demand response service for Mahoning County in 2009. This service was called the “EasyGo Countywide” service until WRTA changed the name on May 15, 2017. WRTA also implemented six new fixed routes and Countywide service in Trumbull County on March 1, 2020 and will be discussed later in this report. Countywide incorporates transit services beyond their fixed route and ADA All Access service area. The WRTA service area is illustrated in Maps 2, 3, and 4.

Western Reserve Transit Authority - Service Area

Map 2



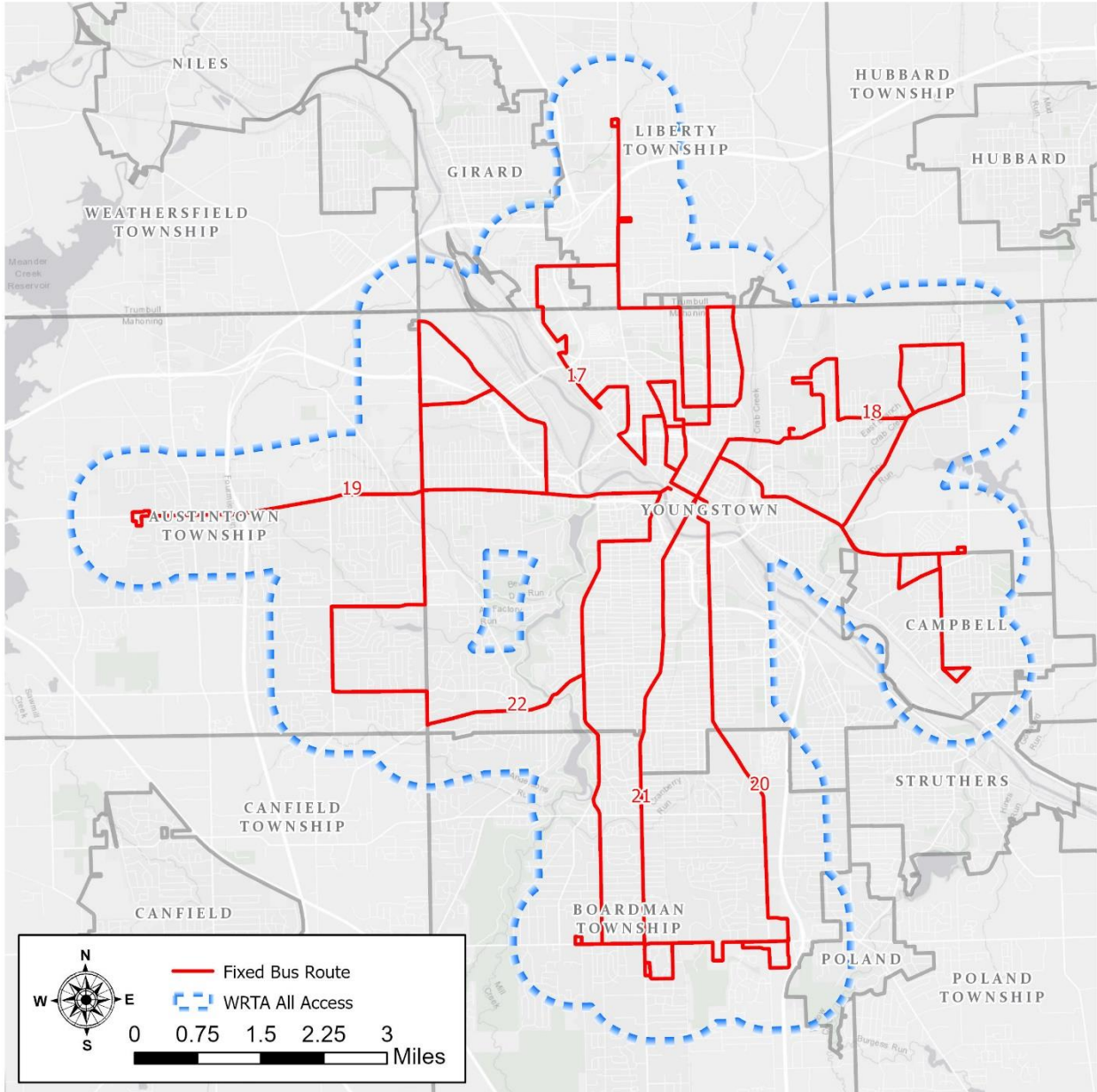
Western Reserve Transit Authority Fixed Route & ADA All Access Map 3



- | | | | |
|----------|----------------|--------------------|-----------------------|
| 1 Elm | 7 Glenwood | 13 McGuffey | 70 Southeast (Warren) |
| 2 Oak | 8 Market | 14 Mosier | 71 North (Warren) |
| 3 Wilson | 9 Austintown | 15 Struthers | 72 Southwest (Warren) |
| 4 Steel | 10 Belmont | 16 Buckeye | 73 East (Warren) |
| 5 South | 11 Cornersburg | 27 Austintown Loop | 74 Elm (Warren) |
| 6 Fifth | 12 Albert | 28 Warren Express | 75 Northwest (Warren) |

Western Reserve Transit Authority - Night Service Area

Map 4



17 North 19 Steel 21 South/Market
18 East 20 Market/South 22 Glenwood/Cornersburg

The City of Warren sent a letter to the Ohio Department of Transportation (ODOT) on October 9, 2019, to begin the process for the City of Warren to terminate their FTA Section 5307 Designation so that ODOT, the Federal Transit Administration (FTA) and local agencies can recognize one regional designated recipient for Trumbull and Mahoning Counties. The City of Warren, the Trumbull County Commissioners, and Participating Communities who were financially supporting transit in Trumbull County recognize the importance of having one regional transit system to serve the two counties. To eliminate the duplication of services and the reduction of federal, state, and local funding, it was recommended that the Western Reserve Transit Authority be named as the regional transit system for the two counties bringing an efficient and cost-effective transit system in the Ohio portion of our bi-state urban area.

The complexity to re-designate a bi-state urban area for FTA formula programs would require all designated recipients operating in the bi-state urban area to agree on adding or deleting any current or future designated recipients. That process would require the following agencies to concur on any designation changes for our urban area: the Eastgate Regional Council of Governments, the Mercer County Regional Planning Commission, the Mercer County Council of Governments, the Mercer County Metropolitan Planning Organization, and the Governor's from Ohio and Pennsylvania.

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 formula 5307 funds for Trumbull and Mahoning Counties within the Ohio portion of the UZA. The new designation begins with Federal Fiscal Year 2020 funds and subsequent funding years. Since the Youngstown OH-PA UZA is shared with Mercer County Pennsylvania, the Pennsylvania Governor Tom Wolf also concurred with the new designation.

Even though the Trumbull County Commissioners formed the Trumbull County Transit Board (TCTB) on July 27, 2011, the TCTB is no longer eligible for funding from the City of Warren's previous designation of FTA Section 5307 Program. The TCTB only holds the designated for Trumbull Counties allocation of FTA 5310-Enhanced Mobility of Seniors and Individuals with Disabilities Grant Programs.

During the development of the FY2021-2025 TDP, it is anticipated that the TCTB will continue to enter into written agreements to split the FTA Section 5310 funding apportionments between WRTA and Mercer County. Unless otherwise noted in the TDP, these agreements are validated on a yearly basis.

The transit system that operates in the urban area of Pennsylvania is called the Shenango Valley Shuttle Service (SVSS). The City of Sharon is the designated recipient of transit funding for the Pennsylvania portion of the urban area. The SVSS provides fixed route bus service for the Cities of Sharon, Farrell, Hermitage; the Boroughs of Sharpsville, Wheatland, and West Middlesex; as well as a portion of Shenango Township. For additional information on the SVSS, visit their website at: www.mcrcog.com.

With the addition of a small portion of Lawrence County, Pennsylvania is incorporated in the 2010 Youngstown OH-PA urban area, it is likely that a new Memorandum of Understanding (MOU) between OH and PA will be developed with our sister agencies in PA. Since Lawrence County is located within Southwestern Pennsylvania Commission (SPC), Eastgate and Mercer will continue to keep an open dialog with our planning partners at SPC on the “3C” planning process. For additional information on SPC, visit their website at: <http://www.spcregion.org/about.shtml>.

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 service that is reliable, 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:

Efficiency Standards

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

Productivity Standards

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, paratransit (now known as ADA All Access), and the "Countywide" Curb-to-Curb Demand Response Service.

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.

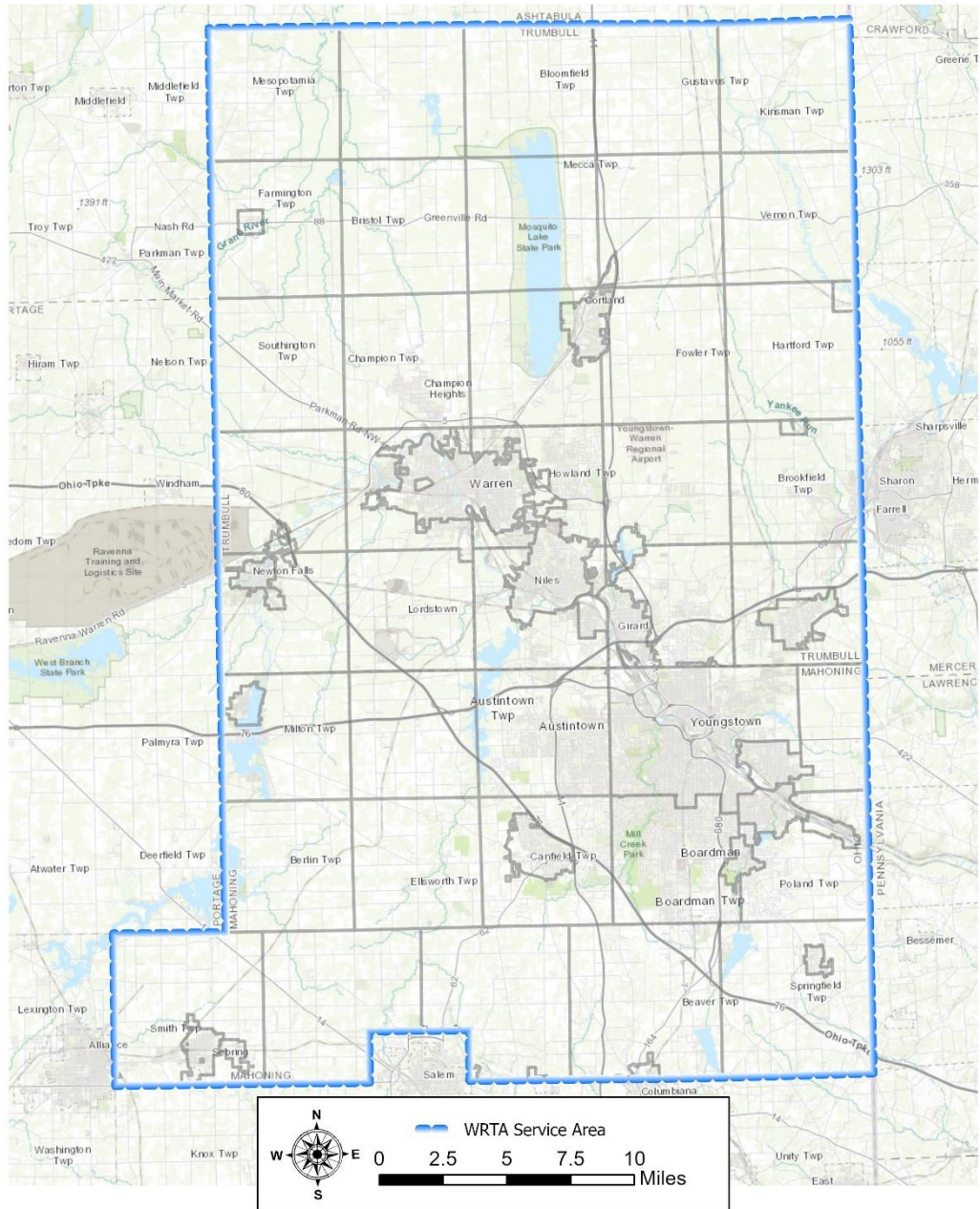
31-day Pass and Multi-ride passes can only be purchased at Federal Station, 340 Federal Plaza West in Youngstown, Ohio.

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 Special Service Transportation (SST) demand response service was renamed on May 15, 2017, and is now called "ADA All Access" Service. The 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 the "Countywide" Service. The WRTA's new service area is illustrated below.

Western Reserve Transit Authority - Service Area Map 2



The most important challenge the WRTA is facing is the Coronavirus (COVID-19) Pandemic of 2020. The transit system implemented operational changes to minimize the spread of the virus and service impacts to individuals needing access to employment, education, shopping, medical appointments, and social services. The

WRTA and 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 temporarily suspended on April 6, 2020. Fixed route service was resumed to their normal schedules on May 18, 2020 with certain requirements that are being enforced for all riders.

In order to operate safely, all WRTA riders must wear a face covering to board the bus, and all rider's must enter the bus through the rear doors except wheelchair passengers and those with baby strollers. Social distancing on the buses will be enforced and signs posted. Riders will not be able to enter the building at Federal Station but can depart and arrive at the terminal. Free rides will still be offered during the COVID-19 Pandemic.

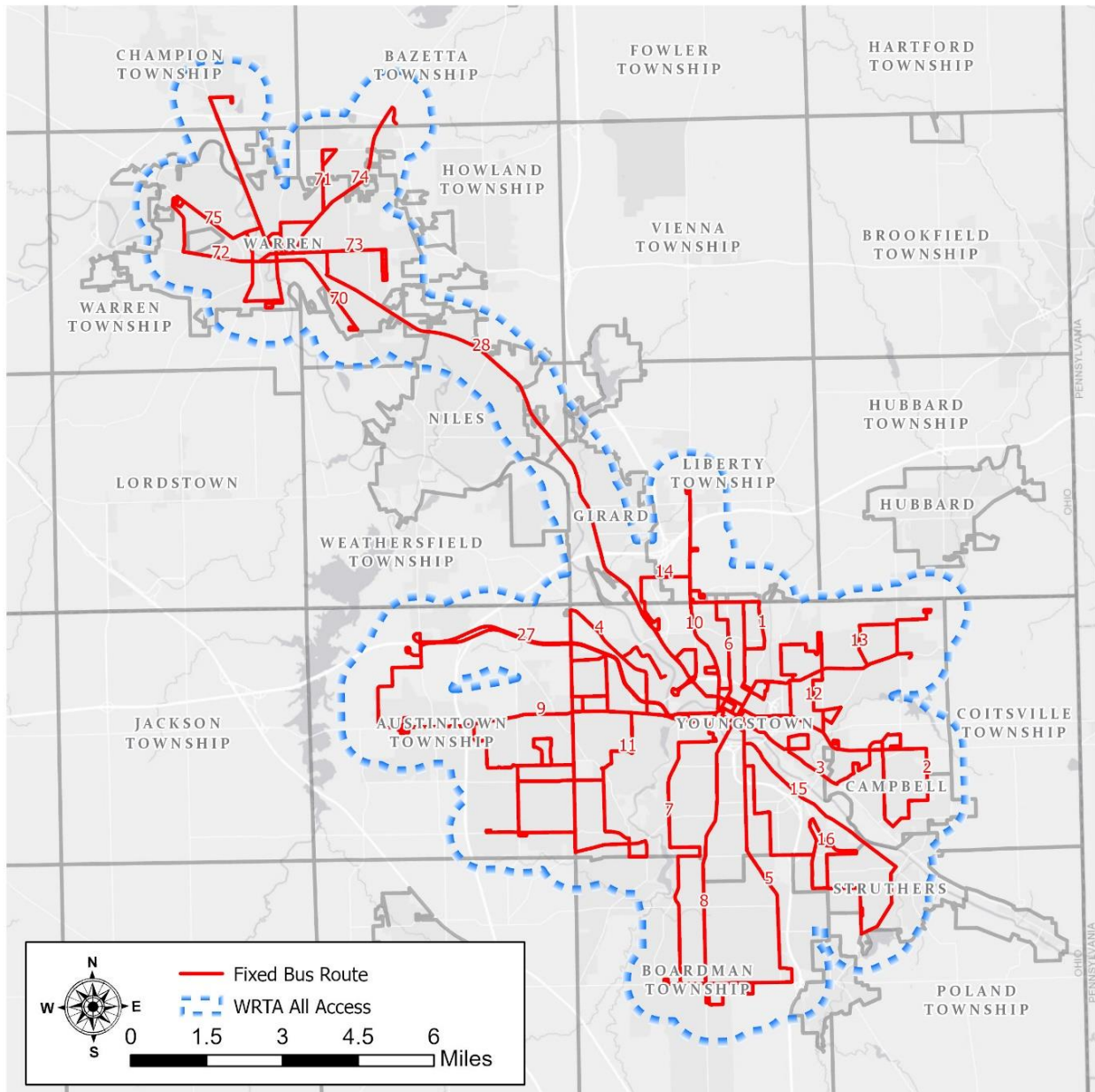
The impact and analysis of WRTA's operational and financial stability during the pandemic is still fluctuating and will continue to take a toll on passengers, revenues, ridership, and staff while providing an essential service for the public.

The WRTA is still operating on the following holidays: Martin Luther King Jr Day, Presidents' Day, Veterans Day, and Columbus Day.

The WRTA existing route descriptions are listed below and illustrated in Map - 3 and 4. Additional Route information can also be found on: www.wrta.online.com.

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

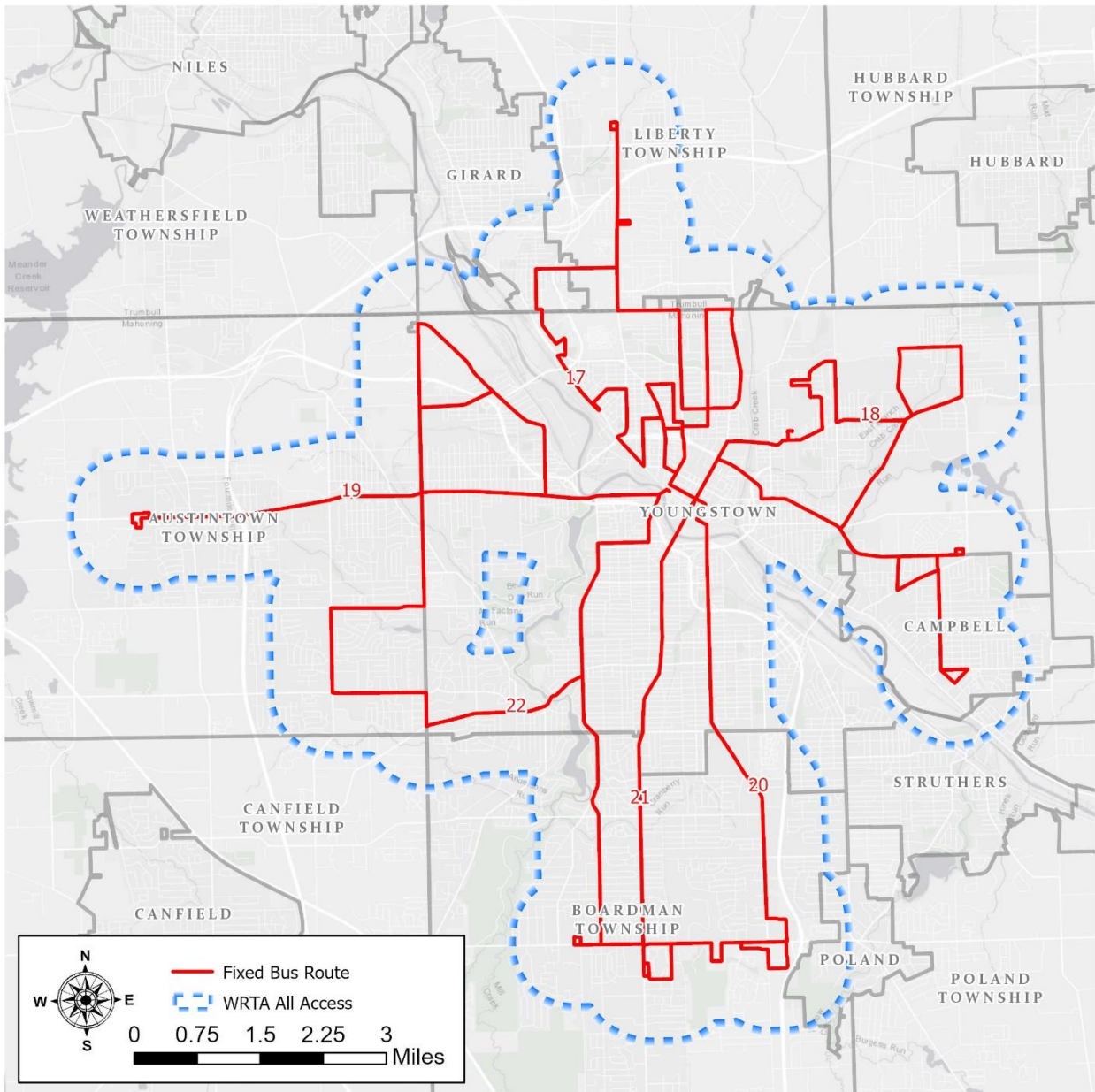
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Western Reserve Transit Authority - Night Service Area

Map 4



System Descriptions

17 North 19 Steel 21 South/Market
 18 East 20 Market/South 22 Glenwood/Cornersburg

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 Elm Street, Logan Avenue Gypsy Lane, and provides service to YSU, Goodwill Industries, and Union Square Plaza. This route was restored to hourly service on September 6, 2016.

2 - Oak

The 31 - Oak route is used to connect the Youngstown CBD to YSU, and east Youngstown. The route travels on Oak Street, McCartney Road, 12th Street, Robinson Avenue, 16th Street, Struthers Liberty Road, and Lincoln Knolls Plaza on US-422. Route modifications were made to this route on April 12, 2008.

3 - Wilson

The 32 - Wilson route is used to connect the Youngstown CBD to east Youngstown. The Wilson route travels on Wilson Avenue, Coitsville Road, north on 6th Street to Lincoln Knolls Plaza, then traveling to Rigby and Jacobs Road. Due to time constraints, this route no longer deviates to YSU. The route was modified on March 7, 2016.

4 - Steel

The 34 - Steel route is used to connect the Youngstown CBD to northwest Youngstown. The route travels on Mahoning Avenue, Steel Street, Salt Springs Road to limited Ohio Works area, 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 1, 2020.

5 - South

The 35 - 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 September 1, 2019.

6 - Fifth

The 33 - 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. This route was modified on September 1, 2019.

7 - Glenwood

The 36 - Glenwood route is used to connect the Youngstown CBD to the southwestern section of Youngstown. This route provides direct service on 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 in Youngstown, Giant Eagle grocery store, the Boardman Plaza, and ends at the SPM by PNC Bank. The route was modified on September 1, 2019.

8 - Market

The 38 - Market route is used to connect the Youngstown CBD to south Youngstown, and to Boardman Township. The Market route travels on the SR-7 corridor and provides service to Eagle Heights Academy, International Towers, Calvary Senior Towers, the Mahoning County Annex, Market Street Elementary School, Beeghly Medical Center and ends at the SPM by PNC Bank. The route was modified on September 1, 2019.

9 - Austintown

The 40 - Austintown provides service to the Mahoning Plaza, Austintown Plaza, and the Wal-Mart shopping center by traveling west from Federal Station along the Mahoning Avenue corridor. 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 primarily via Belmont Avenue. This route provides services to St. Elizabeth Hospital, the Veterans Hospital, Belmont Plaza Shopping Center, to the delivery entrance around Liberty Plaza, and ends at the Churchill Commons Giant Eagle grocery store located in Trumbull County. This route was slightly modified on September 1, 2019.

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, Schenley Avenue, Hopkins Road, Arden Boulevard, Canfield Road, Kirk Road, Raccoon Road and New Road. This route provides service to Chaney High School, Wedgewood Plaza in Austintown Township, and to Cornersburg Plaza located on SR-62 and Meridian Road. This route was restored to hourly service on September 6, 2016.

12 - Albert

The 12 - Albert route is used to connect the Youngstown CBD to the northeast section of Youngstown. The Albert route uses Wick Avenue, McGuffey Road, Albert Street, Ravine Road, Forest View Drive, Lansdowne Boulevard, Stewart Avenue, East High Street, and Oak Street. This route provides service to YSU, Ursuline High School, the McGuffey Plaza, Eastside Library, and East High School. This route was restored to hourly service on September 6, 2016.

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, Miltonia Avenue, and Liberty Road. This route provides service to YSU, Ursuline High School, and Juvenile Justice Center on Scott Street, the McGuffey Plaza, and Eastwood Village Apartments. The WRTA modified this route on September 6, 2016 to restore hourly and Saturday service.

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, Dearborn, Lafayette Street, US-422, Robinwood Street, Trumbull Avenue, Belmont Avenue, Goldie Road, and into the delivery entrance around Liberty Plaza. This route was slightly modified on September 1, 2019.

15 - Struthers

The 15 - Struthers is almost a mirror image as the Struthers/Buckeye Route with a few exceptions. This route travels outbound on Poland Ave into Struthers traveling south on S.R. 616 then north on 5th Street. The route continues to Creed Street crossing over Youngstown Poland Road (S.R.170), before heading north to Sheridan to Midlothian Boulevard, Zedaker Street, Indianola Avenue, north on Gibson and continues into the CBD district via South Ave. This route was modified on September 2, 2018.

16 - Buckeye

The 16 - Buckeye 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, Indianola Avenue, Zedaker Street, Midlothian Boulevard also S.R. 170, Powers Way to Youngstown Poland Road (S.R. 170). The route continues to travel along Creed Street then traveling south on 5th Street continuing north on S.R. 616. The route provides service to Struthers Plaza and Struthers Manor. This route was modified on September 2, 2018.

For the purpose of this TDP, the nightline service was included. Effective June 8, 2020, the WRTA will eliminate the nightline service and extend fixed route service to 9:00 p.m. From 9 pm - 12:00 midnight passengers will need to schedule their trips on Countywide.

17 - North Nightline

The 17 - North Nightline leaves the Youngstown CBD district at WRTA's Federal Station Passenger Terminal and travels north on State Route 193. This route provides service to St. Elizabeth, into the delivery entrance around Liberty Plaza and Giant Eagle in Liberty Township, then returning to Federal Station. The route was slightly modified on September 1, 2019.

18 - East Nightline

The 18 - East Nightline leaves the Youngstown CBD district at WRTA's Federal Station Passenger Terminal and travels east on US422. The route provides service to Lincoln Knolls Plaza, Jacobs Road, Landsdown Avenue, McGuffey Plaza and on 12th Street in Campbell, then returning to Federal Station.

19 - Steel Nightline

The 19 - Steel Nightline leaves the Youngstown CBD district at WRTA's Federal Station Passenger Terminal and travels west on Mahoning Avenue to Vestal Avenue and Salts Spring Road. The route continues to travel on Meridian Road, then west on Mahoning Avenue to Austintown Plaza and Walmart, then returning to Federal Station. The route was slightly modified on September 1, 2019.

20 - Market/South Nightline

The 21 - Market/South Nightline leaves WRTA's Federal Station Passenger Terminal and travels south on Market Street to the SPM by PNC Bank, Shops at Boardman Park and to Walmart in Boardman Township, then returning to Federal Station. The route was slightly modified on September 1, 2019.

21 - South/Market Nightline

The 20 - South/Market Nightline leaves WRTA's Federal Station Passenger Terminal and travels south on South Avenue to Walmart, the Shops at Boardman Park to the SPM by PNC Bank in Boardman Township, then returning to Federal Station. The route was slightly modified on September 1, 2019.

22 - Glenwood/Cornersburg Nightline

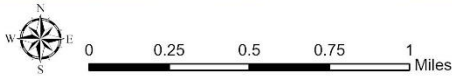
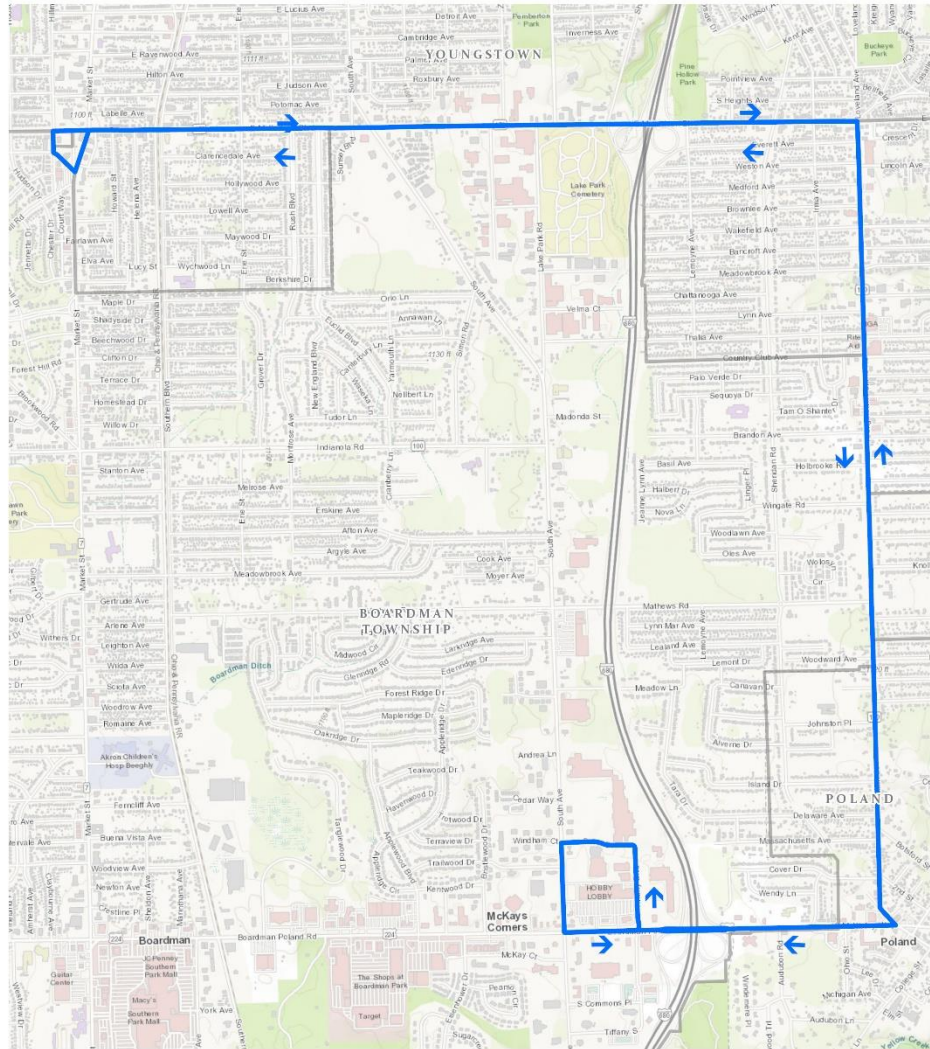
The 22 - Glenwood/Cornersburg Nightline leaves WRTA's Federal Station Passenger Terminal and travels south on Glenwood Avenue servicing Giant Eagle and the SPM by PNC Bank in Boardman Township, the Cornersburg Area, then returning to Federal Station. The route was slightly modified on September 1, 2019.

24 - Midlothian Loop

The 24 - Midlothian Loop originates on Midlothian and Hillman Way and travels to Youngstown Poland Road, US224, South Ave to the Boardman Walmart and circles on Doral and Tiffany, then travels back in the opposite direction. The route is illustrated in Map - 10.

Suburban Loop Service Route 24 Midlothian Loop

Map 10

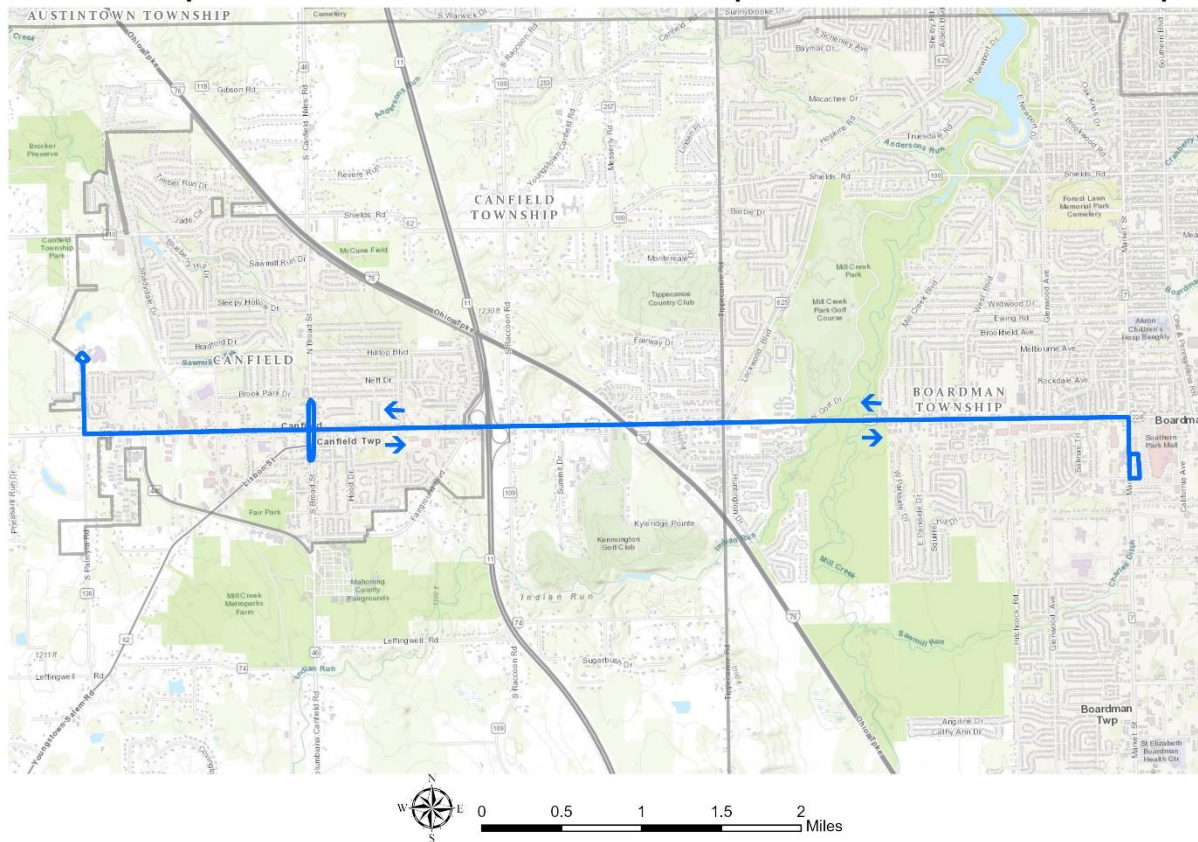


25 - Boardman/Canfield Loop

The 25 - Boardman/Canfield Loop originates at the SPM by PNC Bank and provides service along US224 to Canfield Circle with limited trips to Mahoning County Career and Technical Center then returning back to SPM. The route was slightly modified on September 1, 2019. The route is illustrated in Map - 7.

Suburban Loop Service Route 25 Boardman/Canfield Loop

Map 7



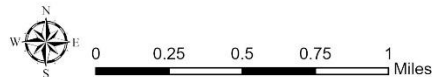
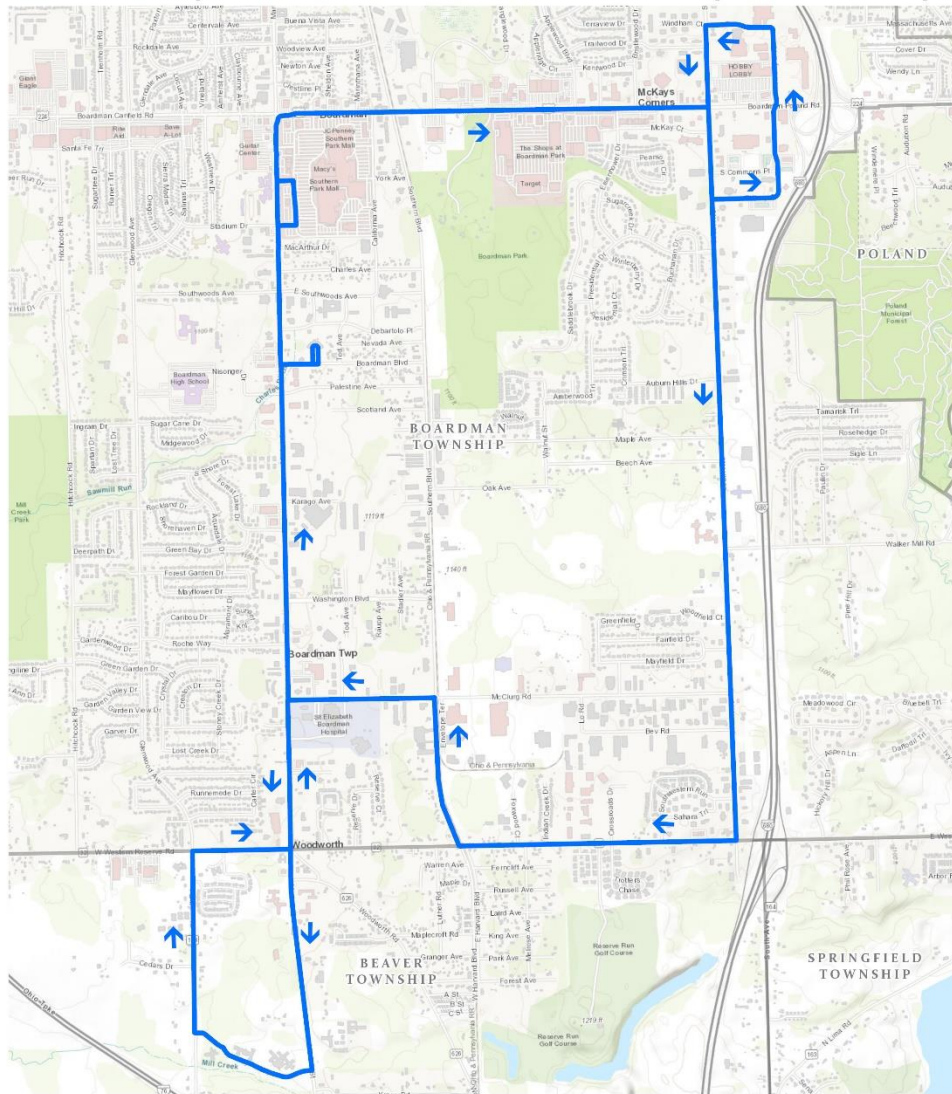
System Descriptions

26 - Boardman East Loop

The 26 - Boardman Loop originates at the SPM, travels east on US224, providing service to Walmart, then traveling south on South Ave to Western Reserve Road. The route continues to travel north on Southern Boulevard to St. Elizabeth Hospital located on McClurg Road. The route then travels south on Market Street (S.R. 7) providing servicing to the Assumption Nursing Home, and Ahepa Senior Apartments and back to SPM. The route was slightly modified on September 1, 2019. The route is shown in Map - 8

Suburban Loop Service Route 26 Boardman East Loop

Map 8

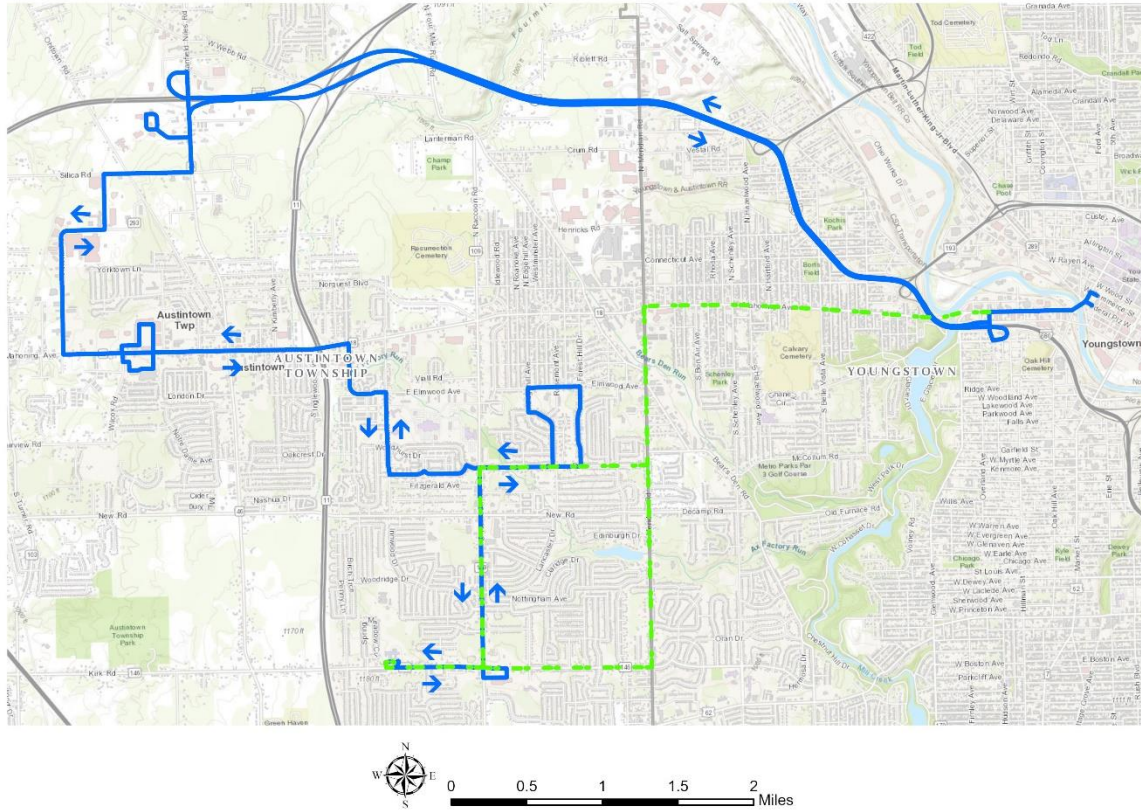


27 - Austintown Loop

The 27 - Austintown Loop leaves WRTA's Federal Station Passenger Terminal and travels west on IR-680 to south on SR 46, to Silica and Victoria Road and then to the Austintown Plaza. The route continues east on Mahoning Avenue to Westchester, Idaho and then travels south on Racoon Road, servicing Austinwoods Nursing Home, Rulli Brothers Grocery Store, and then returning to Federal Station.

Suburban Loop Service Route 27 Austintown Loop

Map 9



System Descriptions

28 - Warren Express

The 28 - Warren Express route is used to connect the Mahoning and Trumbull counties. This route originates at WRTA Federal Station Passenger Terminal located in the Youngstown CBD district, and travels on the U.S. 422 corridor to the City of Warren. The route provides service through the City of Girard, McKinley Heights, Eastwood Mall shopping center, Trumbull Memorial Hospital, to downtown Warren Square, and end at Kent State University on weekdays and Highland Terrace Housing on Saturdays. This route was modified and part of the new service into Trumbull County on March 1, 2020.

Youngstown State University (YSU) Circular Loop Shuttle

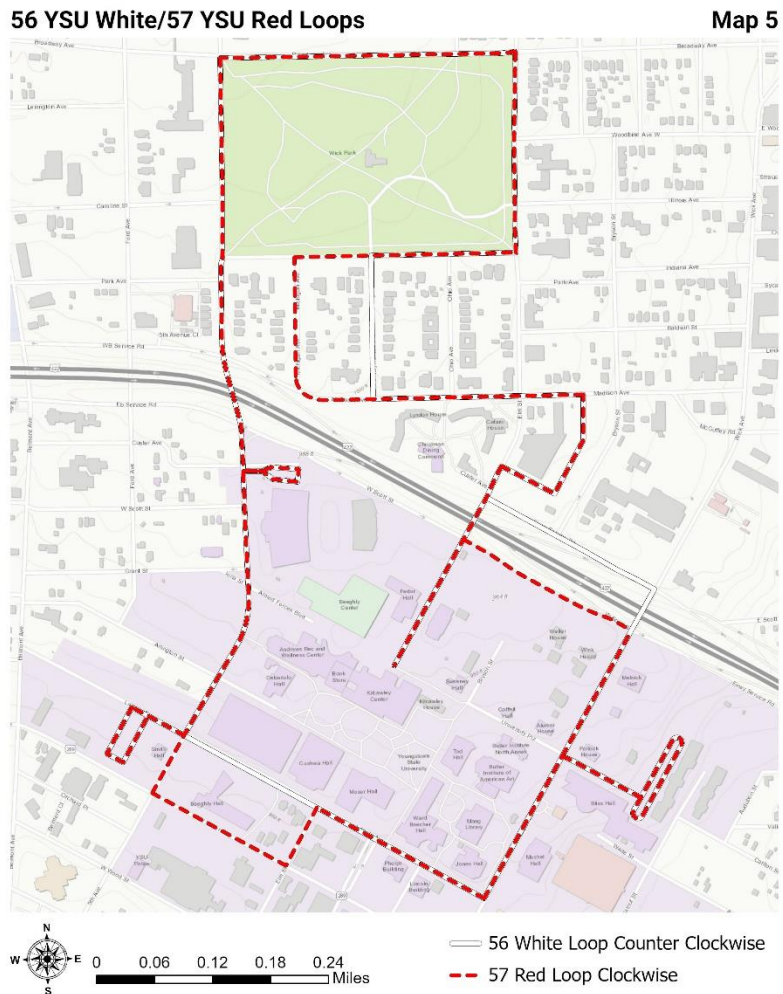
The WRTA provides fixed route service to YSU by the following routes: 1-Elm, 2-Oak, 6-Fifth, 12-Albert and the 13-McGuffey. The WRTA in-conjunction with YSU operates five fixed route circular loop shuttles around campus. All shuttles are open to the public, and illustrated in Map 6, and 7.

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.



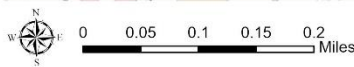
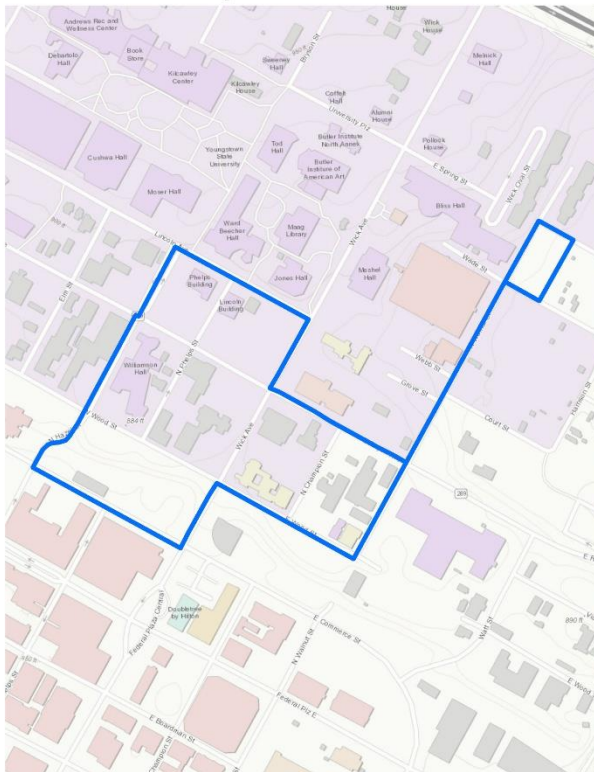
58 - YSU Williamson Express

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.

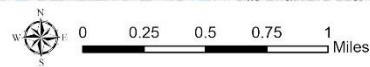
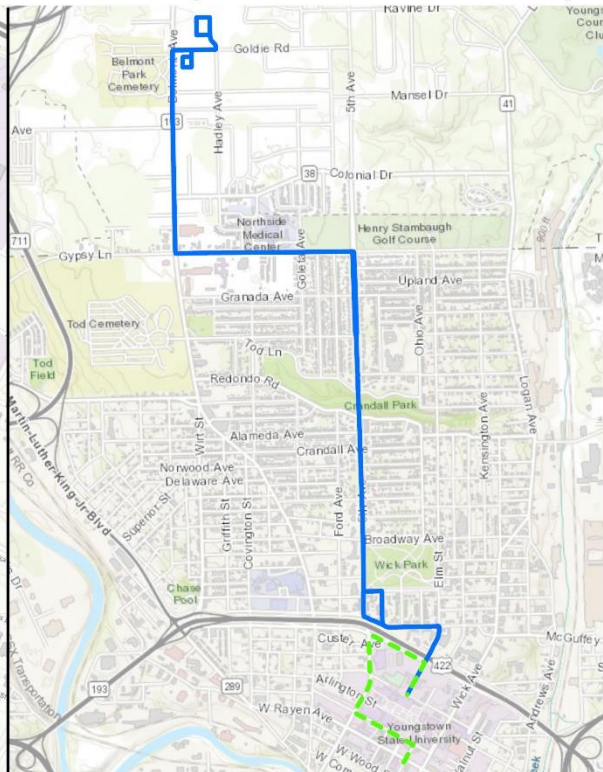
59 - YSU Walmart Express

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 6

System Descriptions

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 route, paratransit service and \$800,000 for door to door in Trumbull County. This is 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 award allocated funding for WRTA to establish six new transit routes in Trumbull County that started running on March 1, 2020 and are detailed below.

70 - Southeast

The 70 - Southeast connects the Warren CBD district to Main Ave, proceeding to travel to South Street, Niles Road to Draper and Benton Street, then returning the High Street and North Park passenger loading area by the Courthouse square.

71 - North

The 71 - North leaves High Street and North Park Ave onto Atlantic Street, and then traveling north on Larchmont Ave onto North River Road to Commonwealth Ave, then returning to the Courthouse square.

72 - Southwest

The 72 - Southwest travel leaves High Street and North Park then travels to Main Street, Lane Drive, Martin Street, Valley Ave, Tod Ave, Market Street to Southern Blvd into the Trumbull Plaza, then returning to Courthouse square.

73 - East

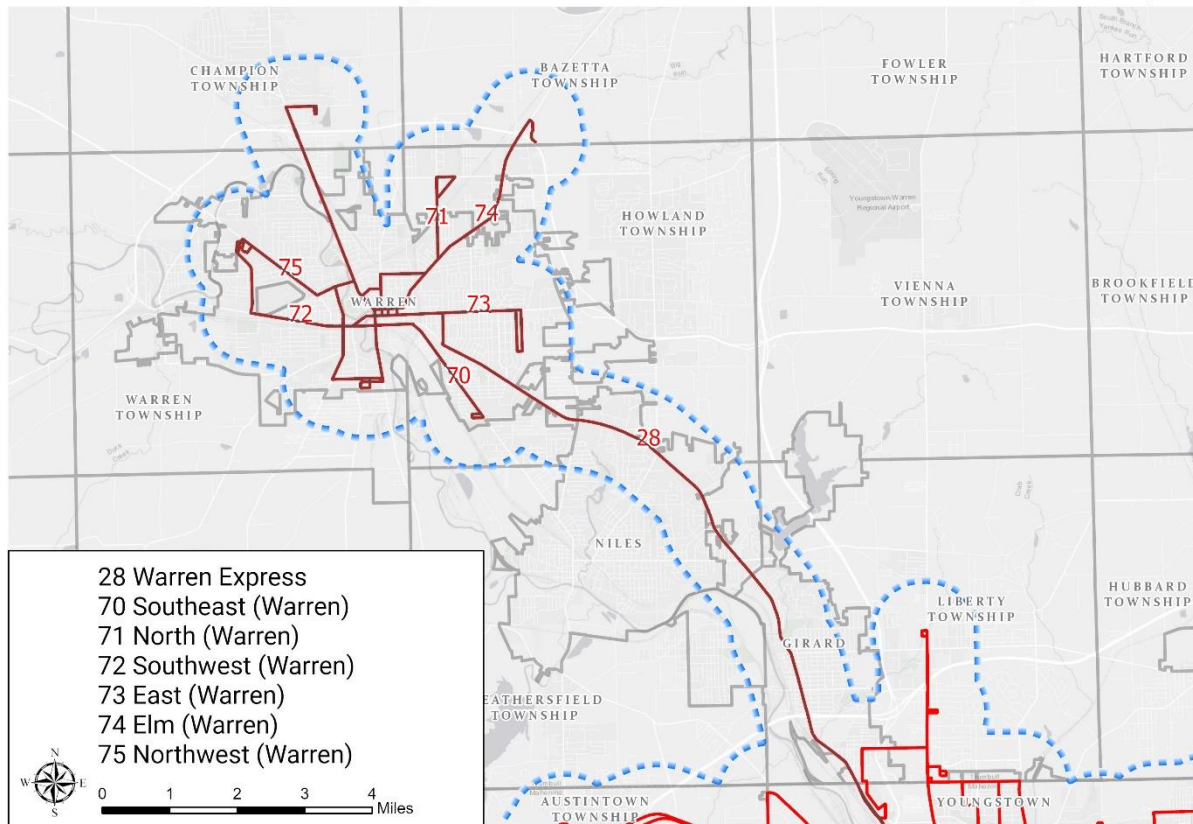
The 73 - East leaves Courthouse square to East Market Street, Meadowbrook, Sussex Street to Eastland providing service to Trumbull Memorial Hospital and St. Joseph Hospital, then returning back to Courthouse square.

74 - Elm

The 74 - Elm route leaves Courthouse square on High Street to Elm Road to Walmart, then returning to Courthouse square.

75 - Northwest

The 75 - Northwest route leaves Courthouse square to Market Street, Tod Ave., Summit Street, Parkman Road, Southern Blvd to Trumbull Plaza, then returning back to Courthouse square.



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

WRTA ADA All Access Service

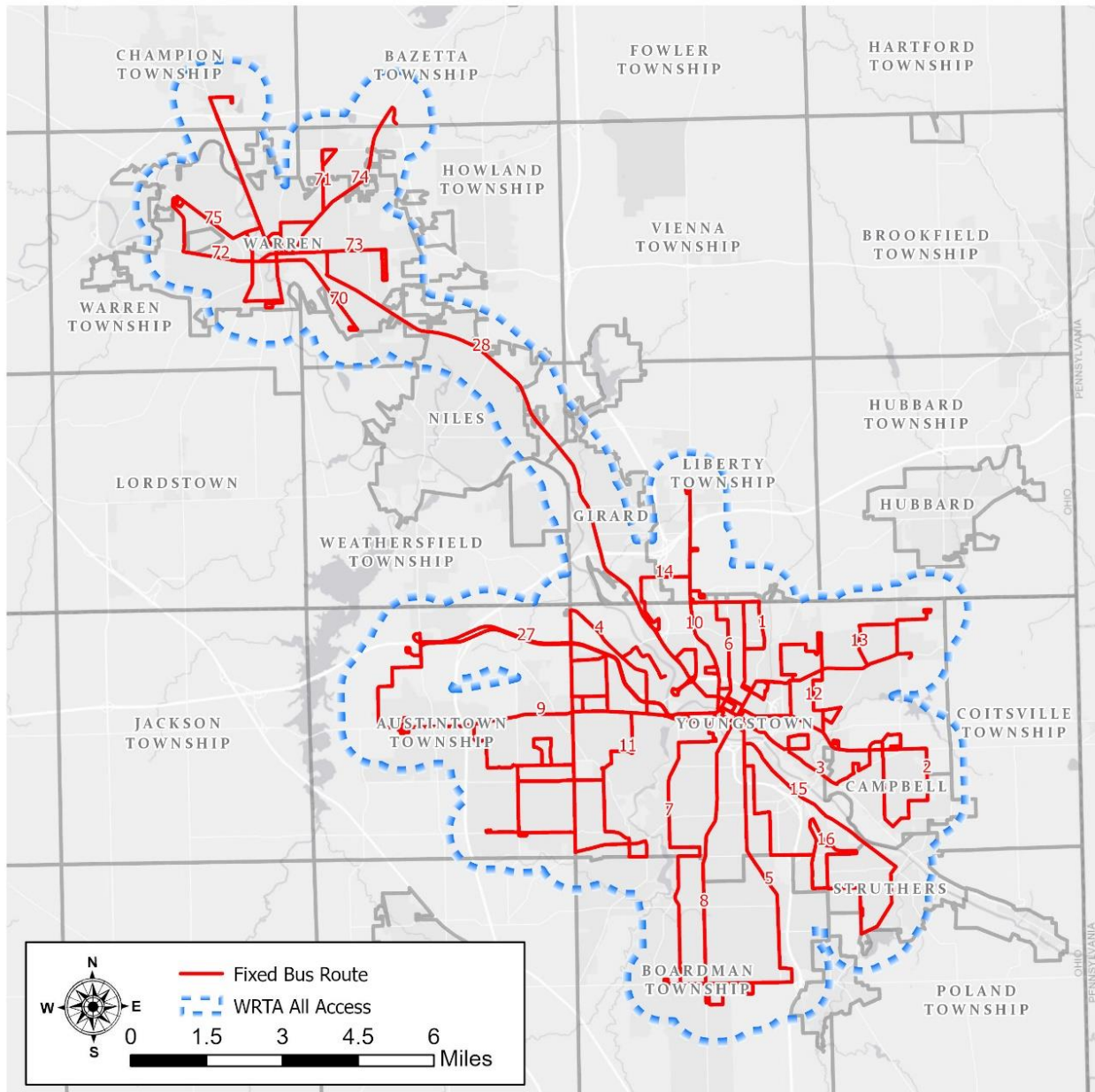
The WRTA also operates a complementary paratransit service in addition to their regular transit service. Since 1978, the transit system has been providing demand response curb-to-curb service to seniors 65 years or older, and for individuals with disabilities who are certified through a Americans with Disabilities (ADA) certification process. To become ADA eligible an individual must request and application for the service, and the WRTA reviews what category a person's disability relates to using this type of service. This service was formerly known as the WRTA's Special Service Transportation (SST). 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. The fare for the paratransit service was reduced to \$2.00 on May 1, 2014. Persons who accompany paratransit passengers pay the same fare. There are two exceptions to this standard fare:

- Children under six years of age do not pay a fare when traveling with a paratransit rider from the same origin and destination, and
- A person designated as a Personal Care Attendant (PCA) rides for free 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 | 70 Southeast (Warren) |
| 2 Oak | 8 Market | 14 Mosier | 71 North (Warren) |
| 3 Wilson | 9 Austintown | 15 Struthers | 72 Southwest (Warren) |
| 4 Steel | 10 Belmont | 16 Buckeye | 73 East (Warren) |
| 5 South | 11 Cornersburg | 27 Austintown Loop | 74 Elm (Warren) |
| 6 Fifth | 12 Albert | 28 Warren Express | 75 Northwest (Warren) |

Countywide Demand Response Service

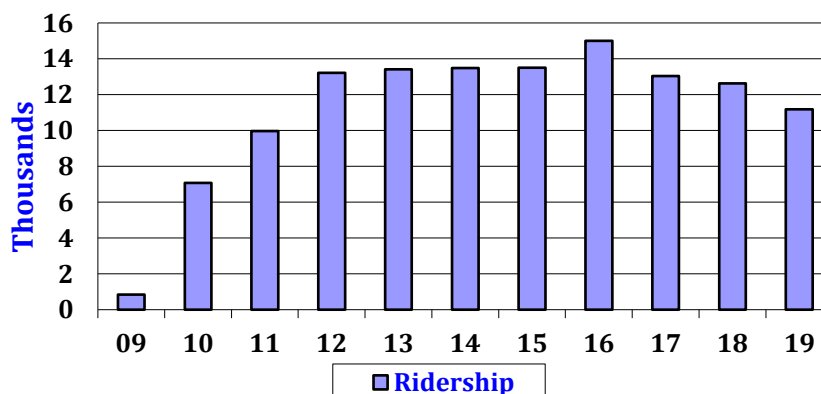
The WRTA's implemented "Countywide" Demand Response Service in Mahoning County in the fall of 2009. This service was made possible by the ¼ percent sales tax that voters passed in November 2008. Since WRTA received the OTP2 grant from ODOT, this service is available to Mahoning and Trumbull County residents not served by the current existing fixed routes and the ADA All Access service.

The "Countywide" curb-to-curb demand response service is available Monday through Friday from 6:00 a.m. to 6:00 p.m. and Saturday service is available from 7:00 a.m. to 4:00 p.m. Reservations are required to schedule a trip on Countywide. Registration forms for this service can be found at www.wrtaonline.com.

The "Countywide" service was implemented on September 9, 2009. The WRTA's ridership for this program from September to December 2009 reached to 839 passengers. The Countywide total passengers 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, and 11,186 in 2019. Total passenger trips for the "Countywide" demand response service is represented in Figure - 1. 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. Trumbull County total yearly passengers are not represented in Figure -1 since that service started on March 1, 2020. The illustration in Figure - 2 represents the WRTA's total annual ridership.

Figure - 1

WRTA Countywide Total Passengers

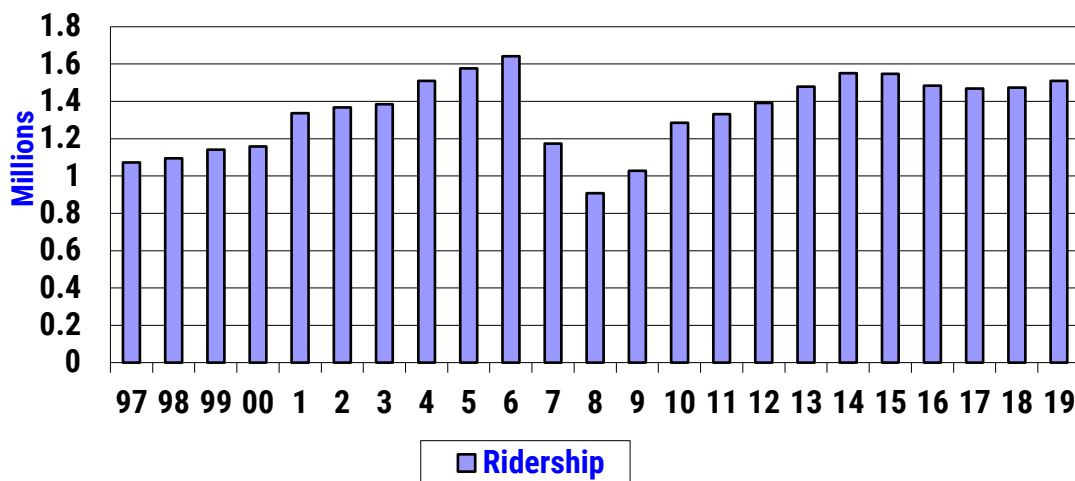


WRTA Ridership

Figure - 2 represents the WRTA's annual ridership from 1997 to 2019. 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 annual riders in 2008, when the WRTA made additional service cuts to survive the impacts of a recession. The WRTA annual ridership in 2009 was 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 1,391,478 riders in 2012, 1,478,794 in 2013, 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, and 1,509,891 in 2019. This is illustrated in Figure - 2.

Figure - 2

WRTA Annual Ridership

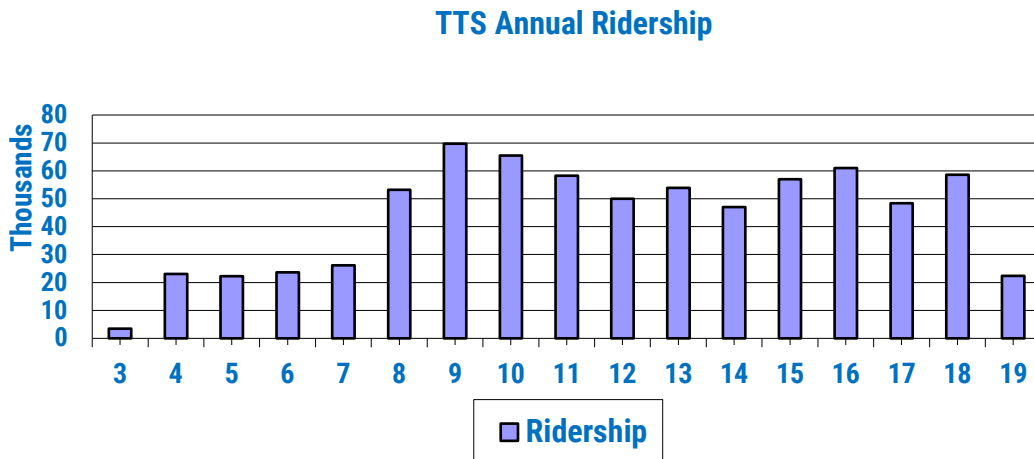


TTS Ridership

Figure - 3 represents the Trumbull County's demand respond transit system's annual ridership from the start of the service in September 15, 2003, when it was known as NiTTS, to the end of the that service on January 7, 2012. 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. It should be noted that there was no operational break in service during the transition from NiTTS to the TTS.

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. For 2014 it was 47,064. Ridership in 2015 was 57,000, 60,971 in 2016, 48,395 in 2017, 58,635 in 2018, and 22,380 in 2019.

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 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.

It is anticipated that the TCTB will decrease service levels based on the reduction of local funds to support transit operations and that TCTB is no longer 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. The TCTB also uses 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 to for seniors.

The TCTB in 2019 had written agreements with participating communities and other agencies. Those participating communities who have agreed to pay a per capital fee of (\$1.00) one dollar per person multiplied by the current census population of those communities receive a fifty percent per capital fee discount for their residents. Residents who were part of a participating community also receive a discounted fare to use the service.

The TCTB no longer has local funding or written service agreements with participating communities for local share in 2020. Therefore, the Cities of Cortland, Girard, Niles, and Warren; the Village of McDonald; and Howland township all agreed local match would no longer be given to support TCTB since transit regionalization took place in March 2020.

In addition, the TCTB received 2019 operational subsidies through grants from the Ohio Department of Transportation "Ohio Transit Preservation Partnership Program" (OTPPP), the Elderly and Disabled (E&D) Program, and the Urban Transit Program (UTP). The local funds were only for 2019.

TTS Local Funding Sources (2019)

City of Cortland	\$3,552
City of Girard	\$4,928
City of Niles	\$9,633
City of Warren	\$20,778
Howland Township	\$9,953
Village of McDonald	\$1,631
ODOT-E&D	\$76,620
ODOT-UTP	\$31,205
ODOT-OTPPP	\$470,306
TCESC - (a)	<u>\$139,570</u>
TOTAL	\$768,176

a) Until June 30, 2019 - TCESC terminated contract April 2019.

TTS Goals and Objectives

TTS goals and objectives have not been formally approved and adopted by the TCTB.

- 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 the disabled, 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.

TTS Fare Structure

TTS has two fare structures for their demand response county-wide transit service in Trumbull County. If resident living in a participating community that financially supported TTS transit system, that individual receives the discounted fare. Non-participating communities would pay a higher fare than participating communities. TTS is still using the same fare structure in Trumbull county until a public hearing is done for any fare changes.

TTS Transit Fares

(CY 2019/2020)

Discounted Fares for Participating Communities

General Public	\$4.00
Persons 60 years of age and older	\$1.50
Disabled	\$1.50
Youth (age 2 to 12)	\$1.50

Fares are based on one-way trips.
Children under 2 and personal care attendants ride for free.

TTS Transit Fares

(CY 2019/2020)

Fares for Non-Participating Communities

General Public	\$8.00
Persons 60 years of age and older	\$2.00
Disabled	\$4.00
Youth (age 2 to 12)	\$4.00

Fares are based on one-way trips.
Children under 2 and personal care attendants ride for free.

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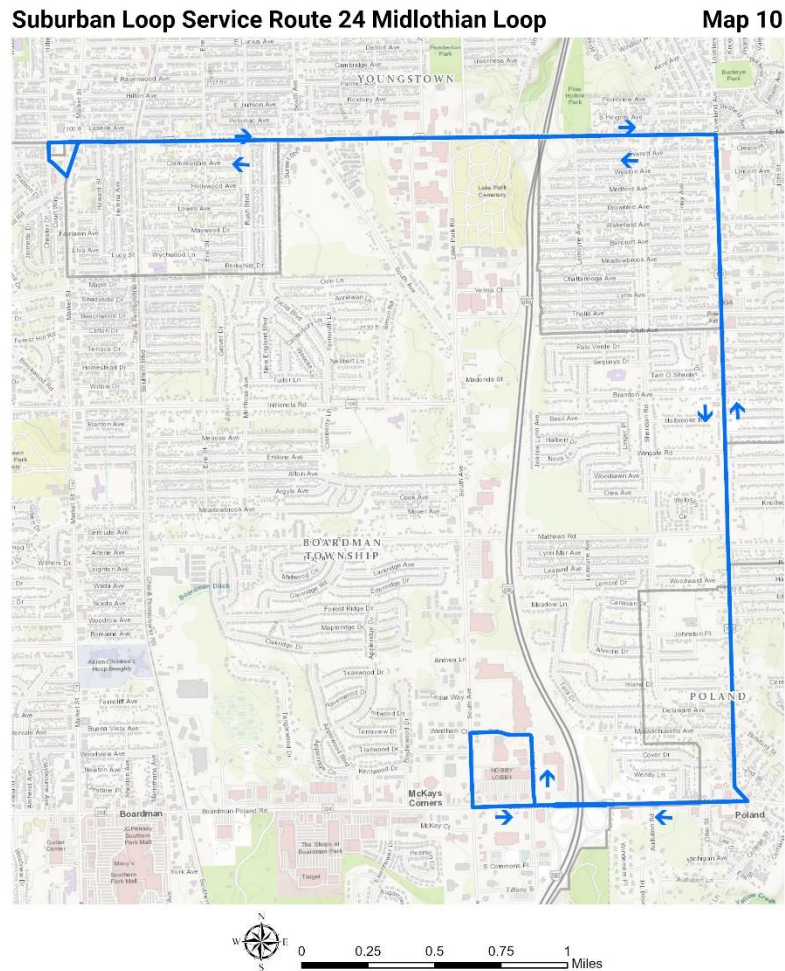
New and Proposed Routes

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 to exchange and collect passengers,
- 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.

Mahoning County New Route

The WRTA implemented the 24 - Midlothian Loop in fall of 2019. The 24 - Midlothian Loop originates on Midlothian and Hillman Way and travels to Youngstown Poland Road, US224, South Ave to provide service to the Boardman Walmart and Marcs store on Doral and Tiffany, then travels back in the opposite direction. This proposed route is shown on Map - 10.



Mahoning County Proposed Route

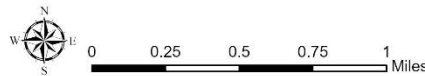
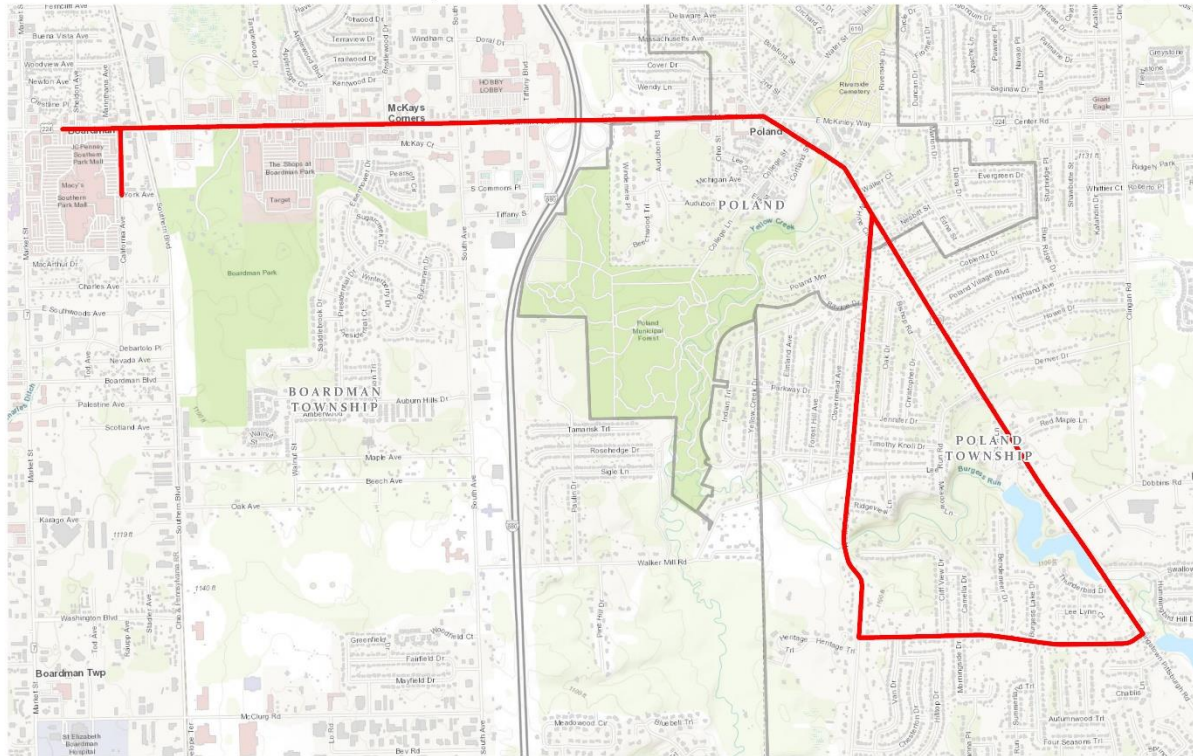
Currently, the WRTA has one proposed route to implement in Mahoning County.

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 12



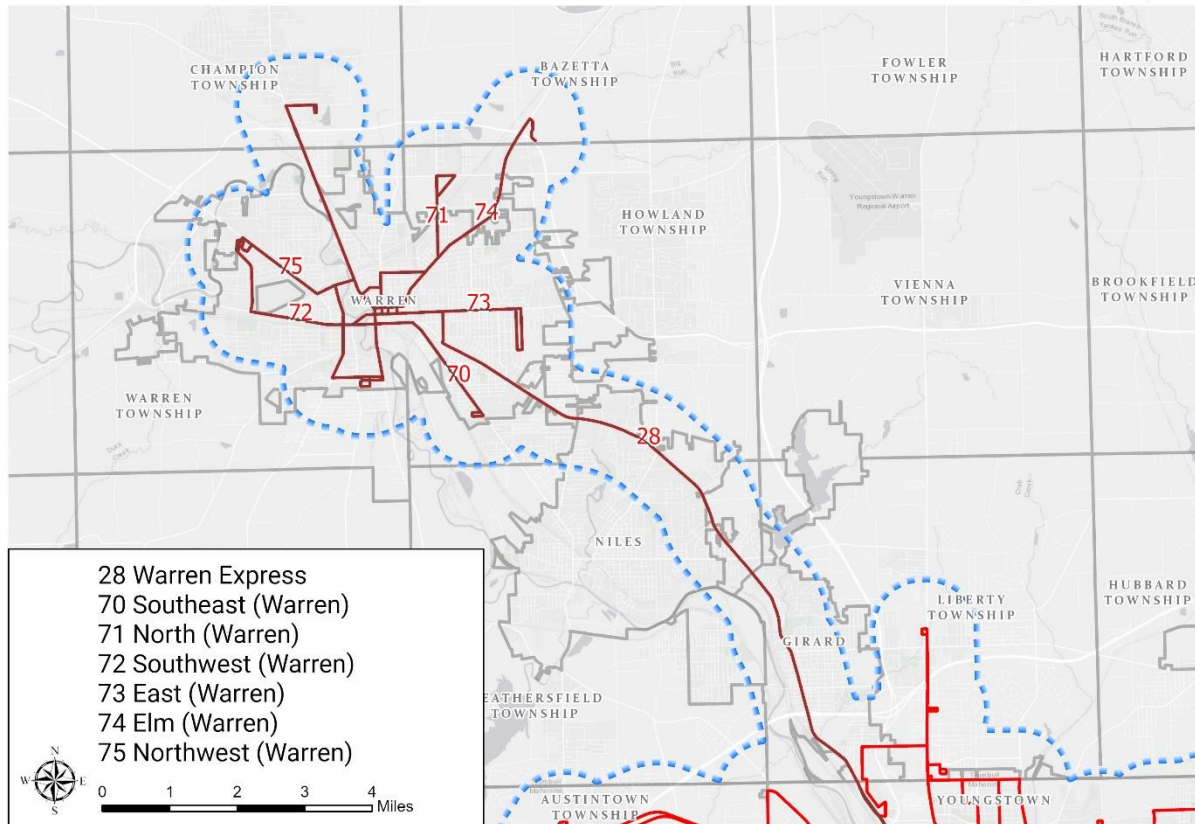
New and Proposed Fixed Routes

Trumbull County New Fixed Routes

The WRTA implemented six new fixed routes in Trumbull County as part of a regionalization project to regionalize transit services in Trumbull and Mahoning Counties.

The WRTA on March 1, 2020 started running transit service into Trumbull County. The routes are detailed in the Systems Description Section of this report and shown below in Map 11.

Western Reserve Transit Authority - Fixed Route and ADA All Access Trumbull County **Map 11**



Any proposed routes for Mahoning and Trumbull Counties can be implemented in the near future with the 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 corresponds with Eastgate’s FY2021 - 2024 Transportation Improvement Program for WRTA.

Grantee PID	Grantee Primary County	Grantee Agency Long Name	State Fiscal Year	ALI Description	Scope Description	Project Name	Project Description	SUM Adjusted Total Amount (with TDC) for STIP Period	Fund Detail Code	Fund Detail Description	STIP Fund Group	Air Quality Indicator	Total Project Cost
111759	MAH	Western Reserve Transit Authority	2021	Buy Replacements - Bus < 30 FT	Bus Rolling Stock	Bus Replacement	4 LTVs	\$332,800	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$416,000
111759								\$82,200	L/NTP	Non Traditional Local Match	Local	Exempt	\$416,000
104475	MAH	Western Reserve Transit Authority	2021	Lease - Replacement - Rebuild Spare Parts /Assoc. Capital Maintenance Items	Bus Rolling Stock	Misc. Capital Items	Misc. Projects Shop Equipment: Tire Lease, ADP Hardware, ADP Software, Fire Collection Equipment, Staff Support Vehicles Qty 2, Renovate Admin Maint Facility	\$72,066	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$1,726,397
104475								\$18,152	L/NTP	Non Traditional Local Match	Local	Exempt	\$1,726,397
104475	MAH	Western Reserve Transit Authority	2021	Acquisition -ADP Hardware	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects Shop Equipment: Tire Lease, ADP Hardware, ADP Software, Fire Collection Equipment, Staff Support Vehicles Qty 2, Renovate Admin Maint Facility	\$20,000	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$1,726,397
104475								\$5,000	L/NTP	Non Traditional Local Match	Local	Exempt	\$1,726,397
104475	MAH	Western Reserve Transit Authority	2021	Acquisition -ADP Software	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects Shop Equipment: Tire Lease, ADP Hardware, ADP Software, Fire Collection Equipment, Staff Support Vehicles Qty 2, Renovate Admin Maint Facility	\$8,487	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$1,726,397
104475								\$2,122	L/NTP	Non Traditional Local Match	Local	Exempt	\$1,726,397
111775	MAH	Western Reserve Transit Authority	2021	Acquisition -ADP Software	Bus Support Equip / Facilities	Schedule Software	Paratransit Scheduling Software	\$200,000	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$290,000
111775								\$90,000	L/NTP	Non Traditional Local Match	Local	Exempt	\$290,000
104475	MAH	Western Reserve Transit Authority	2021	Acquisition - Support Vehicles	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects Shop Equipment: Tire Lease, ADP Hardware, ADP Software, Fire Collection Equipment, Staff Support Vehicles Qty 2, Renovate Admin Maint Facility	\$80,000	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$1,726,397
104475								\$20,000	L/NTP	Non Traditional Local Match	Local	Exempt	\$1,726,397
104475								\$1,200,000	5307	Urban Formula Program	5307-Urban Formula Program	Exempt	\$1,726,397
104475								\$300,000	L/NTP	Non Traditional Local Match	Local	Exempt	\$1,726,397
104477	MAH	Western Reserve Transit Authority	2021	Rehab / Renovation - Admin / Maint Facility	Bus Support Equip / Facilities	Bus & Bus Facilities	Bus and Bus Facilities	\$464,400	53390002	Bus & Bus Facilities	5339-Bus & Bus Facilities	Exempt	\$605,500
104477								\$121,100	L/NTP	Non Traditional Local Match	Local	Exempt	\$605,500

Capital Improvement Projects

Capital Improvement Projects

PID	Grantee Primary County	Grantee Agency Long Name	State Fiscal Year	AI Description	Scope Description	Project Name	Project Description	Project Description	Fund Detail Code	Fund Detail Description	STP Fund Group	Air Quality Indicator	AIU	*Total Project Cost
111785	WAH	Western Reserve Transit Authority	2021	Real Estate (RW - Acquisition)	Other Capital Items (Bus)	Property Acquisition	Property Acquisition		5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	1175.81	\$250,000
111785									LINTP	Non Traditional Local Match	Local	Exempt	1175.81	\$250,000
104471	WAH	Western Reserve Transit Authority	2021	Other Capital Items (Bus - Preventive Maintenance)	Other Capital Items (Bus)	Capital Maintenance	Capitalize/Maintenance - STP funds only are a flex fund transfer through the Urban Transit Program		M240	STP FLEXIBLE	Flex Transfer	Exempt	117A.00	\$2,910,476
104471									5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	117A.00	\$2,910,476
104471									LINTP	Non Traditional Local Match	Local	Exempt	117A.00	\$2,910,476
104471									LINTP	Non Traditional Local Match	Local	Exempt	117A.00	\$2,910,476
104468	WAH	Western Reserve Transit Authority	2021	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	Other Capital Items (Bus)	ADA Service	ADA		5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	117C.00	\$465,300
104468									LINTP	Non Traditional Local Match	Local	Exempt	117C.00	\$465,300
104466	WAH	Western Reserve Transit Authority	2021	Operating Assistance up to 50% Federal Share	Operating Assistance	Operating Assistance	Operating		5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	30.09.01	\$4,112,238
104466									LINTP	Non Traditional Local Match	Local	Exempt	30.09.01	\$4,112,238
104470	WAH	Western Reserve Transit Authority	2021	Operating Assistance up to 50% Federal Share	Operating Assistance	Enhanced Mobility	Projects for 5310 Enhance Mobility		5310	Specialized Programs (Rural/Urban)	5310 - Specialized Program (Large Urban)	Exempt	30.09.01	\$310,000
104470									LINTP	Non Traditional Local Match	Local	Exempt	30.09.01	\$310,000
104467	WAH	Western Reserve Transit Authority	2021	Short Range Transportation Planning	Other Program Costs	Planning	Planning		5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	44.24.00	\$120,000
104467									LINTP	Non Traditional Local Match	Local	Exempt	44.24.00	\$120,000
111811	WAH	Western Reserve Transit Authority	2022	Buy Replacements - Bus 30 FT	Bus Rolling Stock	Bus & Bus Facilities	Bus and Bus Facilities		53300002	Bus & Bus Facilities	5330 - Bus & Bus Facilities	Exempt	1112.03	\$695,500
111811									LINTP	Non Traditional Local Match	Local	Exempt	1112.03	\$695,500
111817	WAH	Western Reserve Transit Authority	2022	Buy Replacements - Bus < 30 FT	Bus Rolling Stock	Bus Replacement	LTV Replacement		5307	Urban Formula Program	5307 - Urban Formula Program	Exempt	1112.04	\$630,000
111817									LINTP	Urban Formula Program	Local	Exempt	1112.04	\$630,000

PID	Grantee Primary County	State Fiscal Year	State Fiscal Year	State Fiscal Year	ALI Description	Scope Description	Project Name	Project Description	Fund Detail Code	Fund Detail Description	STIP Fund Group	AF Quality Indicator	ALI	*Total Project Cost
111910	MAH	Western Reserve Transit Authority	2022	Buy Replacements - Vans	Bus Rolling Stock	Van Replacement	Van Replacement	Van Replacement	5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:12:15	\$142,000
111910									LINTP	Non Traditional Local Match	Local	Exempt	11:12:15	\$142,000
111879	MAH	Western Reserve Transit Authority	2022	Lease - Replacement - Rebuild Spare Parts / Assoc. Capital Maintenance Items	Bus Rolling Stock	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:16:40	\$441,367
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:16:40	\$441,367
111879	MAH	Western Reserve Transit Authority	2022	Engineering & Design - Admin / Maint Facility	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:41:03	\$441,367
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:41:03	\$441,367
111879	MAH	Western Reserve Transit Authority	2022	Acquisition - Shop Equipment	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:42:06	\$441,367
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:42:06	\$441,367
111879	MAH	Western Reserve Transit Authority	2022	Acquisition - ADP Hardware	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:42:07	\$416,366
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:42:07	\$416,366
111879	MAH	Western Reserve Transit Authority	2022	Acquisition - ADP Software	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:42:08	\$416,366
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:42:08	\$416,366
111879	MAH	Western Reserve Transit Authority	2022	Acquisition - Support Vehicles	Bus Support Equip / Facilities	Misc. Capital Items	Misc. Projects/Shop Equipment: Shop equipment, The Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:42:11	\$416,366
111879									LINTP	Non Traditional Local Match	Local	Exempt	11:42:11	\$416,366
111851	MAH	Western Reserve Transit Authority	2022	Other Capital Items (Bus - Preventive Maintenance)	Other Capital Items (Bus)	Capital Maintenance	Capitalized Maintenance - STBG funds only are a flex fund transfer through the Urban Transit Program		M230/049	YOUNGSTOWN	Flex Transfer	Exempt	11:7A:00	\$2,910,476
111851	MAH	Western Reserve Transit Authority	2022	Other Capital Items (Bus - Preventive Maintenance)	Other Capital Items (Bus)	Capital Maintenance	Capitalized Maintenance - STBG funds only are a flex fund transfer through the Urban Transit Program		M230/049	YOUNGSTOWN	Flex Transfer	Exempt	11:7A:00	\$2,910,476
111851									LINTP	Non Traditional Local Match	Local	Exempt	11:7A:00	\$2,910,476
111851									LINTP	Non Traditional Local Match	Local	Exempt	11:7A:00	\$2,910,476
111849	MAH	Western Reserve Transit Authority	2022	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	Other Capital Items (Bus)	ADA Service	ADA		5307	Urban Formula Program	5307- Urban Formula Program	Exempt	11:7C:00	\$465,300
111849									LINTP	Non Traditional Local Match	Local	Exempt	11:7C:00	\$465,300

Capital Improvement Projects

Capital Improvement Projects

PID	Grantee Primary County	State Fiscal Year	State Fiscal Year	AI Description	Scope Description	Project Name	Project Description	Project Description	Fund Detail Code	Fund Detail Description	Fund Detail Descr	Air Quality Indicator	All	Total Project Cost
111835	IMH	Western Reserve Transit Authority	2022	Operating Assistance up to 50% Federal Share	Operating Assistance	Operating Assistance	Operating		\$2,056,119	Urban Formula Program	5307 - Urban Formula Program	Exempt	00.09.01	\$4,112,238
111835									\$2,056,119	Non Traditional Local Match	Local	Exempt	00.09.01	\$4,112,238
111846	IMH	Western Reserve Transit Authority	2022	Short Range Transportation Planning	Planning	WARTA 2022 Planning	Planning		\$104,000	Urban Formula Program	5307 - Urban Formula Program	Exempt	44.24.00	\$100,000
111846									\$26,000	Non Traditional Local Match	Local	Exempt	44.24.00	\$100,000
111944	IMH	Western Reserve Transit Authority	2023	Buy Replacements - Bus 30 FT	Bus Rolling Stock	Bus & Bus Facilities	Bus and Bus Facilities		\$48,400	5339 - Bus & Bus Facilities	5339 - Bus & Bus Facilities	Exempt	11.12.00	\$665,500
111944									\$121,100	Non Traditional Local Match	Local	Exempt	11.12.00	\$665,500
111945	IMH	Western Reserve Transit Authority	2023	Buy Replacements - Vans	Bus Rolling Stock	Bus Replacement	LTV Replacement		\$99,600	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.12.15	\$742,000
111945									\$168,400	Non Traditional Local Match	Local	Exempt	11.12.15	\$742,000
111941	IMH	Western Reserve Transit Authority	2023	Lease - Replacement - Rebuild Spare Parts / Assoc Capital Maintenance Items	Bus Rolling Stock	Misc Capital Items	Misc Projects Shop Equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (I), ABE		\$72,666	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.16.40	\$391,367
111941									\$18,152	Non Traditional Local Match	Local	Exempt	11.16.40	\$391,367
111941	IMH	Western Reserve Transit Authority	2023	Engineering & Design - Admin / Maint Facility	Bus Support Equip / Facilities	Misc Capital Items	Misc Projects Shop Equipment, Shop Equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (I), ABE		\$10,000	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.41.00	\$391,367
111941									\$30,000	Non Traditional Local Match	Local	Exempt	11.41.00	\$391,367
111941	IMH	Western Reserve Transit Authority	2023	Acquisition - Shop Equipment	Bus Support Equip / Facilities	Misc Capital Items	Misc Projects Shop Equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (I), ABE		\$20,000	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.42.06	\$391,367
111941									\$5,000	Non Traditional Local Match	Local	Exempt	11.42.06	\$391,367
111941	IMH	Western Reserve Transit Authority	2023	Acquisition - ADP Hardware	Bus Support Equip / Facilities	Misc Capital Items	Misc Projects Shop Equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (I), ABE		\$20,000	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.42.07	\$391,367
111941									\$5,000	Non Traditional Local Match	Local	Exempt	11.42.07	\$391,367
111941	IMH	Western Reserve Transit Authority	2023	Acquisition - ADP Software	Bus Support Equip / Facilities	Misc Capital Items	Misc Projects Shop Equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (I), ABE		\$8,667	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.42.08	\$391,367
111941									\$2,122	Non Traditional Local Match	Local	Exempt	11.42.08	\$391,367
111937	IMH	Western Reserve Transit Authority	2022	Other Capital Items (Bus - Preventive Maintenance)	Other Capital Items (Bus)	Capital Maintenance	Capital Maintenance	Capital Maintenance - STBG funds only are a flex fund transfer through the Urban Transit Program	\$50,000	M20049 YOUNGSTOWN	Flex Transfer	Exempt	11.7A.00	\$2,910,616
111937									\$1,778,381	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.7A.00	\$2,910,616

PID	Grantee Primary County	State Fiscal Year	State Fiscal Year	State Fiscal Year	AI Description	Scope Description	Project Name	Project Description	Fund Detail Code	Fund Detail Description	Fund Detail Description	Fund Detail Description	Ar Quality Indicator	ALI	*Total Project Cost
111937										LI/NTP	Non Traditional Local Match	Local	Exempt	117A.00	\$2,910,476
111937										LI/NTP	Non Traditional Local Match	Local	Exempt	117A.00	\$2,910,476
111920	Western Reserve Transit Authority	2023	2023	2023	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	Other Capital Items (Bus)	ADA Service	ADA	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	117C.00	\$465,300
111920										LI/NTP	Non Traditional Local Match	Local	Exempt	117C.00	\$465,300
111916	Western Reserve Transit Authority	2023	2023	2023	Operating Assistance up to 50% Federal Share	Operating Assistance	Operating	Operating	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	30.09.01	\$4,112,238
111916										LI/NTP	Non Traditional Local Match	Local	Exempt	30.09.01	\$4,112,238
111917	Western Reserve Transit Authority	2023	2023	2023	Short Range Transportation Planning	Planning	WRTA 2023 Planning	Planning	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	44.24.00	\$130,000
111917										LI/NTP	Non Traditional Local Match	Local	Exempt	44.24.00	\$130,000
111967	Western Reserve Transit Authority	2024	2024	2024	Buy Replacements - Bus 30 FT	Bus Rolling Stock	Bus & Bus Facilities	Bus and Bus facilities	6339/0002	Bus & Bus Facilities	Bus & Bus Facilities	5309 - Bus & Bus Facilities	Exempt	11.12.03	\$695,500
111967										LI/NTP	Non Traditional Local Match	Local	Exempt	11.12.03	\$695,500
111969	Western Reserve Transit Authority	2024	2024	2024	Buy Replacements - Vans	Bus Rolling Stock	MMW Replacement	Modified Minivan Replacement	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.12.15	\$66,300
111969										LI/NTP	Non Traditional Local Match	Local	Exempt	11.12.15	\$66,300
111964	Western Reserve Transit Authority	2024	2024	2024	Lease - Replacement - Rebuild Spare Parts / Assoc. Capital Maintenance Items	Bus Rolling Stock	Misc Capital Items	Misc. Projects Shop Equipment, Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.16.40	\$359,867
111964										LI/NTP	Non Traditional Local Match	Local	Exempt	11.16.40	\$359,867
111964	Western Reserve Transit Authority	2024	2024	2024	Engineering & Design - Admin / Maint Facility	Bus Support Equip / Facilities	Misc Capital Items	Misc. Projects Shop Equipment, Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.41.03	\$359,867
111964										LI/NTP	Non Traditional Local Match	Local	Exempt	11.41.03	\$359,867
111964	Western Reserve Transit Authority	2024	2024	2024	Acquisition - Admin / Maint Facility	Bus Support Equip / Facilities	Misc Capital Items	Misc. Projects Shop Equipment, Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.42.03	\$359,867
111964										LI/NTP	Non Traditional Local Match	Local	Exempt	11.42.03	\$359,867
111964	Western Reserve Transit Authority	2024	2024	2024	Acquisition - Shop Equipment	Bus Support Equip / Facilities	Misc Capital Items	Misc. Projects Shop Equipment, Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E	5307	Urban Formula Program	Urban Formula Program	5307 - Urban Formula Program	Exempt	11.42.06	\$359,867
111964										LI/NTP	Non Traditional Local Match	Local	Exempt	11.42.06	\$359,867

Capital Improvement Projects

Capital Improvement Projects

PD	Grantee Primary County	State Fiscal Year	State Fiscal Year	State Fiscal Year	AI Description	Scope Description	Project Name	Project Description	Project Description	Fund Detail Code	Fund Detail Description	Fund Detail Description	Fund Detail Description	AI	Total Project Cost
11954	WAH	Western Reserve Transit Authority	2024	2024	Acquisition -ADP Hardware	Bus Support Equip / Facilities	Misc Capital Items	Misc. Projects/Shop Equipment: Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	1142.07	\$359,867	
11954										LINTP	Non Traditional Local Match	Local	1142.07	\$359,867	
11954	WAH	Western Reserve Transit Authority	2024	2024	Acquisition-ADP Software	Bus Support Equip / Facilities	Misc Capital Items	Misc. Projects/Shop Equipment: Shop equipment, Tire Lease, ADP Hardware, ADP Software, Property Protection Systems, Support Vehicles (3), A&E		5307	Urban Formula Program	5307- Urban Formula Program	1142.08	\$359,867	
11954										LINTP	Non Traditional Local Match	Local	1142.08	\$359,867	
11957	WAH	Western Reserve Transit Authority	2024	2024	Other Capital Items (Bus - Pre ventive Maintenance)	Other Capital Items (Bus)	Capital Maintenance	Capitalized Maintenance - STBG funds only are a flex fund transfer through the Urban Transit Program		M230049	YOUNGSTOWN	Flex Transfer	117A.00	\$2,910,076	
11957										5307	Urban Formula Program	5307- Urban Formula Program	117A.00	\$2,910,076	
11957										LINTP	Non Traditional Local Match	Local	117A.00	\$2,910,076	
11957										LINTP	Non Traditional Local Match	Local	117A.00	\$2,910,076	
11955	WAH	Western Reserve Transit Authority	2024	2024	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	Other Capital Items (Bus)	ADA Service	ADA		5307	Urban Formula Program	5307- Urban Formula Program	117C.00	\$465,300	
11955										LINTP	Non Traditional Local Match	Local	117C.00	\$465,300	
11953	WAH	Western Reserve Transit Authority	2024	2024	Operating Assistance up to 50% Federal Share	Operating Assistance	Operating	Operating		5307	Urban Formula Program	5307- Urban Formula Program	30.09.01	\$4,112,238	
11953										LINTP	Non Traditional Local Match	Local	30.09.01	\$4,112,238	
11954	WAH	Western Reserve Transit Authority	2024	2024	Short Range Transportation Planning	Planning	WARTA 2024 Planning	Planning		5307	Urban Formula Program	5307- Urban Formula Program	44.24.00	\$190,000	
11954										LINTP	Non Traditional Local Match	Local	44.24.00	\$190,000	

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.