

TECHNICAL ADVISORY COMMITTEE MEETING (TAC)

January 8, 2026 - 1:30 p.m.

SCRPC Conference Room

In attendance were:

Voting Committee Members Present

Bob Nau, Stark County Regional Planning Commission
Chris Barnes, City of Canton
Rob Graham, City of North Canton
Terri Dzienis, Canton City Public Health Air Pollution Control
Alex Pitts, City of Massillon
Brian Cole, SCEO
Vincent Mueser, City of Alliance
Nick Loukas, City of Canton
Keith Bennett, Stark County Engineer
Chris Tyson, SARTA
Lauren Phillis, ODOT
Chat Root, ODOT
Mark Cozy, Canal Fulton
Dan Moeglin, Stark Parks

Staff

Dan Slicker
Spencer Gibbs
Jennifer Bayer
Athena Aslanes

Others Present

1. Call to Order and Opening Comments

Graham called the meeting to order at 1:30 p.m.

2. Approval of Minutes of November 13, 2025 Meeting

Bennett moved, Barnes seconded, and the motion carried to approve the minutes of the November 13, 2025 meeting.

3. PID 115723 Discussion on moving to FY 27

Slicker stated purpose of the meeting was to address funding and scheduling challenges related to advancing the \$4.046 million West Tuscarawas Corridor project, which caused FY26 carryover to exceed acceptable limits. Several options were explored to reduce carryover, including swapping projects between fiscal years, coordinating with other MPOs, and seeking flexibility from ODOT due to right-of-way delays that push the project sale into FY27.

The group reviewed a series of project adjustments to reduce carryover. These included advancing smaller, ready-to-sell projects such as the Applegrove Resurfacing project; swapping funding sources (CR, STBG, CMAQ, and TA) across multiple roundabout and signal projects; and reprogramming select projects into earlier fiscal years. Special attention was given to minimizing

precedent-setting actions, particularly regarding the temporary use of STBG funds for TA-eligible projects, with the understanding that all such swaps would be reversed in FY27. Approval from the statewide CMAQ committee will be required for one proposed CMAQ swap, but it is expected to be viewed favorably.

The group also discussed whether to advance SARTA's FY27 bus purchase to FY26 by covering the full local match with total revenue credit. While this would bring carryover below the \$1.5 million threshold, it would require deviating from the usual 10% policy. Based on feedback from ODOT indicating flexibility given the effort shown and the relatively small remaining gap (approximately \$40,000–\$50,000), the group agreed to proceed without including the SARTA bus purchase at this time and accept the risk of seeking a waiver if necessary. The discussion concluded with consensus that the proposed package of project and funding adjustments—excluding the SARTA bus purchase—should move forward

Bennett moved, Barnes seconded, and the motion carried to take the policy, all but the SARTA bus purchase, as presented.

4. PID 124070 – Discussion on combining with new Towpath Trail CMAQ project

Dan Moeglin gave a proposal to combine two Stark Parks (Towpath paving) projects into a single consolidated project. Originally, the towpath paving from Lake to Forty Corners was programmed using Carbon Reduction and CMAQ funds in FY29, with additional TAP funding later provided directly by ODOT Central Office to pave the northern section. Given that both CMAQ and TAP funds include design components, Moeglin stated it made sense to combine both projects.

The proposed approach is to complete all design work in FY27 using CMAQ design funds (approximately \$86,000) and roll all construction funding into FY29 (approximately \$949,000). This would not require any additional funding and would simplify project delivery by allowing the work to be designed and constructed as a single project. The change will require approval from the statewide CMAQ committee, but it is expected to be straightforward due to the relatively small amount being shifted into FY27.

Bennett moved, Cozy seconded, and the motion carried to combine both Towpath Trail Paving projects.

5. Other Business

There being no further business or discussion, the meeting adjourned at 1:56 p.m.

Respectfully submitted,

Jennifer Bayer
Executive Assistant

Project	Action	Project Cost	Explanation	Resulting STBG Carryover Target < \$1,509,159
PID 115723 W Tusc Corridor	Move to FY27	\$4,046,778	ROW phase needs more time	\$4,723,573
PID 117895 Applegrove St Resurfacing	Move to FY26	\$747,500	Paving project that is ready to go	\$3,976,073
PID 120493 Main & Tremont RA	Change CR funds to STBG & change equal amount of STBG funds to CR in FY27 for W Tusc	\$822,619	W Tusc is eligible for CR funds. We can change \$822,619 in STBG funds to CR funds in FY27	\$3,153,454
PID 117499 Cleveland & State RA	Change CMAQ funds to STBG & change equal amount of STBG funds to CMAQ in FY29 for 12th & Perry	\$800,000	We need approval from Statewide CMAQ committee for this. In the past, the statewide committee has been very accommodating with these types of requests. Unfortunately, statewide CMAQ funds are overprogrammed in FY27, and the committee has been hesitant to add CMAQ funds in FY27. If we look at FY29, however, we can do something with PID 122280, the 12th & Perry Roundabout. 12th/Perry is eligible for CMAQ funds. We can change \$800,000 in STBG funds to CMAQ funds in FY29, and the statewide committee will approve of this because it helps with the budget deficit in FY27.	\$2,353,454
PID 123872 State St Signals	Move to FY26 and change CR funds to STBG & change equal amount of STBG funds to CR in FY27 for W Tusc	\$427,000	We can change \$427,000 in STBG funds to CR funds in FY27 for the W Tusc project	\$1,926,454
PID 118692 Sippo Valley Bridge #8	Change \$374,724 in TA funds to STBG & change equal amount of STBG funds to TA in FY27 for W Tusc	\$374,724	We can change \$374,724 in STBG funds to TA funds in FY27. Canton gave me an itemized list of TA elements within the W Tusc project that add up to over \$1.4 million. Why \$374,724? That is the most TA funds that we can move without creating a carryover problem in TA funds.	\$1,551,730
PID 122557 SARTA Bus Purchases	Move to FY 26 and change to STBG funds & change equal amount of STBG funds to CR in FY27 for W Tusc	\$422,650	Again, we can change \$422,650 in STBG back to CR funds in FY27. The problem here is that SARTA doesn't have the local funding in FY26 to do this. We would need to give them the maximum 20% in Toll Revenue Credits to make this happen.	\$1,129,080