

SCATS POLICY COMMITTEE MINUTES

June 29, 2026

POLICY COMMITTEE MEMBERS/ALTERNATES

John Highman, City of Canton

Keith Bennett, SCEO

Chris Tyson, SARTA

Sarah Buell, Stark Parks

Mark Cozy, City of Canal Fulton

Dan Moeglin, Stark Parks

Vincent Mueser, City of Alliance

Brian Cole, SCEO

Rob Graham, City of North Canton

Doug Harris, City of Canton

Nick Loukas, City of Canton

Alex Pitts, City of Massillon

Gery Noirot, ODOT

STAFF

Dan Slicker

Spencer Gibbs

David Spielman

Lauren Durr

Spencer Gibbs

Bob Nau

Chloe Garner

OTHER

Tony Urankar, ms consultants

Shane Locke, RINA

Art Rometo, GAI Consultants

1. Opening Remarks

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

2. Consideration of Minutes of May 26, 2026 meeting

Bennett moved, Mueser seconded, and the motion carried to approve the minutes from May 26, 2026 meeting.

3. TIP Financial Status

Slicker gave an update to the TIP financial status. He stated there was an update from ODOT. Our STBG rose a couple thousand dollars and the TA should be rising a little bit too, but there is not a final number yet. Other than that, everything is the same as last month.

All projects have sold for FY 26. One thing of note, the new transportation bill does not include carbon reduction funds. The other thing to note is we would still have the million-dollar carryover from the CR fund from FY26 available.

Moeglin asked when the CR funding would expire and if they should be applying for CR projects for this round that's due in August? Slicker stated it was originally a five-year program, so it would expire at the end of FY26, but recommended still applying for carbon reduction funds. If they're not available, we'll try to fund those with other funding sources.

4. Resolution 2026-21 – TIP Amendments

The two Massillon projects at the top of the list got a PID number, so they're replacing the two NP numbers there at the bottom. Normally, that can be done with an administrative modification, but since we're adding environmental and right-of-way phases in different fiscal years, we're going to make a TIP Amendment to accomplish that. The Minerva project was programmed back in December, and there was an administrative modification for that, but NP-179 was never canceled, so we are doing that now.

Cozy moved, Moeglin seconded, and the motion carried to approve the Resolution 2026-21 TIP Amendment.

5. Resolution 2026-22 – Lake Active Transportation & Economic Development Study

Slicker stated the amendment would fund our first community transportation study in FY27. It is an economic development and active transportation study for Lake Township, including Hartville.

Moeglin moved, Graham seconded, and the motion carried to approve the Resolution 2026-22 – Lake Active Transportation & Economic Development Study.

6. Other Business & Announcements

- a. Accepting STBG, TA and CRP applications until August 28.

- b. 5310 Program (Specialized Transportation)

Gibbs gave an update, stating the application deadline was just last Friday. There were eight applications in total. SCATS was apportioned as the Canton Metro Area \$485,225. Through

those eight applications, we received \$655,564 worth of projects. Of that, \$285,759 were operating and \$369,805 were capital projects. Staff will be reviewing these over the next few weeks and turning that over to SARTA to administer our funds. We'll update for our next meeting.

- c. Committee members discussed the implications of a recent Ohio Attorney General Opinion (2025-21) regarding Ohio's Open Meetings Act in response to a question from the Butler County Prosecutor's Office. The opinion states that committees evaluating Requests for Proposals (RFPs) or Requests for Qualifications (RFQs) and making recommendations to an official awarding body may themselves be considered public bodies, requiring publicly advertised meetings. Members noted that this interpretation could significantly affect the procurement process for many public agencies throughout the state.

The group discussed the practical challenges of implementing the opinion, including questions about executive sessions, ad hoc committees, committee composition, and applicable exceptions. It was noted that the opinion has generated considerable discussion among attorneys and public agencies, with differing interpretations and concerns about its broad application. Members were encouraged to review the opinion and monitor future guidance or potential legislative or administrative action. The discussion also touched on procurement thresholds, noting that certain small-dollar procurements may be exempt due to existing statutory provisions.

- d. Bennett discussed a misunderstanding regarding how Toll Revenue Credit (TRC) was applied to Local Public Agency (LPA) agreements. The issue arose after ODOT interpreted recent project resolutions as directing them to add Toll Revenue Credit funding to project funding, rather than apply it as a substitute. As a result, the additional funding would have been deducted from the region's Surface Transportation Block Grant (STBG) allocation, which was not the committee's intent.

Bennett explained that they discussed the issue with ODOT representatives, including Chad Root, and believe the misunderstanding has been resolved. The problem appears to have been caused by changing the wording in the resolution from "apply" to "add." Future resolutions will revert to the previous wording to clearly indicate that Toll Revenue Credit should be used as a substitute for local match (allowing projects to receive up to a 90% federal share rather than 80%), without reducing the region's STBG funding. Members were advised to carefully review their LPA agreements. If the agreements show higher funding amounts than expected, they should contact ODOT to ensure the Toll Revenue Credit is being applied correctly. Failure to correct the agreements could result in an unnecessary reduction of funding available for future projects. Overall, the committee agreed that the issue has been identified and is expected to be corrected moving forward.

With no other business, the meeting was adjourned.

Next scheduled meeting, Monday, July 27, 2026.

