



# Citizens Involvement Committee

August 1, 2024





# Highway Preservation Needs Report



# Pavement Quality

- Stable/consistent year-to-year
- % of “Excellent Condition” roadways dipped

2019-2020 Average	67
2020-2021 Average	65
2021-2022 Average	68
2022-2023 Average	66
2023-2024 Average	67

Roadway Quality	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Excellent/Very good	22%	20%	25%	26%	16%
Good	29%	27%	28%	24%	28%
Fair	34%	35%	34%	33%	37%
Poor	13%	13%	11%	14%	17%
Very Poor/Fail	3%	5%	2%	4%	2%

# Bridge Inventory

- Summit County has a large majority of area bridges and the regional deck area
- >20' bridges in poor condition = 55
  - Number increasing (41 in 2019)

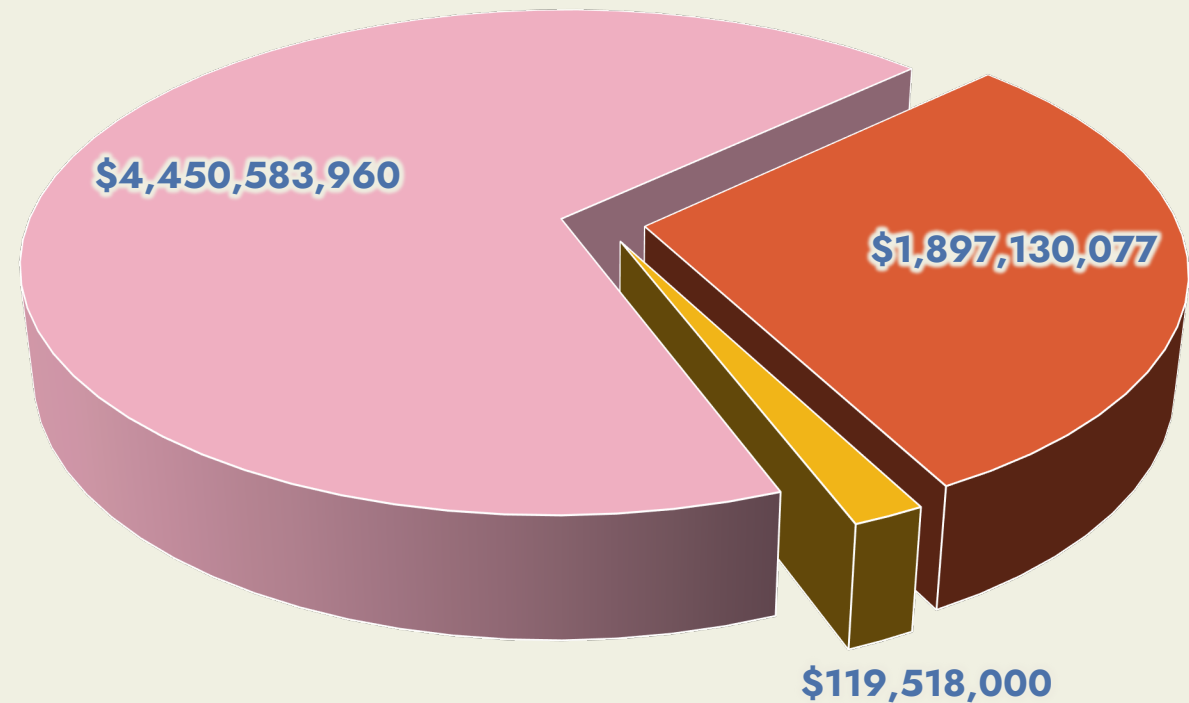
Bridge Type	Number of Bridges	Deck Area (sq ft)
Portage County		
Bridges under 20 ft	124	63,235
Railroad bridges (20+ ft)	4	17,557
Army bridge (20+ ft)	1	4,640
Turnpike Bridges (20+ feet)	27	301,552
Remaining Bridges (20+ ft)	207	978,028
Summit County		
Bridges under 20 ft	194	109,677
Railroad bridges (20+ ft)	24	107,078
Private bridges (20+ ft)	10	18,288
Turnpike Bridges (20+ feet)	23	753,702
Remaining Bridges (20+ ft)	614	6,040,489
Wayne County		
Bridges under 20 ft	22	10,873
Railroad bridges (20+ ft)	0	0
Remaining Bridges (20+ ft)	76	226,028
<b>Totals:</b>	<b>1,326</b>	<b>8,631,147</b>

\* Includes non-private pedestrian and bicycle bridges

# Preservation Costs Up Significantly

- \$6.86b to preserve roads and bridges
  - 71% higher than in 2019 report
  - Despite right-sizing our assumptions

## Estimated System Preservation Costs



■ Bridge Preservation ■ Pavement Resurfacing ■ Pavement Replacement

# Pavement Resurfacing Costs

- 51.9% Increase from 2019 Estimate

Road Description (Federal Functional Class)	Length (in miles)	Number of Lane Miles	Number of Resurfacings	Cost per Lane Mile	Total Cost
Interstates/Expressways	139	657	2.08	\$490,000	\$668,623,846
Ohio Turnpike	34	204	2.08	\$490,000	\$207,609,231
Principal & Minor Arterials	548	1,554	1.80	\$240,000	\$671,328,000
Major Collectors	547	1,165	1.35	\$220,000	\$346,005,000
Minor Urban Collectors	6	12	1.35	\$220,000	\$3,564,000
<b>Pavement Resurfacing</b>	<b>1,274</b>	<b>3,592</b>			<b>\$1,897,130,077</b>

# Pavement Replacement Costs

- 26.8% decrease from 2019 Estimate
  - Result of 5% to 2% assumption change

Road Description (Federal Functional Class)	Length (in miles)	Number of Lane Miles	Lane Miles Replaced	Cost per Lane Mile	Total Cost
Interstates/Expressways	139	657	13.14	\$2,500,000	\$32,850,000
Ohio Turnpike	34	204	4.08	\$2,500,000	\$10,200,000
Principal & Minor Arterials	548	1,554	31.08	\$1,400,000	\$43,512,000
Major Collectors	547	1,165	23.30	\$1,400,000	\$32,620,000
Minor Urban Collector	6	12	0.24	\$1,400,000	\$336,000
<b>Pavement Replacement</b>	<b>1,274</b>	<b>3,592</b>	<b>71.84</b>		<b>\$119,518,000</b>

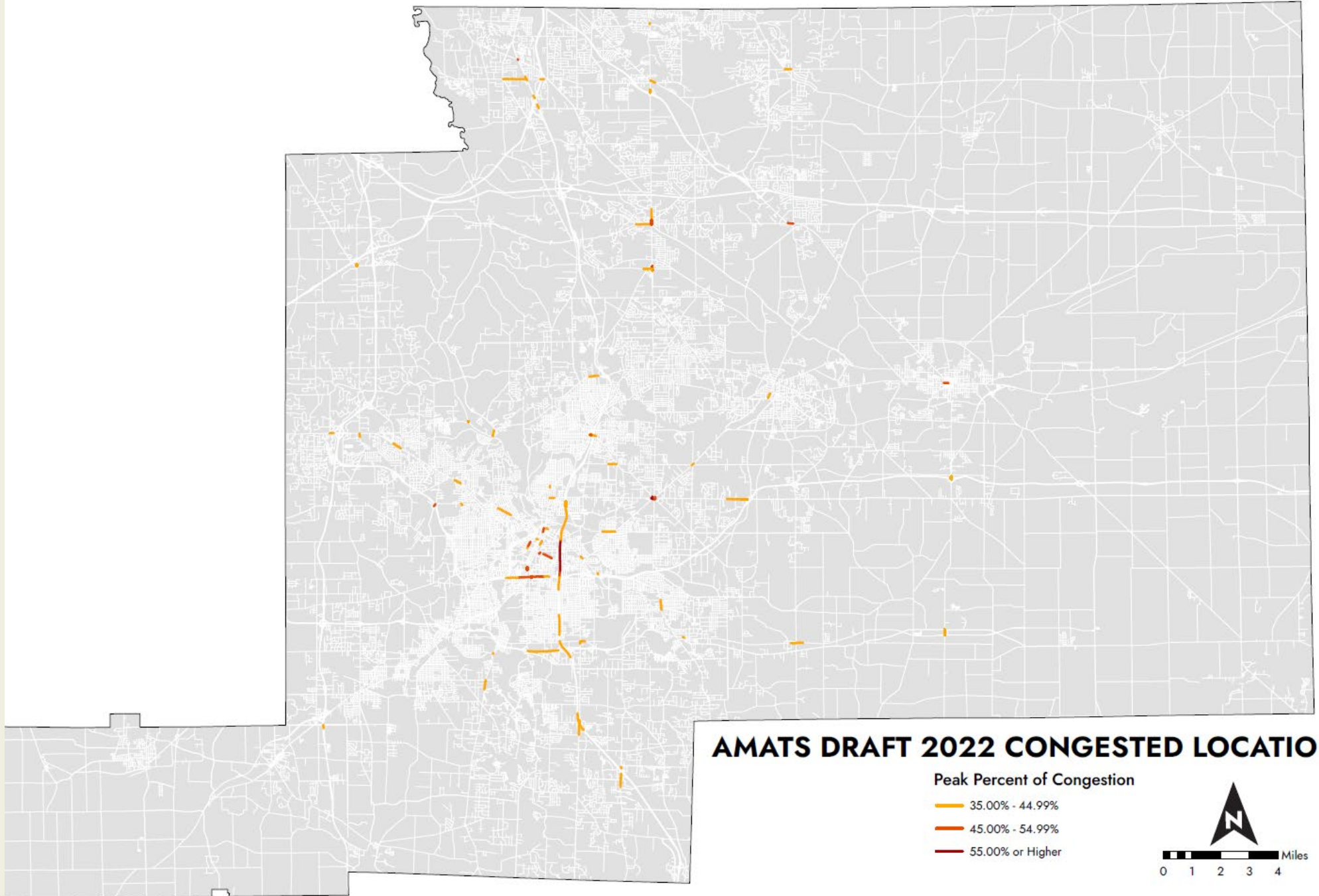
# Bridge Preservation Costs

- 87.8% Increase from 2019 Estimate
- Many bridges are nearing the end of their useful life

State of Preservation	Serviced Deck Area (sq. ft.)	Unit Cost ( per sq.ft.)	Total Cost
Painting Steel Structure	13,182,034	\$60	\$790,922,040
Deck Overlay	13,182,034	\$80	\$1,054,562,720
Deck Replacement	4,481,891	\$300	\$1,344,567,300
Superstructure Replacement	2,801,182	\$450	\$1,260,531,900
<b>Bridge Preservation</b>			<b>\$4,450,583,960</b>



# Draft CMP





**DRAFT**

# 2050 Planning Data Forecast



# 2050 Planning Data Forecast

- Forecast serves two purposes
  - To develop traffic zone demographic data for ODOT's Statewide Model
  - To inform Transportation Outlook 2050, which will be completed in May 2025



# 2050 Planning Data Forecast

- By ODOT Agreement, MPOs must use ODOD Projections in Model Forecast, but are free to use own forecast for other planning purposes
- ODOD scenario projects region to lose 14.9 percent of population
- ODOD attributes population decline to fertility rate (1.7 birthrate), mortality (increased 15 percent), slow migration (65,000 net positive statewide in-migration in the last decade)
- In 2020, Ohio's deaths outnumbered births for first time



# 2050 Planning Data Forecast

- Current Trends scenario relies on past U.S. Census Data to forecast future trends
- The last 20 years of data have shown the region to maintain a stable population
- This forecast does not account for births, deaths or migration data
- AMATS will focus on this scenario for the development of Transportation Outlook 2050



# Demographic Scenarios

## ODOD Based Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	720,087	612,750	-14.9%
Households	304,094	274,482	-9.7%
Population Under 18	146,339	124,664	-14.8%
Vehicles	538,456	486,949	-9.6%
Workers	356,805	303,822	-14.8%

## Current Trends Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	720,087	722,064	0.3%
Households	304,094	322,855	6.2%
Population Under 18	146,339	146,584	0.2%
Vehicles	538,456	571,355	6.1%
Workers	356,805	357,941	0.3%



# Demographic Scenarios Portage County

## ODOD Based Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	161,184	143,049	-11.3%
Households	66,010	63,535	-3.7%
Population Under 18	29,903	26,654	-10.9%
Vehicles	122,108	117,175	-4.0%
Workers	82,205	72,773	-11.5%

## Current Trends Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	161,184	165,567	2.7%
Households	66,010	73,078	10.7%
Population Under 18	29,903	30,647	2.5%
Vehicles	122,108	134,205	9.9%
Workers	82,205	84,173	2.4%



# Demographic Scenarios Summit County

## ODOD Based Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	540,094	452,427	-16.2%
Households	230,380	203,087	-11.8%
Population Under 18	112,408	94,314	-16.1%
Vehicles	400,141	353,159	-11.7%
Workers	265,592	222,750	-16.1%

## Current Trends Forecast

	BASE YEAR 2020	BASE YEAR 2050	% Change
Population	540,094	537,173	-0.5%
Households	230,380	240,988	4.6%
Population Under 18	112,408	111,804	-0.5%
Vehicles	400,141	418,561	4.6%
Workers	265,592	264,490	-0.4%








# Conclusion












- AMATS staff believes the two-scenario approach is necessary considering ODOT/MPO requirements
- The Current Trends Scenario is consistent with past Planning Data Forecast results
- Final approval will be requested in September



# 2024 Transit Plan

## Transit Plan Goals and Strategies Matrix

 = Collaboration Goal    = Funding Goal    = Service Goal

Strategy	Implementation		Additional Notes
	Lead	Support	
<b>Goal # 1: Invest in programs supporting transit goals</b>  <p><i>Transit agencies provide a level of service that supports the needs of the area and to invest in opportunities that promote a safe, sustainable and equitable transit system.</i></p>			
Pursue available Local, State and Federal funding programs that support transit operations and projects.	METRO, PARTA	AMATS	More information on specific programs can be found in the <i>Implementation</i> section of this chapter.
<b>Goal # 2: Invest in sustainable fleet and operations</b>   <p><i>Transit agencies make sound decisions and create a visible opportunity to lead by example.</i></p>			
Pursue and ensure a sustainable fleet and maintain a state of good repair to preserve the investment in transit and maintain sustainability of their service.	METRO, PARTA		Invest in updating fleet and meeting FTA Transit Asset Management Targets as well as investing in preventative maintenance practices ("fix it first" philosophy) to maintain a state of good repair for all vehicles.
<b>Goal # 3: Integrate transit into regional transportation projects</b>   <p><i>Creating a robust public transportation network becomes a primary consideration of many roadway improvement projects.</i></p>			
Work with local communities to discuss integration in roadway projects with a transit add on component like a bus shelter or enhanced waiting environments.	METRO, PARTA, AMATS	Community Officials, AMATS	Transit authorities and local officials can have a shared understanding of projects before plans are made, allowing them to maximize potential for transit improvements when necessary.
<b>Goal # 4: Ensure that transit is an integral component of land use planning efforts</b>   <p><i>Sound land-use decisions and future development can improve the public transportation network, and quality transit services can allow development to occur more responsibly.</i></p>			
Partner with economic development agencies and local officials when conversations about business attraction and expansion occur.	Community Officials, Econ. Dev. Agencies, METRO, PARTA		It is important to locate jobs-especially when employees us transit-in areas where service exists or can be provided. Having transit agencies involved in regional employment conversations helps inform the planning process.
Communicate the benefits of increasing the transit footprint and the positive effect this can have on the region and quality of life for transit users.	METRO, PARTA	Community Officials, AMATS	Building partnerships between transit agencies and community officials will help to build trust and a stronger public transit network.
Continue to explore the feasibility of and pursue Bus Rapid Transit (BRT) in the City of Akron and surrounding municipalities.	METRO	Akron , C. Falls, Barberton, Fairlawn, Green, Springfield, AMATS	Once METRO and its partners decide on final alternatives (several potential routes have been studied in-depth), partners can negotiate how local shares of BRT development will be paid. Partners can then pursue FTA's Small Starts funding.
Explore opportunities for Transit-Oriented Development (TOD)	METRO, possibly PARTA	Private developers, Community officials, CDCs/NDCs	METRO is exploring TOD near their RKP Transit Center, south of downtown Akron. Other possible locations include Akron's Middlebury Neighborhood and the Arlington Rd. corridor. Downtown Kent has seen significant TOD over the past 15 years.
<b>Goal # 5: Optimize transit service</b>   <p><i>Transit agencies adapt to the inevitable and continuous changes occurring in communities.</i></p>			
Study current service and conduct service optimization every 5-10 years to adjust to new travel patterns.	METRO, PARTA	AMATS	METRO recently completed (2023) the Reimagine METRO redesign; PARTA intends to take a comprehensive look at route optimization in 2025. AMATS can assist as needed by analyzing demographic and employment data.
Examine potential coverage to peripheral locations.	METRO, PARTA		Demand for expansion into exurban communities exists, but can be difficult to justify because of total ridership and mileage.
Continue to invest in new technologies that improve the ridership experience and efficiency of operations.	METRO, PARTA		Various technologies, such as scheduling software for service or personell, can assist transit agencies by making operations more efficient. PARTA recently invested in ITS improvements.
<b>Goal # 6: Increase sidewalk access to bus stops and shelters</b>   <p><i>The transportation system safely accomodates all people, regardless of their mode of transport.</i></p>			
Apply for funding opportunities to create or improve infrastructure for pedestrians and bicyclists, ensuring safe access to and from transit stops.	Local Communities	AMATS, METRO, PARTA	Quality pedestrian access from homes, places of employment, medical facilities, and stores to transit stops is essential for safety, but it also allows transit to become a more viable mode of transportation for more people.