



**Akron Metropolitan Area Transportation Study
Policy Committee
Ohio Department of Transportation District 4
2088 S. Arlington Road
Akron, Ohio 44306**

Thursday, March 27, 2025
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation
2. **Minutes**
 - A. February 13, 2025 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
 - A. Draft Transportation Improvement Program FY 2026-2029. Attachment 4A
– **Motion Requested**
 - B. Draft *Transportation Outlook 2050*. – **Motion Requested** Attachment 4B
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2025-04** – Approving Amendment #12 to the Attachment 6A
FY 2024-2027 Transportation Improvement Program to
delete three projects. – **Motion Required**
7. **Other Business**
 - A. Access Ohio 2050 Update – Randy Lane, ODOT Statewide Planning Manager. Oral
8. **Adjournment**

Next Regular Meeting:
Thursday, May 15, 2025 - 1:30 PM
ODOT District 4
2088 S. Arlington Road
Akron, OH 44306

All mailout material is available on the AMATS Web Site at www.amatsplanning.org



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ohio Department of Transportation District 4
2088 S. Arlington Road
Akron, Ohio 44306**

Thursday, March 20, 2025
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. February 6, 2025 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
 - A. Draft Transportation Improvement Program FY 2026-2029. – **Motion Requested** Attachment 4A
 - B. Draft *Transportation Outlook 2050*. – **Motion Requested** Attachment 4B
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2025-04** – Approving Amendment #12 to the FY 2024-2027 Transportation Improvement Program to delete three projects. – **Motion Required** Attachment 6A
7. **Other Business**
8. **Adjournment**

Next Regular Meeting:
Thursday, May 8, 2025 - 1:30 PM
ODOT District 4
2088 S. Arlington Road
Akron, OH 44306

All mailout material is available on the AMATS Web Site at www.amatsplanning.org.



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Virtual Meeting**

Thursday, March 20, 2025
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Items**
 - A. Presentation and Discussion regarding Attachment 4A – Draft Transportation Improvement Program FY 2026-2029.
 - B. Presentation and Discussion regarding Attachment 4B – Draft *Transportation Outlook 2050*.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**
Next Regular Meeting:
Thursday, May 8, 2025 - 6:30 p.m.

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, February 13, 2025 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at <https://www.amatsplanning.org/past-meetings>.

I. Call to Order

A. Vice-Chairman Judge called the meeting to order. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the December 12, 2024 meeting.

Motion

Bobbie Beshara made a motion to approve the minutes and it was seconded by Sabrina Christian-Bennett. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Jim McCleary made a motion to approve the Financial Progress Report and it was seconded by Jim Bowling. The motion was approved by a voice vote.

B. Technical Progress Report

Matt Stewart said that the updated agency Bike Map is available at [amatsplanning.org](https://www.amatsplanning.org).

Mr. Stewart introduced Amelia Hoffmeier as a new GIS Technician hired by the agency.

Mr. Stewart said that AMATS is sorting through the various executive orders issued by the Trump administration and their potential implications on project funding. AMATS has been corresponding with FHWA and ODOT for guidance. The agency does not anticipate any changes to AMATS-funded programs and is moving ahead to sell FY 2025 projects. The agency does anticipate changes in the agency's planning process, with a de-emphasis on environmental justice and climate-related issues. Transportation Secretary Duffy published a memorandum identifying several emphasis areas.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated Jan. 28, 2025.

IV. Old Business

None.

V. New Business

A. Draft FY 2026 Transportation Planning Work Program and Budget.

Heather Davis Reidl presented Attachment 5A.

Motion

Jim McCleary made a motion to accept the Draft FY 2026 Transportation Planning Work Program and Budget and it was seconded by **Sabrina Christian-Bennett**. The motion was approved.

B. Draft FY 2026-2029 Transportation Improvement Program – Project List.

Ms. Prater presented Attachment 5B.

Vice-Chairman Judge asked about the length of the public involvement period for the Draft FY 2026-2029 TIP. **Ms. Prater** said that the period would span a 30-day window from March 11 through April 11.

Ms. Prater asked if there were any questions regarding Attachment 5B. There were no questions regarding the item.

C. Draft Transportation Outlook 2050.

Mr. Stewart presented Attachment 5C. **Mr. Stewart** said that a revised TIP Project Listing was available at the door.

Mr. Stewart asked if there were any questions regarding Attachment 5C. There were no questions regarding the item.

VI. Resolutions

- A. **Resolution 2025-01 – Approving Amendment #11 to the FY 2024-2027 Transportation Improvement Program to revise funding for one project.**

Ms. Prater presented Attachment 6A.

Motion

Sabrina Christian-Bennett made a motion to approve Resolution 2025-01 and it was seconded by Jim Bowling. The motion was approved.

- B. **Resolution 2025-02 – Supporting the Region’s Efforts to Develop Intercity Passenger Rail Service to the Greater Akron Area.**

Mr. Baker presented Attachment 6B.

Nate Leppo expressed METRO of Summit County’s gratitude to AMATS for preparing Resolution 2025-02. Michelle DiFiore said that the city of Akron also supports the resolution.

Motion

Rocco Yeargin made a motion to approve Resolution 2025-02 and it was seconded by Bobbie Beshara. The motion was approved with ODOT abstaining.

- C. **Resolution 2025-03 – Approval of the Air Quality Conformity Analysis for the Cleveland-Akron-Lorain Air Quality Non-attainment Area for the AMATS FY 2026-2029 TIP and Transportation Outlook 2050.**

Ms. Prater presented Attachment 6C.

Mayor Yeargin asked why Resolution 2025-03 was necessary. Mr. Baker explained that the USDOT and USEPA sets air quality emission limits for hydrocarbons, NOX, and PM2.5 non-attainment areas. AMATS must demonstrate that the area meets standards before air quality conformity is granted. Conformity demonstrations are necessary to receive federal funding for projects.

Motion

Rocco Yeargin made a motion to approve Resolution 2025-03 and it was seconded by Amy Mohr. The motion was approved.

VII. Other Business

- A. Mr. Baker thanked ODOT District 4 for allowing AMATS use of the district’s conference room.

VIII. Adjournment

A. Motion

Sabrina Christian-Bennett made a motion to adjourn the meeting and it was seconded by Caitlin Elrad. The motion was approved.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, March 27, 2025.**

**AMATS POLICY COMMITTEE
2025 ATTENDANCE**

M Denotes Member Present	Feb	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	13	27	15	14	25	11
AKRON – Mayor Shammus Malik (DiFiore) (Vollman)	A					
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)						
BARBERTON - Mayor William B. Judge (Teodecki) (Carr)	M					
BOSTON HEIGHTS – Mayor Ron Antal (Maccarone)						
CLINTON - Mayor William C. McDaniel						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A					
DOYLESTOWN - Mayor Terry Lindeman						
FAIRLAWN - Mayor Russell Sharnsky (Staten) (Visca)	A					
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Rocco Yeargin (Wax Carr)	M					
HIRAM - Mayor Ann Haynam (Schuller)						
HUDSON – Thomas Sheridan (Griffith)						
KENT – City Mgr. David Ruller (Baker) (Bowling)	A					
LAKEMORE – Mayor Richard Cole (Fast)	A					
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Tammy Meyer (Klemm)						
METRO – Dawn Distler (Hampshire) (Leppo)	A					
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Ganoe) (Kepler)						
NORTHFIELD – Mayor Jenn Domzalski (Hipps)						
NORTON – Administrative Officer Dennis Loughry (Binsley)						
ODOT – Gery Noirrot (Phillis) (Root)	A					
PARTA – Claudia Amrhein (Jurisch) (Proseus) (Schrader)	M					
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. – Jill Crawford (Crombie)	M					
PORTAGE COUNTY COMM. – Mike Tinlin (Crombie)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	M					
PORTAGE COUNTY ENGINEER – Larry Jenkins (Steigerwald)						
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)						
REMINDEVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)						
RITTMAN – City Mgr. Bobbie Beshara (Robertson) (Neumeyer)	M					
SILVER LAKE – Mayor Therese Dunphy (Housley)						
STOW - Mayor John Pribonic (McCleary) (Jones)	A					
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A					
SUGAR BUSH KNOLLS - Mayor Jeffrey A. Coffee						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Hauber) (Paradise)	A					
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Tubbs)						
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson						
SUMMIT COUNTY COMM. & ECON. DEV. – Caitlin Elrad	M					
TALLMADGE - Mayor Carol Siciliano-Kilway (Kidder)	A					
TWINSBURG - Mayor Sam Scaffide (Mohr)	A					
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)						
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Mayor Lawrence Cunningham, Jr.						

**AMATS POLICY COMMITTEE
2024 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Mr. Jeff Gardner	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Matt Stewart	AMATS
Ms. Kelly Jurisch	PARTA
Mr. Steve Rebillot	CTL Engineering
Mr. Tony Urankar	MS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, February 6, 2025 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at <https://www.amatsplanning.org/past-meetings>.

I. Call to Order

- A. Chairman Finney** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the December 5, 2024 meeting.

Motion

Wayne Wiethe made a motion to approve the minutes and it was seconded by *Tony Demasi*. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Bobbie Beshara made a motion to approve the Financial Progress Report and it was seconded by *Joe Paradise*. The motion was approved by a voice vote.

B. Technical Progress Report

Matt Stewart said that AMATS is sorting through the various executive orders issued by the Trump administration and their potential implications on project funding. AMATS has been corresponding with FHWA and ODOT for guidance. The agency does not anticipate any changes to AMATS-funded programs and is moving ahead to sell FY 2025 projects. The agency does anticipate changes in the agency's planning process, with a de-emphasis on environmental justice and environmental-related issues. Transportation Secretary Duffy published a memorandum identifying several emphasis areas.

Mr. Stewart introduced Amelia Hoffmeier as a new GIS Technician hired by the agency.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated Jan. 28, 2025.

IV. Old Business

None.

V. New Business

A. Draft FY 2026 Transportation Planning Work Program and Budget.

Heather Davis Reidl presented Attachment 5A.

Motion

Jim Bowling made a motion to accept the Draft FY 2026 Transportation Planning Work Program and Budget and it was seconded by Joe Paradise. The motion was approved.

B. Draft FY 2026-2029 Transportation Improvement Program – Project List.

Ms. Prater presented Attachment 5B.

Ms. Prater asked if there were any questions regarding Attachment 5B. There were no questions regarding the item.

C. Draft *Transportation Outlook 2050*.

Mr. Stewart presented Attachment 5C.

Mr. Stewart asked if there were any questions regarding Attachment 5C. There were no questions regarding the item.

VI. Resolutions

A. Resolution 2025-01 – Approving Amendment #11 to the FY 2024-2027 Transportation Improvement Program to revise funding for one project.

Ms. Prater presented Attachment 6A.

Motion

Bobbie Beshara made a motion to approve Resolution 2025-01 and it was seconded by John Kovacich. The motion was approved.

B. Resolution 2025-02 – Supporting the Region’s Efforts to Develop Intercity Passenger Rail Service to the Greater Akron Area.

Mr. Baker presented Attachment 6B.

Chairman Finney opened the floor to discussion regarding Resolution 2025-02. There was no discussion regarding the item.

- C. **Resolution 2025-03 – Approval of the Air Quality Conformity Analysis for the Cleveland-Akron-Lorain Air Quality Non-attainment Area for the AMATS FY 2026-2029 TIP and Transportation Outlook 2050.**

Ms. Prater presented Attachment 6C.

Motion

*Wayne Wiethe made a motion to approve Resolution 2025-03 and it was seconded by **Jim Bowling**. The motion was approved.*

VII. Other Business

- A. **Mr. Baker** thanked ODOT District 4 for allowing AMATS use of the district's conference room.
- B. **Mr. Baker** asked the members for patience with various policy changes and personnel transitions at USDOT. AMATS will share policy information with committees as it becomes available.

VIII. Adjournment

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, March 20, 2025.**

Motion

*Joe Paradise made a motion to adjourn the meeting and it was seconded by **Amy Mohr**. The motion was approved.*

There being no other business, the meeting was adjourned.

**AMATS TECHNICAL ADVISORY COMMITTEE
2025 ATTENDANCE**

M Denotes Member Present	Feb	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	6	20	8	7	18	4
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	A					
AKRON PLANNING DEPT. – Helen Tomic (Garritano)						
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)	M					
AURORA - Harry Stark (Cooper)						
BARBERTON – Mike Teodecki (Shreve)						
BARBERTON – Stacy Carr						
CUYAHOGA FALLS – Rob Kurtz (Paul)	A					
CUYAHOGA FALLS - Tony V. Demasi (Kaser)	M					
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN – Geary Visca (Staten)						
GREEN - Wayne Wiethe (Haring)	M					
GREEN - Paul Pickett (Ciocca)						
HUDSON – Nick Sugar (Hannan)	M					
HUDSON – Brad Kosco (Szalay)	A					
KENT - Jim Bowling	M					
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Fast)	A					
MACEDONIA - Joseph Gigliotti (Sheehy)	M					
METRO – Nathan Leppo (Harris)	M					
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M					
NEW FRANKLIN – Bryan Kepler (Ganoe)	M					
NORTHFIELD – Daniel J. Collins						
NORTON – Brian Binsley (Hess)	M					
ODOT – Chad Root (Bruner) (Phillis)	M					
PARTA – Claudia Amrhein (Jurisch) (Proseus) (Schrader)	A					
PORTAGE COUNTY ENGINEER – Mike Collins (Vermes)						
PORTAGE CO. REG. PLANNING COMM. – Gail Gifford (Peetz)						
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – Jeff Derthick (Kovacich)	A					
RAVENNA - Robert Finney (DiSalvo)						
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)	M					
RITTMAN – Bobbie Beshara (Neumeyer) (Robertson)	M					
SILVER LAKE – John Tutak						
STOW – Jim McCleary (Cowan)						
STOW – Mike Jones (Simpkins)	M					
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	A					
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)	M					
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A					
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M					
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	M					
TALLMADGE - Andrea Kidder (Rorar)						
TWINSBURG - Amy Mohr (Jeffers)	M					
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2024 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Feb	Mar	May	Aug	Sept	Dec
6	20	8	7	18	4

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas) M

AMATS - Curtis Baker

CUYAHOGA VALLEY NATIONAL PARK – Ivan Kassovic (McMahon) M

ENVIRONMENTAL COMMUNITY REP. - Kurt Princic

GREATER AKRON CHAMBER - Gregg Cramer (Carpenter)

OHIO ENVIRONMENTAL PROTECTION AGENCY David Emerman

OHIO TURNPIKE COMMISSION – Anthony Yacobucci

PORTAGE COUNTY PORT AUTHORITY – Vacant

PORTAGE PARK DISTRICT - Christine Craycroft

PRIVATE TRANSPORTATION PROVIDER (CYC) - Mark Posten (Stolfo)

RAILROAD INDUSTRY REP. - William A. Callison (Davis)

SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier) A

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Bill Funk	Summit County Township Association
Mr. Dave James	ODOT District 4
Mayor Allen Mavrides	Munroe Falls
Mr. Myron Pakush	Chagrin Valley Engineering
Ms. Cynthia Peck	American Structurepoint
Ms. Amy Proseus	PARTA
Mr. Rich Reudle	TASC
Mr. Nick Sugar	Hudson
Mr. Jonathan Szalay	Hudson

STAFF MEMBERS PRESENT

Mr. Seth Bush	AMATS
Mr. Jeff Gardner	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, February 6, 2025 – 6:30 p.m.**

Meeting Summary

Attendees:

Rick Bohan
Ron Brubaker, TASCforce, Inc.
Austen Rau
Bill Sepe

Staff:

Curtis Baker, AMATS Planning Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Jeff Gardner, Transportation Planner
Amelia Hoffmeier, GIS Planner
Matt Mullen, Transportation Planner
Matt Stewart, Planning Administrator

I. Welcome

Matt Stewart welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Mr. Stewart** presented Attachment 5B – Draft FY 2026-2029 Transportation Improvement Program – Project List.

Austen Rau stated that he was pleased that the two Veterans Trail projects were still programmed in Fiscal Year 2027 of the current Transportation Improvement Program (TIP). **Mr. Rau** asked whether AMATS had learned of any new developments to move those projects to an earlier date in the Draft TIP. **Curtis Baker** said that the projects are rescheduled to a later date for fiscal constraint purposes in the draft program, but the Stow portion of the trail would be returned to the program if the project's contract is sold. **Mr. Baker** said that AMATS has not heard of any new developments regarding the Veterans Trail project. **Mr. Baker** noted that the federal funding situation is in a state of transition and should be clearer when the new transportation secretary issues guidance.

Mr. Rau asked if AMATS was seeking a \$1.5 million loan on Transportation Alternative Set-Aside (TASA) Program grants. **Mr. Baker** said yes and noted that the agency was notified by the Ohio Department of Transportation (ODOT) that the Rubber City Heritage Trail Corridor would miss its fourth quarter funding benchmarks. **Mr. Baker** said that AMATS plans to discuss the issue with ODOT and Akron officials soon.

Mr. Brubaker asked for a clarification regarding the scheduling of the trail projects. **Mr. Baker** explained that AMATS must demonstrate that the TIP is in fiscal constraint and may only “over-program” the TIP by 15 percent above available funding. **Mr. Baker** noted that, as additional funding becomes available, the TIP may be amended to include select over-programmed projects.

Mr. Brubaker said that the Boston Heights Village Council cancelled funding for the Heights-to-Hudson Trail in December. **Mr. Brubaker** asked whether AMATS funding was programmed for this project. **Mr. Baker** said that AMATS, while supportive of the project, did not program funding for the project. **Mr. Brubaker** asked whether the \$500,000 Clean Ohio grant and \$250,000 in additional state funding that were committed to the project could be made available to AMATS for other purposes. **Mr. Baker** said that the grant would be returned to the Clean Ohio Program and that the state funding would likely remain unused before being released by the state.

- B. Mr. Stewart** introduced AMATS GIS Planner Amelia Hoffmeier as a new member of the agency staff.
- C. Mr. Stewart** presented Attachment 5C – Draft *Transportation Outlook 2050*.

Mr. Rau said that he was pleased to see the Veterans Trail/Akron Secondary included on the TO2050 list of Bike & Pedestrian Recommendations. **Mr. Rau** said that he would like the trail’s southern terminus link to the Northside Station rather than end at the Freedom Trail. The attendees discussed the Veterans Trail and its potential linkage to the Northside Station. **Mr. Brubaker** described a proposed linkage supported by TASCforce, Inc. **Mr. Stewart** said that he would forward the attendees’ and the TASCforce, Inc.’s stated support for a link to city of Akron officials.

- D. Mr. Baker** presented Attachment 6B – Resolution 2025-02 – Supporting the Region’s Efforts to Develop Intercity Passenger Rail Service to the Greater Akron Area.

The attendees discussed the potential of intercity passenger rail service in the Greater Akron area and the three rail corridors – the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor, Cleveland-Toledo-Detroit Corridor, and Chicago, Fort Wayne, Columbus, and Pittsburgh – currently being studied.

Rick Bohan asked whether it was the Ohio Department of Transportation (ODOT) that indicated that it would be difficult to add Akron to the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor for a potential rail study. **Mr. Baker** said that former ODOT Director Jack Marchbanks stated so in a letter. **Mr. Baker** described the various proposed rail line corridors and connections. **Mr. Baker** said that there are concerns regarding Akron-Cleveland intercity ridership levels. **Mr. Baker** noted that intercity rail service would require a significant local, state and federal investment. **Mr. Baker** said that the level of state investment required would not be known until the various rail study corridors are complete.

Mr. Bohan asked about the proposal for a station at the Akron-Canton Airport. **Mr. Baker** said that Ohio Rail Development Commission (ORDC) officials indicated that an airport station is ineligible as it is not considered a viable terminus or a connection for intercity passenger rail service.

E. Mr. Stewart presented a Transportation Funding Update.

Mr. Stewart said that AMATS is sorting through the various executive orders issued by the Trump administration and their potential implications on project funding. AMATS has been corresponding with the Federal Highway Administration (FHWA) and ODOT for guidance. The agency does not anticipate any changes to AMATS' currently funded programs and is moving ahead to sell FY 2025 projects. The agency does anticipate changes in the agency's planning process, with a de-emphasis on environmental justice and environmental-related issues. Transportation Secretary Duffy published a memorandum identifying several emphasis areas.

Mr. Baker said that AMATS does not anticipate any funding issues stemming from policy changes under Trump administration executive orders as the agency's funds are largely from suballocated sources. However, communities that have received discretionary funds from programs like Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets for All, or Reconnecting Communities program funds might experience changes.

Mr. Bohan asked for a clarification as to how community birth rates may be a consideration in the federal project funding allocations to the Greater Akron area. **Mr. Baker** referred to a USDOT order issued by Transportation Secretary Duffy. The order updates and resets the principles and standards underpinning USDOT policies, programs, and activities to mandate reliance on rigorous economic analysis and positive cost-benefit calculations and ensures that all DOT grants, loans, contracts, and DOT-supported or -assisted state contracts bolster the American economy and benefit the American people. The attendees discussed the implications of this order on area project funding.

Mr. Rau asked if the agency was scheduled to update the *AMATS Funding Policy Guidelines* this year. **Mr. Baker** said yes. **Mr. Rau** asked how changes in federal guidance may affect the guidelines update. **Mr. Baker** said that the agency will likely receive the guidance prior to the agency's update process, which will provide clarity at that time.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, March 20, 2025.**

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
February 28, 2025

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	February Expenses
I. Short Range Planning	\$585,600	\$387,921	66%	\$34,951
FY2024 Carryover	265,600	265,508		0
FY2025	320,000	122,413		34,951
II. Transportation Improvement Program	\$297,930	\$128,636	43%	\$34,471
FY2024 Carryover	47,930	47,928		0
FY2025	250,000	80,707		34,471
III. Continuing Planning & Data Collection Transportation System Update	\$509,650	\$365,756	72%	\$15,154
FY2024 Carryover	209,650	209,603		0
FY2025	300,000	156,153		15,154
IV. Long Range Plan Activity	\$569,900	\$208,329	37%	\$39,907
FY2024 Carryover	119,900	119,896		0
FY2025	450,000	88,433		39,907
V. Service	\$618,525	\$283,038	46%	\$53,231
FY2024 Carryover	168,525	168,523		0
FY2025	450,000	114,515		53,231
VI. OhioRideshare and AQ Advocacy	\$180,000	\$52,788	29%	\$1,170
FY2025 OhioRideshare	80,000	16,571		1,170
FY205 Air Quality	100,000	36,218		0
VII. Local	\$25,000	\$19,895	80%	\$0
AMATS local Costs	25,000	19,895		0
VIII. AMATS Transportation Quarterly	\$85,424	\$44,146	52%	\$4,970
FY2024 Carryover	29,395	29,394		0
FY2025	56,029	14,752		4,970
IX. GRAND TOTAL AMATS BUDGET	\$2,872,029	\$1,490,510	52%	\$183,854

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: March 11, 2025

AMATS is currently in the third quarter of FY 2025 and only one project (PID 107930 – Freedom Trail Phase 4) has sold. The right-of-way phase of PID 116742 (Wyoga Lake Rd) in STBG and PID 116917 (Arlington Rd) in CMAQ have encumbered. Also, Air Quality and Rideshare of the CMAQ funds have encumbered. Please see below for updates for the remainder of this fiscal year by funding source.

STBG

All four remaining projects are accepting bids and should encumber soon. A \$2.1 million loan has been secured so all remaining projects can proceed.

CRP

Two projects are accepting bids and should encumber soon. The remaining project is federally authorized and has a sale date in April.

CMAQ

Three projects are accepting bids and should encumber soon. The two remaining projects are federally authorized and have sale dates in April. OSUCC, the statewide CMAQ committee, has agreed to cover the approximately \$6 million deficit that AMATS has this year.

TASA

Two projects are accepting bids and should encumber soon. Three projects plan to encumber funds this fiscal year. The three remaining projects should encumber this year but may slip into FY 2026. AMATS must secure a loan for TASA; however, the amount will be based on what projects are actually going to encumber this fiscal year.

The Draft AMATS Transportation Improvement Program FY 2026-2029 will be presented later

in this meeting. Projects that do slip into FY 2026 will be added as amendments to this TIP, once it is approved in July 2025. Also, later in calendar year 2025, AMATS will be accepting applications for another round of funding. The TAC-TIP Subcommittee will review the Funding Policy Guidelines for potential changes soon.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances**

March 11, 2025

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2025	Quarter	FY 2026	Quarter	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold												
116470	Frost Rd PH 2 Resurfacing*	Streetsboro	C	\$7,108	1								\$531,110
108370	Wooster Rd/State St reconstruction*	Barberton	C	\$63,429	1								
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)	\$461,000	1								\$461,000
	Pending												
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C	\$600,000	3								\$600,000
113161	Highland & Valley View Improvements	Macedonia	(R)C	\$342,325	3								\$342,325
102745	Darrow Rd Reconstruction	Stow	(R)C	\$5,344,000	3								\$5,344,000
112716	N Main St Complete Streets	Akron	(R)C	\$6,000,000	3								\$6,000,000
116917	Arlington Rd Widening	Green	R(C)			\$674,602							\$674,602
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C			\$5,639,000	3						\$5,639,000
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C			\$1,089,752	3						\$1,089,752
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C			\$400,142	3						\$400,142
116917	Arlington Rd Widening	Green	(R)C			\$1,699,040	4						\$1,699,040
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C					\$508,829					\$508,829
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C					\$700,000					\$700,000
116925	E Barlow Rd Resurfacing	Hudson	C					\$439,744					\$439,744
116703	Valley View Rd Resurfacing	Summit Co	C					\$787,500					\$787,500
116620	Greenwich Rd Resurfacing	Norton	C					\$787,500					\$787,500
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C					\$700,000					\$700,000
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C					\$700,000					\$700,000
116557	S Main St Resurfacing	Summit Co	C					\$787,500					\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C					\$787,500					\$787,500
116623	Graham Rd Resurfacing	Stow	C					\$787,500					\$787,500
115359	Old Forge Rd Resurfacing	Portage Co	C					\$628,362					\$628,362
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C					\$935,966					\$935,966
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C					\$787,500					\$787,500
118500	SR 59 Alternative Transportation	Kent	C					3,212,000					3,212,000
121863	State Rd Widening	Cuyahoga Falls	R(C)					69,520					69,520
121863	State Rd Widening	Cuyahoga Falls	(R)C						6,030,480				6,030,480
121584	Munroe Falls Ave Resurfacing	Cuyahoga Falls	C						\$855,000				\$855,000
121594	Tuscawaras Ave & Lake Ave Resurfacing	Barberton	C						\$900,000				\$900,000
121687	Eastwood Ave Resurfacing	Tallmadge	C						\$582,120				\$582,120
121591	Eastern Rd & Portage St Resurfacing	Norton	C						\$791,264				\$791,264
121572	Graybill Rd Resurfacing	Green	C						\$774,000				\$774,000
121688	Munroe Rd Resurfacing	Tallmadge	C						\$889,850				\$889,850
121203	S/N Main St Resurfacing	Rittman	C						\$1,053,856				\$1,053,856
121204	CR 70 (Doylestown Rd) Resurfacing	Wayne Co	C							\$900,000			\$900,000
121118	Liberty Rd (south) Resurfacing	Twinsburg/Summit Co	C							\$787,500			\$787,500
121117	Liberty Rd (north) Resurfacing	Reminderville/Summit Co/Twinsburg	C							\$615,600			\$615,600
121639	Fishcreek Rd Ph 1 Resurfacing	Stow	C						\$900,000				\$900,000
121745	White Pond Dr Resurfacing	Akron	C						\$400,000				\$400,000
121824	S Main St Resurfacing	Akron	C						\$800,000				\$800,000
121069	Mogadore Rd Resurfacing	Mogadore	C						\$632,727				\$632,727
121889	Brecksville Rd Resurfacing	Richfield	C						\$900,000				\$900,000
121904	South Turkeyfoot Rd Resurfacing	New Franklin	C						\$633,391				\$633,391
121813	Chamberlain Rd & Mennonite Rd Resurfacing	Portage County	C						\$900,000				\$900,000
121290	Krumroy Rd Part 1 Resurfacing	Summit Co	C						\$720,000				\$720,000
121291	Krumroy Rd Part 2 Resurfacing	Summit Co	C						\$720,000				\$720,000
121292	Krumroy Rd Part 3 Resurfacing	Summit Co	C						\$855,000				\$855,000
121715	S Main St Reconstruction	Summit Co	R(C)							\$200,000			\$200,000
121715	S Main St Reconstruction	Summit Co	(R)C								\$5,700,000		\$5,700,000

P = Engineering	Annual STBG Expenditures	2025	2026	2027	2028	2029	2030	2031
R = Right-of-Way	Annual STBG Allocations	\$12,817,862	\$9,502,536	\$12,619,421	\$11,876,570	\$9,964,218	\$5,700,000	\$0
C = Construction	Balance	\$3,809	-\$153,771	-\$1,170,656	-\$427,805	\$1,484,547	\$5,748,765	\$11,448,765

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRP Funding Program and Balances**

March 11, 2025

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2025	Quarter	FY 2026	Quarter	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold												
	Pending												
116990	Kent Rd Signal Improvements	Stow	C	\$76,007	3								\$76,007
102745	Darrow Rd Signal Improvements	Stow	C	\$59,885	3								\$59,885
112026	SR 59-2.14 (E Main St)	Kent	C	\$4,140,000	4								\$4,140,000
116917	Arlington Rd Corridor Improvements	Green	C			\$2,000,000	4						\$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	R(C)					\$240,000					\$240,000
121376	North Mantua St Improvements	Kent	C							\$2,000,000			\$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	(R)C						\$1,750,000				\$1,750,000
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	R(C)								\$274,400		\$274,400
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	(R)C									\$1,713,452	\$1,713,452

P = Engineering	Annual CRP Expenditures	2025	2026	2027	2028	2029	2030	2031
R = Right-of-Way	Annual CRP Allocations	\$4,275,892	\$2,000,000	\$240,000	\$1,750,000	\$2,000,000	\$274,400	\$1,713,452
C = Construction	Balance	\$5,128,267	\$1,133,973	\$1,133,973	\$1,133,973	\$1,133,973	\$1,133,973	\$1,133,973

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

March 11, 2025

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2025	Quarter	FY 2026	Quarter	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<i>Sold</i>												
118654	Air Quality Advocacy Program	AMATS		\$100,000	1								\$100,000
118657	Rideshare Program	AMATS		\$80,000	1								\$80,000
93433	Canton Rd/East Market St*	Akron	(R)C	\$58,385	1								\$800,000
106416	SR 43 Widening*	Streetsboro	C	\$0	1								\$3,300,775
116917	Arlington Rd Roundabouts	Green	R(C)	\$540,000	2								\$762,124
108141	Valley View & Olde Eight Improvements*	Summit Co Eng	C	\$12,956									\$260,000
116917	Arlington Rd Roundabouts	Green	R(C)	\$202,746	3								\$762,124
	<i>Pending</i>												
113161	Highland & Valley View Improvements	Macedonia	(R)C	\$1,884,012	3								\$1,884,012
116990	Kent Rd Signal Improvements	Stow	C	\$1,672,160	3								\$1,672,160
102745	Darrow Rd Signal Improvements	Stow	C	\$1,317,459	3								\$1,317,459
112716	N Main St Complete Streets	Akron	C	\$900,000	3								\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C	\$5,661,065	4								\$5,901,065
113165	Ravenna & Shephard Improvements	Twinsburg	(R)C	\$992,085	4								\$1,252,292
116924	Downtown Hudson Signal Improvements*	Hudson	C			\$25,878							\$2,664,480
116917	Arlington Rd Roundabouts	Green	R(C)			\$19,378							\$762,124
118655	Air Quality Advocacy Program	AMATS				\$100,000	1						\$100,000
118658	Rideshare Program	AMATS				\$80,000	1						\$80,000
117253	METRO 2 electric buses	METRO	C			\$1,454,750							\$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C			\$1,600,000							\$1,600,000
105213	SR 303/SR 14/Ranch Improvements	Streetsboro	C			\$459,517	3						\$459,517
116917	Arlington Rd Roundabouts	Green	(R)C			\$3,305,666	4						\$3,305,666
118656	Air Quality Advocacy Program	AMATS						\$100,000					\$100,000
118659	Rideshare Program	AMATS						\$80,000					\$80,000
121457	Graham Rd Signal Improvement	Stow	C					\$2,860,000					\$2,860,000
121067	Highland Rd Improvements	Macedonia	R(C)					\$213,600					\$213,600
123136	Air Quality Advocacy Program	AMATS							\$100,000				\$100,000
123138	Rideshare Program	AMATS							\$80,000				\$80,000
112869	East Ave Ph 1	Tallmadge	C					\$8,509,995					\$8,509,995
121067	Highland Rd Improvements	Macedonia	(R)C					\$2,006,400					\$2,006,400
120949	SR 532 & Albrecht Ave Signal	Mogadore	(R)C					\$260,890					\$260,890
123137	Air Quality Advocacy Program	AMATS								\$100,000			\$100,000
123139	Rideshare Program	AMATS								\$80,000			\$80,000

P = Engineering
R = Right-of-Way
C = Construction

	2025	2026	2027	2028	2029	2030	2031
Annual CMAQ Expenditures	\$13,420,868	\$7,045,189	\$3,253,600	\$10,957,285	\$180,000	\$0	\$0
Annual CMAQ Allocations	\$7,491,452	\$6,315,121	\$6,315,121	\$6,315,121	\$6,315,121	\$6,315,121	\$6,315,121
Balance	-\$5,929,416	-\$730,068	\$3,061,521	-\$4,642,164	\$6,135,121	\$6,315,121	\$6,315,121

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

March 11, 2025

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2025	Quarter	FY 2026	Quarter	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<i>Sold</i>												
107930	Freedom Trail Phase 4	MetroParks	C	\$700,000	2								\$700,000
	<i>Pending</i>												
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)(R)C	\$375,732	3								\$375,732
102745	Darrow Rd Sidewalks	Stow	(R)C	\$615,978	3								\$644,000
116841	Heartland Trail, Phase 4A*	Wayne Co	P(C)	\$14,071	2								\$68,144
121755	Stow/Summit St Pedestrian Improvements	Portage Co	P	\$200,000	3								\$200,000
112026	E Main St (SR 59) Improvements	Kent	C	\$700,000	4								\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C	\$700,000	4								\$700,000
121747	Rubber City Heritage Trail Ph 3	Akron	P(R)(C)	\$133,600	3								\$133,600
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	\$313,600	4								\$313,600
116457	Springside Dr Sidewalks*	Summit Co	P(C)			\$8,582							\$100,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C			\$590,584	2						\$590,583
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C								\$700,000		\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C								\$700,000		\$700,000
116457	Springside Dr Sidewalks	Summit Co	(P)C					\$600,000					\$600,000
121754	Headwaters Trail Phase IX	Portage Parks	C							\$1,000,000			\$1,000,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)(R)(C)						\$45,200				\$45,200
121747	Rubber City Heritage Trail Ph 3	Akron	(P)(R)C							\$921,200			\$921,200

P = Engineering
R = Right-of-Way
C = Construction

	2025	2026	2027	2028	2029	2030	2031
Annual TASA Expenditures	\$3,752,981	\$599,166	\$600,000	\$45,200	\$1,921,200	\$1,400,000	\$0
Annual TASA Allocations	\$2,466,110	\$1,138,532	\$1,138,532	\$1,138,532	\$1,138,532	\$1,138,532	\$1,138,532
Balance	-\$1,286,871	\$539,366	\$538,532	\$1,093,332	-\$782,668	-\$261,468	\$1,138,532

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
 Technical Advisory Committee
 Citizens Involvement Committee

FROM: AMATS Staff

RE: Draft Transportation Improvement Program FY 2026-2029

DATE: March 11, 2025

The Transportation Improvement Program (TIP) FY 2026-2029 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2026-2029 was developed by the AMATS staff in conjunction with all AMATS committees, area transit operators, the Ohio Department of Transportation (ODOT) and USDOT and must be fiscally constrained based on current funding and assumed future funding.

The FY 2026-2029 TIP incorporates almost \$1.13 billion in funding throughout the AMATS area. The program includes approximately \$411.5 million for highway projects, \$526.3 million for public transit needs, and \$8.4 million for bike and pedestrian projects. The remaining funds are reserved for debt services totaling \$121.6 million and other miscellaneous expenditures totaling \$57.3 million.

The AMATS area includes Summit and Portage counties and the Chippewa and Milton townships in Wayne County. The full TIP document follows ODOT's *Ohio TIP Guidance Template* and contains the following chapters and appendices:

Chapters

1. Introduction
2. Performance Based Planning and Programming
3. Air Quality Conformity
4. Demographics
5. Title VI and ADA Compliance
6. Public Involvement
7. Previous TIP Accomplishments
8. Projects
9. Fiscal Constraint Analysis
10. Approval Resolution

Appendices

- A. Air Quality Conformity
- B. Public Outreach
- C. Self Certification Resolution
- D. Funding Policy Guidelines
- E. Ohio STIP Revision Guidelines

In addition to listing projects to be funded, federal regulations derived from the *Infrastructure Investment and Jobs Act (IIJA)* require that the TIP demonstrate financial balance, air quality conformity, performance measures and include opportunities for public comment. A summary of each of these activities follows:

Financial Balance

The *IIJA* requires that a financial plan be included, demonstrating that the TIP can be implemented with the financial resources expected to be available over the next four years. For this purpose, *Chapter 9 - Fiscal Constraint Analysis* is included in the TIP. This chapter summarizes highway and transit revenues and project costs. Highway and transit cost information were drawn from *Chapter 8 - Projects*.

The fiscal constraint analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2026-2029.

Air Quality Conformity

The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in the upcoming *Transportation Outlook 2050*, the area's next Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require air quality analysis were included in *Appendix A - Air Quality Analysis*. This analysis confirms that the TIP FY 2026-2029 is in conformity with the SIP.

Performance Measures

Performance measures are central to implementing a performance-based planning process that guides decision making. Federal regulations require agencies such as AMATS to consider safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality to prioritize the programming of transportation projects. AMATS is also required to consider Transit Asset Management (TAM) planning as part of its efforts to maintain the area's transit capital resources in a state of good repair.

Performance measures are discussed in greater detail in *Chapter 2 – Performance Based Planning and Programming*.

Public Comment

The public will be given the opportunity to review and comment on the second draft of the TIP FY 2026-2029 from March 11 through April 11. The draft 2 of the TIP document is available on the AMATS website at amatsplanning.org/funding. A printed copy is available for public

viewing during business hours at the AMATS office in downtown Akron.

A virtual public meeting is scheduled during the Citizens Involvement Committee meeting on March 20, 2025 at 6:30p.m. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting.

Public Involvement is discussed in Chapter 6 and additional information can be found in *Appendix B – Public Outreach*.

Staff Recommendation

Currently, the completed *AMATS TIP FY 2026-2029 – Draft 2* is available on the “Funding” and “Reports & Data” sections of AMATS website located at amatsplanning.org. The final Draft TIP FY 2026-2029 will come before AMATS for approval in May. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2025, the new TIP is expected to become official. With federal approval, the Final TIP FY 2026-2029 will be available on the same pages of the AMATS website.

The Staff recommends approval of the *AMATS TIP FY 2026-2029 – Draft 2*.



Transportation Improvement Program

FY 2026-2029

This report is the product of a study financed (in part) by the U.S. Department of Transportation's Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

The contents of this report reflect the views of the Akron Metropolitan Area Transportation Study which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

Cooperative transportation planning by the Village, City and County governments of Portage and Summit Counties and the Chippewa and Milton Township areas of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
1 CASCADE PLAZA, SUITE 1300 | AKRON, OH 44308



Table of Contents

- Chapter 1 | Introduction..... 1**
 - What is the Transportation Improvement Program?..... 1
 - Federal Funding 1
 - TIP Development Process2
 - TIP Document Summary5
- Chapter 2 | Performance Based Planning and Programming 6**
 - Introduction6
 - Infrastructure Conditions – PM2..... 10
 - Travel Time Reliability 11
 - CMAQ Traffic Congestion Measures – PHED and Non-SOV Travel..... 11
 - Air Quality Measures 14
 - Cleveland-Akron-Lorain Air Quality Non-Attainment Area..... 15
 - Federal Requirements for CMAQ Project Funding 15
 - Transit Asset Management (TAM) 16
 - Transit Agency Safety Targets..... 20
 - AMATS Transit Safety Targets 21
- Chapter 3 | Air Quality Conformity 22**
- Chapter 4 | Demographics 23**
 - Background 23
 - Definitions:..... 23
 - Results 24
 - 2026-2029 TIP Individual Projects - Minority Percentage (2019-2023 ACS)25
 - 2026-2029 TIP Group Projects - Minority Percentage (2019-2023 ACS)26
 - 2026-2029 TIP Individual Projects - Low-Income Percentage (2019-2023 ACS)27
 - 2026-2029 TIP Group Projects - Low-Income Percentage (2019-2023 ACS)28
 - 2026-2029 TIP Individual Projects - Disabled Percentage (2019-2023 ACS).....29
 - 2026-2029 TIP Group Projects - Disabled Percentage (2019-2023 ACS).....30
 - 2026-2029 TIP Individual Projects - Elderly Percentage (2019-2023 ACS) 31
 - 2026-2029 TIP Group Projects - Elderly Percentage (2019-2023 ACS)32



- 2026-2029 TIP Individual Projects - Carless Household Percentage (2019-2023 ACS) 33
- 2026-2029 TIP Group Projects - Carless Household Percentage (2019-2023 ACS) 34
- 2026-2029 TIP Individual Projects - Estimated Regional Birth Rate (2019-2023 ACS)..... 35
- 2026-2029 TIP Group Projects - Estimated Regional Birth Rate (2019-2023 ACS)..... 36
- 2026-2029 TIP Individual Projects - Estimated National Birth Rate (2019-2023 ACS) 37
- 2026-2029 TIP Group Projects - Estimated National Birth Rate (2019-2023 ACS) 38
- 2026-2029 TIP Individual Projects - Estimated Regional Marriage Rate (2019-2023 ACS) 39
- 2026-2029 TIP Group Projects - Estimated Regional Marriage Rate (2019-2023 ACS) 40
- Methodology: 42
- Investment in Low-Income Areas 42
- Investment in Carless Household Population 42
- Investment in Minority Individuals 42
- Investment in the Elderly Population..... 43
- Investment in the Higher Birth Rates than National Average Population 43
- Investment in the Higher Marriage Rates than National Average Population 43
- Transportation Other Miscellaneous Investment Analysis..... 43
- Public Transportation Funding 44
- Conclusion..... 44
- Potential Impacts of Projects..... 44
- Chapter 5 | Title VI and ADA Compliance..... 45**
- Title VI 45
- AMATS Nondiscrimination Policy Statement..... 45
- ADA..... 46
- Chapter 6 | Public Involvement 48**
- Public Comment Period..... 48
- Newspaper Advertisements..... 48
- Press Releases 49
- Citizens Involvement Committee 49
- Social Media..... 49
- Chapter 7 | Previous TIP Accomplishments 51**
- Completed Highway Projects 51



- Carry Forward Projects52
- Completed Transit Projects53
 - Summary of FY 2024-2025 Transit Project Activity 53
- Chapter 8 | Projects 56**
 - Highway Improvements.....56
 - 2026-2029 Highway Individual TIP Projects58
 - 2026-2029 Highway Group TIP Projects65
 - Transit Improvements75
 - Federal Transit Grant Programs 75
 - State Grant Programs..... 76
 - TIP Modifications.....80
- Chapter 9 | Fiscal Constraint Analysis 81**
 - Highway Fiscal Analysis 81
 - Transit Fiscal Analysis 83
- Chapter 10 | Approval Resolution 84**
- Appendix A | Air Quality Conformity..... A-1**
 - Introduction A-1
 - Methodology..... A-1
 - Results A-2
 - Addendum A-10
- Appendix B | Public Outreach B-1**
- Appendix C | Self Certification Resolution C-1**
- Appendix D | Funding Policy Guidelines..... D-1**
 - Section 1 | Introduction D-4
 - Section 2 | Policy GuidelinesD-5
 - Program Administration..... D-5
 - General Project Eligibility..... D-5
 - Surface Transportation Block Grant (STBG) D-8
 - Transportation Alternatives Set Aside (TASA) D-9
 - FY2024/2025/2026 TASA Supplemental Funding Pilot Program D-10
 - AMATS Resurfacing Program D-12



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

Carbon Reduction Program (CRP)	D-14
Pavement Repair & Sidewalk Ramp Program	D-15
FTA Urbanized Area Formula (Section 5307) Program.....	D-16
FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program	D-17
FTA Bus and Bus Facilities (Section 5339) Program	D-18
Section 3 TIP Project Selection and Implementation Process	D-20
Duties of the Technical Advisory Committee.....	D-20
Duties of the TAC TIP Subcommittee	D-20
Section 4 Project Evaluation Criteria	D-22
Section 5 Appendix	D-26
Appendix E Ohio STIP Revisions Guidelines	E-1

Chapter 1 | Introduction

What is the Transportation Improvement Program?

A Transportation Improvement Program (TIP) is a four-year program outlining all federally funded transportation improvements within a region. The TIP includes several components, but central to the TIP is a list of prioritized projects that are fiscally constrained based on the federal transportation funding coming into the region.

TIPs are developed throughout the United States, and federal laws require Metropolitan Planning Organizations (MPOs) to oversee the responsibility of developing the TIP within each of the nation's urbanized areas. The Akron Metropolitan Area Transportation Study (AMATS) is the designated MPO for Summit and Portage counties and Northeastern Wayne County. AMATS is tasked with developing the TIP in a continuing, cooperative and comprehensive (3C) manner with the Ohio Department of Transportation (ODOT) and area transit operators.

This TIP covers State Fiscal Years 2026 through 2029. AMATS' TIP was developed in concert with ODOT, which oversees each region's concurrent TIP development. ODOT compiles each regional TIP into a statewide TIP—also called a STIP—which is then reviewed and approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The projects identified in the TIP are prioritized with funding through federal, state and local revenues. The program maintains a balance of local and regional needs and includes projects from all modes of ground transportation including highways, public transportation or transit, bicycles and pedestrians.

Essentially, the TIP provides a schedule by which to coordinate projects among jurisdictions and transportation agencies and serves as a guide for implementation of short-and-medium range transportation planning. Importantly, the TIP also serves as a source of information for the public and any transportation stakeholders curious about the region's program of projects.

Inclusion on the AMATS TIP is required for any regional transportation project that will utilize federal transportation funds. Because of this provision, the AMATS Policy Committee has considerable control on the use of federal transportation funds in the AMATS study area.

Federal Funding

The Infrastructure Investment and Jobs Act, also known as IIJA, was enacted into law on November 15, 2021. This transportation bill guarantees funding for highway, highway safety, pedestrian and bicycle, freight, EV and transit and bridge projects through the end of Fiscal Year 2026. The IIJA contains almost 100 programs and grants, including many new discretionary/competitive sources of funding. Some of the entitlement programs that AMATS directly administers are Surface Transportation Block Grant Program (STBG), Congestion Mitigation/Air Quality program (CMAQ), Transportation Alternatives Set Aside (TASA), Carbon Reduction Program (CRP), and metropolitan planning (PL). AMATS works closely with the region's two transit partners—METRO RTA and PARTA—who oversee federal transit-related funds including the 5307, 5310, and 5339 programs.



TIP Development Process

Although the TIP is typically developed on a biennial basis, several other events occur within the continuing, cooperative and comprehensive transportation planning cycle. The TIP’s submittal is a significant action formally setting into motion a project’s financial commitment, but the programming and management of future projects is something that occurs long before and long after a TIP is finalized.

Before a project becomes programmed into a TIP, significant work takes place at AMATS to understand trends, needs and issues within the regional transportation system. AMATS produces a variety of reports to this effect, most of which directly feed into the development of the Region’s Transportation Plan. AMATS’ Plan is referred to as *Transportation Outlook*, and it forecasts more than 20 years into the future. AMATS is currently preparing a Plan update into the year 2050 (TO2050). Prior to the TO2050 planning process, these guiding/input documents provide valuable information for AMATS members, transportation stakeholders, and interested citizens. Further, all of this work is developed and shared with these groups, and easily accessible on the AMATS website. Some of these documents include:

Report/Plan	Summary Description
Congestion Management Process	Assessment of where and to what degree the region’s roadway congestion occurs and strategies to manage and reduce congestion without causing other issues
Planning Data Forecast	A report that lays out current population and employment trends and seeks to forecast what the Greater Akron Region could look like in 2050.
Annual Crash Report	A three-year examination of crash data and trends within the region and development of a high-crash list ranking the sections and intersections of concern
Safe Streets for All Action Plan	A comprehensive safety plan that includes a five-year examination of crash data and trends, development of a high-injury network of fatal and serious injury crash hotspots, and development of strategy, project, and transit recommendations for eliminating the most serious crashes.
Freight Plan	Examination of the current truck and rail freight networks, areas of heavy freight activity, and recommendations to improve the movement of freight into and through the region
Transit Plan	Examination of the current transit coverage within the region and recommendations for goals and strategies to improve and sustain transit coverage
Public Participation Plan	A plan that outlines ways the agency seeks to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.
Active Transportation Plan	A plan that shows existing and future/desired active transportation connections (e.g. trails, bike lanes) and identification of additional recommendations for improving the active transportation network
Highway Preservation Needs Report	An overview of the current and forecasted roadway and bridge preservation needs for the region and a forecast of the funding necessary to maintain the highway system in a state of decent repair.

The findings and recommendations of these input documents feed directly into the fiscally constrained TO2050. TO2050’s development is an intensive process that directly involves further public and stakeholder input.

Needs and issues identified through these myriad plans, in many cases, eventually lead to project ideas that seek funding for implementation. Ultimately, both TO2050 and its input documents directly influence communities’ and agencies’ decisions on what future projects get developed and help stakeholders understand the most pressing needs and priorities for the region. Communities or other potential project sponsors take into account all of the data and recommendations from these plans, often also undergoing their own supplemental planning processes and community input. All of this converges to set in motion a process to identify funding.



AMATS, being the agency tasked with planning and funding transportation projects for Greater Akron, has an exceptionally important role to play in this continuing process. Specifically, AMATS announces open calls for project applications.

Project selection typically occurs on a biennial basis, often in the “off years,” or years when a TIP is not updated and submitted. Working alongside ODOT, AMATS typically awards funding several fiscal years into the future based on existing allocations. Project development usually takes several years and so it is necessary to have a pipeline of funded projects further into the future.

AMATS is the agency responsible for program management for several federal funding programs in which sponsors apply for project funding. In order to provide a systematic method for developing and modifying the TIP for projects that utilize AMATS suballocated federal funds, the AMATS Policy Committee has adopted the *AMATS Funding Policy Guidelines*. These guidelines define the criteria to be used in scoring and selecting projects that will eventually be included in the TIP. The *AMATS Funding Policy Guidelines* are typically updated before each call for projects, and decisions about scoring criteria are based on the decisions made by AMATS’ committee members. Their decisions are based on the technical recommendations from AMATS staff and the result of comprehensive conversations between staff and AMATS members. Perhaps more importantly, these recommendations and conversations are based directly on guidance from all of the planning documents outlined earlier in this section.

The current funding policy was adopted in September 2023 and establishes the criteria to be used in selecting projects to be included in the TIP. The policy:

- establishes a standing subcommittee of the Technical Advisory Committee (TAC) that is responsible for monitoring TIP funding, reviewing project applications, and making recommendations to the Policy Committee,
- determines the criteria by which projects are evaluated and scored
- establishes the maximum amount of STBG, CRP, and TASA funding that can be allocated to any project via AMATS for preliminary engineering, right-of-way or construction,
- defines and describes eligibility and program policies for various Federal Transit Administration funding programs (Sections 5307, 5310 and 5339 Funding), and
- requires a minimum of 20% local funding for most programs, unless using toll revenue credit.

Decisions about how most of AMATS’ Highway funding sources (STBG, STBG-Resurfacing, CRP, TASA) are allocated to applicants are based on *AMATS Funding Policy Guidelines* and the input of AMATS TAC TIP Subcommittee and the AMATS Policy Committee. One exception is the Congestion Management and Air Quality (CMAQ) program. Since 2014, CMAQ projects have been awarded via a statewide CMAQ Program Committee—of which AMATS is a member—which also sets the program’s policies, procedures, and project selection criteria.

The most competitive project applications are selected for funding, for both AMATS-controlled funding programs and the statewide committee-selected CMAQ program. These projects get programmed into further-out years, and then typically are placed onto the new TIP when development begins. AMATS staff works closely with both highway and transit project sponsors to ensure that projects continue to advance. The AMATS’ TIP Coordinator matches projects to available funding for each source per fiscal year.

A TIP is much more than its project listings. Several other components account for other important planning considerations. Developing a program of projects necessitates consideration of how projects satisfy federal performance measures, public input and Title VI requirements, and many other important considerations. The chapters listed on the following page outline these various other components of the TIP.

Development of the 2026-2029 TIP—both the project listings and the other considerations outlined above—began in the fall of 2024, after ODOT directed MPOs such as AMATS to begin developing a program of projects. This work was fine-tuned, and the first draft of the TIP was submitted to ODOT at the end of January 2025. AMATS then shared the draft project listing with its Technical Advisory, Policy, and Citizens Involvement Committees and also discussed the draft TIP at a high level. ODOT and USDOT provided review comments in early March, which AMATS staff incorporated into a second draft document. AMATS prepared this document for a public involvement period that began on March 11, 2025 and concluded on April 11, 2025.

[future text to be written as additional TIP milestones occur: (1.) TIP Public Comment Period (March 11-April 11) (2.) Draft TIP Approval (March 27) (3.) Final TIP Approval (May 16)]

During the public involvement period, citizens and other transportation stakeholders were encouraged to comment on the draft TIP. AMATS presented the TIP during the Citizens Involvement Committee meeting on April 20. AMATS also had online comment forms on their website, which yielded ## responses. Options to provide comments in person at the AMATS office or call staff to discuss directly were also advertised [# of comments].

As the public comment period concluded, AMATS made the following changes to the TIP [describe] based on the comments received. A full summary of the comments received can be found in Appendix #.

The final TIP was submitted to ODOT on [DATE] and approved by the AMATS Policy Committee on May 16, 2025.

Once AMATS submits the final, approved TIP to ODOT, the regional TIP is combined with other Ohio regions' TIPs, packaged into a Statewide TIP (STIP), which is then reviewed and ultimately approved by the Federal Highway Administration (FHWA).

Even after final submittal and approval of the STIP, it continues as a dynamic, living document. Periodically, it is necessary to revise the allocated funds originally laid out in the TIP. Common issues that occur include projects not advancing according to schedule, projects requiring additional funds because a project phase estimate may increase, or projects not utilizing all programmed TIP funds because a bid comes in lower than the estimated amount. Occasionally, entire projects are cancelled and then that funding must be allocated elsewhere. All changes to TIP Projects are regularly monitored and updated to reflect such changes. Small movements of funds are called Administrative Modifications while larger, more impactful changes to the TIP are classified as Amendments, which require concurrence from AMATS' Policy Committee. All TIP Modifications are required to be shared with an MPO's decision-making body.



TIP Document Summary

AMATS 2026-2029 TIP follows the format recommended in ODOT's *Ohio TIP Guidance Template*. The following pages contain nine more chapters and a set of appendices.

- Chapter 1 — Introduction
- Chapter 2 — Performance Based Planning and Programming
- Chapter 3 — AQ Conformity
- Chapter 4 — Demographics
- Chapter 5 — Title VI and ADA Compliance
- Chapter 6 — Public Involvement
- Chapter 7 — Previous TIP Accomplishments
- Chapter 8 — Projects
- Chapter 9 — Fiscal Constraint Analysis
- Chapter 10 — Approval Resolution

The appendices focus on documenting that the AMATS TIP conforms to federal requirements and includes supporting information:

- Appendix A — Air Quality Analysis
- Appendix B — Public Outreach
- Appendix C — Self-Certification Resolution
- Appendix D — Funding Policy Guidelines
- Appendix E — Ohio STIP Revisions Guidelines

Chapter 2 | Performance Based Planning and Programming

Introduction

Current federal legislation and guidance feature an emphasis on performance measurement. This focus is consistent with AMATS goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

Performance measures are central to implementing a Performance Based Planning Process (PBPP) that guides decision making. How performance is defined and measured can significantly affect the types of projects and strategies that are advanced by decision makers. Moreover, performance results inform agencies whether the types of projects and strategies they are implementing are in fact helping them achieve their goals. Performance measures aim to answer questions about whether the performance of the transportation system is getting better or worse over time. Performance measures also aim to demonstrate whether transportation investments are correlated or linked to stated goals and whether they produce desired outcomes.

Introducing a performance management approach to planning is intended to improve project and program delivery, inform investment decision making, focus staff efforts on priorities, and provide greater transparency and accountability to the public. Current federal guidelines apply performance measurements at the programmatic, rather than project level and link performance measures and targets to funding decisions by way of performance-based funding. The purpose of this approach is to move towards performance-based decision-making for project selection in the future.

The US DOT and ODOT continue to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long-range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

There are seven areas for which the US DOT has established national performance goals. These areas are:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow. In the transportation planning process, the public and other stakeholders articulate a strategic direction that is based on a shared vision for the future.

Goals and Objectives stem from the area's vision and goals, and they address key desired outcomes. Agencies like AMATS create objectives—which are specific, measurable statements—that shape planning priorities.

Performance Measures support objectives and are the basis for comparing alternative improvement strategies, investment and policy strategies, and tracking results.

Driven by data on performance, along with public involvement and policy considerations, AMATS conducts analyses that inform investment and policy priorities.

- Identify Trends and Targets – Trends and targets let agencies compare alternative strategies. This step relies on baseline data from past trends, tools to forecast future performance, and information on possible strategies, available funding, and other constraints.
- Identify Strategies and Analyze Alternatives – Scenario analysis may also be used to compare alternative strategies and funding levels, or to explore funding levels required to achieve certain performance goals.
- Develop Investment Priorities – To reach investment targets, AMATS will create a TIP and a Regional Transportation Plan that consider priorities and tradeoffs.

Programming involves selecting specific projects to include in the TIP. In a performance-based planning approach, agencies make programming decisions based on whether those decisions support performance targets or contribute to desired trends.

Performance based planning is founded on evidence that the process leads agencies to their goals. The following evaluation activities happen throughout implementation and when needed throughout performance-based planning.

- Monitoring – Gathering information on actual conditions.
- Evaluation – Conducting analysis to understand whether implemented strategies have been effective.
- Reporting – Communicating information about system performance and whether policymakers, stakeholders, and the public think plans and programs are effective.

In a performance-based planning approach, each step in the process is clearly connected to the next so that goals translate into specific measures. Those measures then become the basis for selecting and analyzing strategies for the long-range plan. Ultimately, project selection decisions are influenced by expected performance returns. Keeping the next step in the process in mind is critical to each step along the way.

The Ohio Department of Transportation (ODOT) has provided a complete overview of performance measures, data and progress with its report, *The State of Ohio Transportation System Performance*:

www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/01-transportation-system-performance-report

Safety – PM1

23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average. Safety performance measures are designated as category 1: PM1.

Federal legislation requires MPOs like AMATS to establish performance targets and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:



- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In accordance with federal legislation, ODOT used a five-year average to calculate baseline safety statistics. These baseline figures are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the current traffic crash technical memorandum. This memorandum also includes analyses of bicycle and pedestrian safety data. The memorandum is updated annually.

After reviewing historical crash trends, external factors and through consultation with the state’s MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2019-2023 for setting the CY 2025 safety targets. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance. AMATS Policy Resolution 2024-18 (September 2024) affirms support for ODOT’s statewide safety targets for calendar year (CY) 2025.

The baselines used to set the targets are (CY 2019-2023):

- 1,228.2 fatalities
- 7,790.5 serious injuries
- 1.12 fatality rate (per 100 million vehicle miles traveled (VMT))
- 6.77 serious injury rate (per 100 million VMT)
- 842.4 non-motorized fatalities and non-motorized serious injuries

CY 2025 Targets for Ohio are:

- 1,180 fatalities
- 7,482 serious injuries
- 1.08 fatality rate
- 6.51 serious injury rate
- 809 non-motorized fatalities and non-motorized serious injuries

Crash data specific to the AMATS area can be found in the *Traffic Crashes and Safety Performance Measures (2021-2023) Report*, approved in December 2024. For statewide and regional data, ODOT provides a full safety analysis on its dashboard website:

<https://app.powerbigov.us/view?r=eyJrIjo1NDJiMjhlMDEtOTU2OC00YjBmLWlxNzgtY2Y3ZTMwZTE0MDI3liwidCI6IjUwZjhmY2M0LTk0ZDgtNGYwNy04NGViLTM2ZWQ1N2M3YzhhMij9>

The table below shows the current status of safety target performance statewide.



Ohio Statewide Safety Performance				
Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
Fatalities	1,228	< 1,173	No	< 1,180
Fatality Rate	1.12	< 1.04	No	< 1.08
Serious Injuries	7,791	< 7,649	No	< 7,482
Serious Injury Rate	6.77	< 6.77	No	< 6.51
Non-Motorized Fatalities & Serious Injuries	842.4	< 824	No	< 809

Notes:

1. All safety measures are rolling 5-year averages.
2. Rates are expressed as events per 100 million vehicle miles traveled (VMT).
3. Targets for 2023 and 2025 are a 2% annual reduction from the baseline performance (for 2021 and 2023, respectively).

The table below shows the total projects and amount of money that is being invested to improve the safety of the AMATS area transportation system. Funding costs are for the TIP period FY 2026-2029, for projects categorized as safety-related. Projects costs include multiple funding sources in addition to safety program (HSIP) funds. The following project list is derived from the specific Individual list of projects, and does not include the non-specific Group listing.

FY 2026-2029 Safety-Related Projects					
PID	Project Name	Work Type	Project Termini	Project Description	Total Project Estimate
112869	SUM East Ave Ph 1 (Tallmadge)	Roadway Improvement (Safety)	Community Rd (2.37) to Portage County Line (4.56)	Widen East Avenue (CR 630), a center two-way left turn lane, sidewalks. Identified as a high priority segment in ODOT's HSIP. Phase 1 (Recreation Center Dr. to Parliament Dr.)	\$14,218,294
116917	SUM S Arlington Rd (Green)	Add Through Lane(s)	S Arlington Rd just south of Boettler Rd to just north of September Dr	Widening S Arlington Rd from 2 to 4 lanes and includes new roundabouts at Boettler Rd and Southwood Dr, includes new sidewalks.	\$21,922,841
116929	SUM SR 91/Terex Rd (Hudson)	Intersection Improvement (Safety)	SR 91/Terex Rd	Intersection improvement at SR 91 and Terex Rd, improves left turn lanes	\$570,022
118500	POR SR 59 02.93 (Kent)	Roadway Improvement (Safety)	POR SR 59 from 2.925 to 3.797	Roadway improvements to SR 59 in the Kent area, reducing lane widths, improving sidewalks, ADA curb ramps, mid-block pedestrian crossings, new ADA accessible bus stops and shelters and upgrading pedestrian signals.	\$7,438,234
120949	SUM SR 0532 00.80 (Mogadore)	Traffic Control (Safety)	SUM SR 532 and Albrecht Ave	Install new signal at SUM SR 532 and Albrecht Ave in the Village of Mogadore.	\$358,113
121067	SUM Highland Rd (Macedonia)	Intersection Improvement (Safety)	Highland Rd between I-271 and S Bedford Rd, and S Bedford Rd between Highland Rd and Blue Jay Trl	Intersection improvement at Highland Rd and SR 8, new signal, new turn lanes along Highland Rd, new right turn lane on S Bedford Rd, new sidewalk on S Bedford Rd, and new signal at the Highland/S Bedford Rd intersection.	\$2,950,600
121287	SUM CR 0135 02.60 (Killian Rd)	Intersection Improvement (Safety)	Intersection of Killian Rd and Pickle Rd	New roundabout at Killian Rd (CR 135) and Pickle Rd (CR 70) in Springfield Township, improved sight distance, curb ramps, sidewalks, ADA curb ramps, etc.	\$2,640,600
121457	SUM Graham Rd Signals (Stow)	Traffic Control (Safety)	Graham Rd from Bailey Rd to Newcomer Rd	Replace and upgrade signals on Graham Rd between Bailey Rd and Newcomer Rd.	\$3,575,000
121598	SUM Wooster Rd/Hopocan Ave (Barberton)	Intersection Improvement (Safety)	Wooster Rd N and W Hopocan Ave	Construct a roundabout at the intersection of Wooster Rd N and W Hopocan Ave in the City of Barberton.	\$2,634,715
121863	SUM State Rd Ph 2 (Cuy. Falls)	Roadway Minor Rehab	Quick Rd to Wyoga Lake Rd	State Rd between Quick Rd and Wyoga Lake Rd, pavement replacement, new center two way left turn lane, new roundabout at the State Rd/Quick Rd intersection, new sidewalk on State Rd.	\$15,000,000
Total					\$71,308,418

The following table summarizes all safety-related project spending over the FY 2026-2029 TIP period. The figures include ODOT Group projects programmed in the AMATS area.

Summary – TIP Projects Improving Safety ¹			
Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
39	\$64.9	10	\$21.9

1a Projects that have safety program funding; or

1b Projects containing funding with one of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles).

Projects include ODOT Line Item listed projects. Note: HSIP funding is coded as SAC 4HJ7.

Infrastructure Conditions – PM2

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of Ohio’s National Highway System (NHS) pavements and bridges. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets. Infrastructure condition performance measures are designated as category 2: PM2. The table also shows that AMATS is assisting in meeting statewide infrastructure conditions targets.

Infrastructure Condition Measures and Targets - PM2						
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?	Trend
Interstate Pavement Condition						
% Good	72.9%	75.4%	> 55%	> 55%	Yes	
% Poor	0.1%	0.1%	< 1%	< 1%	Yes	
Non-Interstate NHS Pavement Condition						
% Good	46.4%	50.4%	> 40%	> 40%	Yes	
% Poor	1.9%	1.3%	< 2%	< 2%	Yes	
NHS Bridge Conditions						
% Good	60.9%	60.8%	> 55%	> 55%	Yes	
% Poor	2.0%	2.0%	< 3%	< 3%	Yes	

The tables below show the projects and amount of money that is being invested to maintain and improve pavement and bridge conditions in the AMATS area during the FY 2026-2029 TIP period. The projects listed are derived from the Individual project list and does not include Group project listing. Group projects are usually sponsored by ODOT; or they are sponsored at 100 percent local funding by AMATS members in the area.

TIP Projects Improving Pavements			
Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	7	89	\$49.5
Non-Interstate NHS	16	126	\$40.2

TIP Projects Improving NHS Bridges		
Number of Projects	Bridges Improved	Construction \$ (Millions)
17	62	\$56.4



The AMATS Policy Committee has previously approved support for ODOT’s statewide goals for pavement and bridge conditions. (See AMATS Policy Resolution 2022-14, approved August 2022). AMATS continues to support these targets and programs its projects with the goal of assisting ODOT in meeting these goals.

Travel Time Reliability, Congestion and Air Quality Measures – PM3

Travel Time Reliability

Level of Travel Time Reliability (LOTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable.

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment’s largest reliability ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

The data to assess travel time reliability and establish targets is sourced from FHWA’s National Performance Management Research Data Set (NPMRDS).

23 CFR 490.507 and 23 CFR 490.607 established performance measures for the Level of Travel Time Reliability on Ohio’s NHS system. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

System Reliability Measures and Targets - PM3					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

The table below shows the total projects and amount of money that is being invested to improve travel time reliability on the NHS system in the AMATS area during the TIP period.

TIP Projects Improving Travel Time Reliability		
Road Type	Number of Projects	Construction \$ (Millions)
Interstate	1	\$13.8
Non-Interstate NHS	0	\$0

CMAQ Traffic Congestion Measures – PHED and Non-SOV Travel

23 CFR 490.707 established the national performance measures for assessing traffic congestion. These measures are applicable to all urbanized areas that include NHS mileage and have populations of over 200,000 (also known as Transportation Management Areas, or TMAs). In addition, these two measures are only applicable in

regions that are designated as non-attainment or maintenance areas for ozone (O₃), carbon monoxide (CO) or particulate matter (PM₁₀ and PM_{2.5}), based upon the National Ambient Air Quality Standards (NAAQS).

The two congestion performance measures are as follows:

1. Annual Hours of Peak Hour Excessive Delay (PHED)

Peak Hour Excessive Delay (PHED) is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during weekdays (Monday through Friday), with a required morning peak timeframe of 6:00am-10:00am, and a variable evening peak timeframe. This metric measures the number of hours of excessive traffic delay (per capita) each year.

The PHED measure formerly only applied to metropolitan areas with one million or more in population. However, as of 2022, urbanized areas of 200,000 or greater are now subject to the PHED measure. For this metric, excess delay is defined as travel time at 20 mph or 60% of the posted speed limit, whichever is greater, measured in 15-minute intervals during key travel windows.

2. Percent of Non-Single Occupant Vehicle (Non-SOV) Travel

Mode share is a measure of the percentage by mode of all surface transportation occurring in the urbanized area. Modes of surface transportation include driving alone in a motorized vehicle (Single Occupancy Vehicle), car or van pooling, public transportation, commuter rail, walking, or bicycling, as well as travel that is avoided by telecommuting. Non-SOV travel, defined by the FHWA, applies to any travel occurring on modes other than driving alone in a motorized vehicle. An analysis of mode share includes a calculation of the percent of Non-SOV travel within the urbanized area. This metric, which is derived from the U.S. Census Bureau's American Community Survey (ACS) data, illustrates the percentage of an urbanized area's traffic in which multiple people are in a vehicle. Higher levels of Non-SOV travel can reduce an area's traffic congestion by removing additional vehicles from the roadways, and also lowering the amount of mobile emissions.

The table below shows the two-year, and four-year targets for peak hours of excessive delay (PHED) and non-single occupancy vehicle travel (Non-SOV) in the Ohio air quality urbanized areas. The data for this metric was derived from the American Community Survey Economic Characteristics table. The table shows the progress made toward achieving the PHED and Non-SOV targets. Note that the targets are being met over the last two years in the Northeast Ohio region.



Congestion Reduction Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Annual Peak Hours of Excessive Delay (PHED) per Capita					
Akron Region	5.6	4.8	< 5.0	< 5.0	Yes
Canton Region	1.6	1.9	< 3.0	< 3.0	Yes
Cincinnati Region	7.1	6.1	< 9.0	< 9.0	Yes
Cleveland Region	6.8	6.5	< 21.0	< 21.0	Yes
Columbus Region	5.1	5.9	< 10.0	< 10.0	Yes
Dayton Region	6.3	6.9	< 7.2	< 7.2	Yes
Toledo Region	6.1	7.1	< 7.0	< 7.0	No
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel					
Akron Region	17.3%	19.4%	> 16.0%	> 16.0%	Yes
Canton Region	16.3%	17.7%	> 15.0%	> 15.0%	Yes
Cincinnati Region	20.0%	22.2%	> 18.5%	> 18.5%	Yes
Cleveland Region	20.6%	22.7%	> 18.5%	> 19.0%	Yes
Columbus Region	20.8%	24.0%	> 18.5%	> 19.0%	Yes
Dayton Region	18.1%	19.6%	> 16.1%	> 16.1%	Yes
Toledo Region	16.1%	17.6%	> 15.0%	> 15.0%	Yes

Projects that reduce the total number of vehicles on Ohio’s roadways and those which improve traffic flow/reduce vehicle idling also contribute to the reduction in these mobile source pollutants. The tables below show projects and investments in the AMATS area that will assist in increasing Non-Single Occupancy Vehicle (Non-SOV) travel and reduce Peak Hour Excessive Delay (PHED). AMATS continues to support the two-year and four-year statewide targets which have been set by ODOT (AMATS Resolution 2022-14).

TIP Projects Improving Non-SOV Travel			
Total Non-SOV Projects	Total Non-SOV \$ (Millions)	Non-SOV Projects Using CMAQ	Non-SOV CMAQ Funds \$ M
12	\$8.4	4	\$0.3

TIP Projects Improving Peak Hour Excessive Delay			
Total PHED-Related Projects	PHED-Related \$ (Millions)	PHED Projects Using CMAQ	PHED CMAQ Funds \$ M
3	\$33.9	1	\$3.0

Past progress towards air quality improvements:

AMATS Area FY 2022 – 2025 CMAQ Projects Summary Emissions Benefits			
Fiscal Years	Nox Benefit (kg/day)	VOC Benefit (kg/day)	PM _{2.5} Benefit (kg/day)
2022 - 2023	11.9777	8.5831	0.9695
2024 - 2025	14.1348	8.4597	1.1183
Total	26.1125	17.0428	2.0878
AMATS Benchmark Contribution	25.00	15.00	2.00



Air Quality Measures

23 CFR 490.807 established the Total CMAQ Emission Reduction Performance Measures. These performance measures affect Ohio’s U.S. EPA designated air quality nonattainment and maintenance areas. Ohio was required to set targets for its nonattainment and maintenance areas for the pollutants of Volatile Organic Compounds (VOCs), Nitrous Oxide (NOx), and Particulate Matter at 2.5 Micrometers in Diameter (PM2.5). The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

Air quality emissions reduction analyses calculate the total reduction in three mobile source (i.e. vehicle-based) pollutants: Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5).

The table below shows the on-road baseline, two-year, and four-year quantitative emissions targets for Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5). The baseline data was derived from the CMAQ Public Access System and aggregated, by state and pollutant type for the years 2018-2021. The 2018-2022 baseline data listed below is for the AMATS area. The data for the two and four-year targets was estimated from CMAQ projects in the TIP for the years 2022-2025; however, AMATS chose to support the two-year and four-year statewide targets which have been set by ODOT. Data is expressed in kilograms of pollutant per day.

Statewide – CMAQ Funded Projects – Emissions Reduction Benefit					
2022 – 2023 Evaluation					
Environmental Sustainability Measures and Targets					
Performance Measure	Baseline (2018 – 2021)	2-Year Performance (2022 – 2023)	2-Year Target (2022 – 2023)	4-Year Target (2022 – 2025)	2-Year Target Met?
Total Emissions Reduction – VOC (kg/day)	320.195	144.106	> 60.000	> 60.000	Yes
Total Emissions Reduction – NOx (kg/day)	1018.130	222.595	> 250.000	> 250.000	No
Total Emissions Reduction – PM _{2.5} (kg/day)	246.405	18.78	> 30.000	> 18.200	No

The CMAQ program funds projects based on their estimated contribution toward the reduction of these mobile source pollutants. The table below shows the CMAQ funded projects for the FY 2026-2029 TIP period for the AMATS area. The projects listed below contribute to the Ohio statewide CMAQ mobile source emissions goals.

AMATS CMAQ Mobile Source Emissions Projects				
PID	Project Name	Work Group	Fiscal Year	Total Project Cost
118568	Rideshare Program	Miscellaneous	2026	\$100,000
117253	METRO Bus Purchase - Electric	Transit	2026	\$1,818,438
116416	PARTA Bus Purchase - Clean Diesel	Transit	2026	\$2,000,000
118569	Rideshare Program	Miscellaneous	2027	\$100,000
123138	Rideshare Program	Miscellaneous	2028	\$100,000
123139	Rideshare Program	Miscellaneous	2029	\$100,000
				\$4,218,438

Cleveland-Akron-Lorain Air Quality Non-Attainment Area

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as marginal non-attainment for the 2015 8-hour ozone standard, excluding Ashtabula County which is a maintenance area. The US EPA designated the entire eight-county area as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated seven counties and a township in this area (including Summit and Portage) as maintenance for PM_{2.5} (particulate matter) under the 2006 standard. These areas include Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit Counties, and Ashtabula Township in Ashtabula County.

Three Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. AMATS serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

The USDOT requires air quality conformity determinations every time a new TIP or Regional Transportation Plan is completed. This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the TIP and Regional Transportation Plan. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

AMATS, NOACA and ERPC manage the transportation planning process in this non-attainment area, and coordinate on air quality issues. Consequently, AMATS has coordinated with ODOT, NOACA and ERPC in developing the Cleveland urbanized area traffic congestion (PHED and Non-SOV) targets shown above.

Federal Requirements for CMAQ Project Funding

The Congestion Mitigation and Air Quality (CMAQ) program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. Reducing congestion is a key objective of federal surface transportation policy. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programmatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all federal-aid projects, CMAQ projects must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP), or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO. In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

AMATS and ODOT each receive CMAQ funding and allocate it annually to fund applicable projects. In 2012, ODOT created the Ohio Statewide Urban Congestion Mitigation and Air Quality CMAQ Program (OSUCC). The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated. OSUCC is administered as a subcommittee of the Ohio Association of Regional Councils (OARC) Executive Directors. OSUCC is charged with developing protocols for managing the program, along with project selection. The CMAQ Program provides approximately \$70 plus million annually, to Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000.

OSUCC/AMATS opens the program for applications once every two years. The next project solicitation will most likely occur in spring of 2025. Projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a criteria-based assessment is sufficient. All projects awarded annually must be entered into the FHWA's CMAQ Public Access System (PAS). Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region. The Table above lists the quantified benefits included in the PAS for the AMATS area for recent years (2022 to 2025). Further information on the joint MPO/ODOT CMAQ project process can be found in the *AMATS Funding Policy Guidelines*.

Transit Asset Management (TAM)

Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SGR) for public transit assets. FTA rules establish a framework for transit agencies to monitor and manage transit assets, improve safety, increase reliability and performance, and establish performance measures in order to help transit agencies keep their systems operating smoothly and efficiently. See the Federal Transit Administration link for more information:

<https://www.transit.dot.gov/regulations-and-guidance/asset-management/getting-started>

The regulations define the term "state of good repair" as requiring that public transportation providers develop and implement TAM plans, and establish state of good repair standards and methods to measure performance for three asset categories in the AMATS area: equipment, rolling stock, and facilities.

The FTA's performance measures applicable to the AMATS area are:

- **Equipment:** The percentage of non-revenue (support and maintenance) vehicles that have either met or exceeded their useful life.
- **Rolling Stock:** The percentage of revenue vehicles (primarily buses and paratransit vehicles) that have either met or exceeded their useful life.
- **Facilities:** The percentage of facilities within an asset class with a condition rated below 3 on FTA's 1 to 5 scale to describe condition.

The AMATS planning area is served by two transit service providers: METRO RTA in Summit County and PARTA in Portage County. METRO and PARTA have each developed their own TAM plan. The TAM targets for each agency are established in the applicable TAM plan.



TAM targets are based on the condition of existing transit assets and planning investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets.

METRO RTA and PARTA have established TAM targets for each of the applicable asset categories in its TAM plan. The targets are presented in the tables below.

Equipment

Equipment includes service vehicles and equipment not attached to or a part of a facility that has a replacement value greater than \$50,000. The following three tables provide definitions and examples of how to set targets for transit assets.

Equipment TAM Targets			
Asset Class (NTD)	Asset Class	Performance Target	Performance Measure
Non-Revenue Vehicle	Service Lift	100% less than 10 years old	30%
Equipment	Mobile Vehicle Lift	100% less than 10 years old	100%
Equipment	Generator	100% less than 10 years old	100%

Rolling Stock Vehicles

Rolling Stock Vehicles TAM Targets			
Asset Class (NTD)	Asset Class	Performance Target	Performance Measure
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-MD, B35-MD); Light Duty Bus (B30-LD)	< 40% older than 14 years	38%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	< 35% older than 8 years	34%
Automobile	Automobile (AO)	< 50% older than 8 years	43%
Cut-Away Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	< 20% older than 10 years	18%

Facilities

Facilities TAM Targets		
Asset Class	Performance Target	Performance Measure
Passenger Facilities	0% below a "3"	0%
Maintenance Facilities	< 22% below a "3"	16%
Administrative Facilities	< 38% below a "3"	16%

AMATS Area TAM Targets

AMATS agrees to support the respective METRO RTA and PARTA TAM targets, thus agreeing to plan and program projects in the TIP that – once implemented – are anticipated to make progress toward achieving each RTA’s targets.



METRO RTA TAM Targets:

METRO RTA TAM Plan Targets							
Asset Category Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>	0%	0%	0%	0%	0%	0%
	<i>AO - Automobile</i>						
	<i>BR - Over-the-road Bus</i>	0%	0%	0%	0%	0%	0%
	<i>BU - Bus</i>	0%	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	20%	0%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>						
	<i>FB - Ferryboat</i>						
	<i>MB - Mini-bus</i>						
	<i>MV - Mini-van</i>	20%	0%	0%	0%	0%	0%
	<i>RT - Rubber-tire Vintage Trolley</i>						
	<i>SB - School Bus</i>						
	<i>SV - Sport Utility Vehicle</i>						
<i>TB - Trolleybus</i>							
<i>VN - Van</i>	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	50%	50%	50%	50%	50%	50%
	<i>Steel Wheel Vehicles</i>						
	<i>Trucks and other Rubber Tire Vehicles</i>	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	<i>Administration</i>	0%	0%	0%	0%	0%	0%
	<i>Maintenance</i>	0%	0%	0%	0%	0%	0%
	<i>Parking Structures</i>	0%	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%	0%
Achieving these targets depend largely on available funding from the Federal Transit Administration							



PARTA TAM Targets:

PARTA TAM Plan Targets							
Asset Category Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus						
	AO - Automobile						
	BR - Over-the-road Bus						
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	0%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van						
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
TB - Trolleybus							
VN - Van	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	0%	0%	0%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire Vehicles	10%	10%	0%	0%	0%	0%
	Equipment with Rubber Tires	25%	25%	25%	25%	25%	25%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%
	Storage Facilities	0%	0%	0%	0%	0%	0%

Achieving these targets depend largely on available funding from the Federal Transit Administration

TAM Investments in the TIP

The TIP was developed and is managed in cooperation with METRO RTA and PARTA. It reflects the investment priorities and project selection process established for *Transportation Outlook 2050*, the area’s long-range Regional Transportation Plan. The process is intended to use available funding to improve the condition of the region’s transit assets. The process considers factors such as maintaining capital in a state of good repair, air quality improvements, and congestion management on highly traveled roadways.

The anticipated effect of the overall program in the TIP has been evaluated and supports the conclusion that its implementation will contribute toward achieving the TAM performance targets. Investments in transit assets in the TIP include \$97 million for vehicle purchases and \$103 million for facility improvements. A large portion of local funds go towards transit operations, along with providing the local share match for federal capital funding.

The tables below show total transit investments and projects planned for the AMATS area in the FY 2026-2029 TIP period.

Transit Funding Program Estimates: FY 2026 – 2029 TIP				
Funding Program	Fiscal Year			
	2026	2027	2028	2029
5307	\$16,072,000	\$10,979,744	\$9,947,744	\$12,727,744
5310	\$800,998	\$800,998	\$800,998	\$800,998
5339	\$0	\$777,000	\$777,000	\$0
CMAQ	\$3,054,750	\$0	\$0	\$0
State	\$1,425,000	\$1,425,000	\$1,425,000	\$1,425,000
Local	\$113,944,437	\$159,607,381	\$91,511,506	\$98,043,506

Transit Safety Performance

FTA’s Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance for public transportation under 49 U.S.C. Chapter 53.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan. The transit safety performance measures are:

- Total Number of Fatalities
- Fatality Rate: Fatalities per 100,000 Vehicle Revenue Miles (VRM)
- Total Number of Injuries
- Injury Rate: Injuries per 1,000,000 Vehicle Revenue Miles (VRM)
- Safety Events
- Safety Events per 1,000,000 Vehicle Revenue Miles (VRM)
- System Reliability (VRM/failures)

The AMATS planning area is served by two transit service providers: METRO RTA and PARTA. Each RTA is responsible for developing a PTASP and establishing safety performance targets for fixed-route service and paratransit service.

Transit Agency Safety Targets

METRO RTA established the safety targets in the table below in December 2023:

METRO RTA Safety Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per Million VRM)	Safety Events (Total)	Safety Events (per Million VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	8	0.82	25	9.55	8.949
ADA / Paratransit	0	0	0	0	5	7.79	14,792

PARTA established the safety targets in the tables below in December 2022:

PARTA Safety Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per Million VRM)	Safety Events (Total)	Safety Events (per Million VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	1.31	40	7.34	9.372
ADA / Paratransit	0	0	0	0	20	5.12	2,731



AMATS Transit Safety Targets

AMATS agreed to support the METRO RTA and PARTA safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving each RTA's targets.

Chapter 3 | Air Quality Conformity

The United States Environmental Protection Agency (USEPA) monitors and sets National Ambient Air Quality Standards (NAAQS) for several transportation-related pollutants. The USEPA is responsible for determining whether each county in the United States is in attainment or nonattainment for each of those pollutants. Currently in Ohio, the pollutants include nitrogen oxide (NO_x), volatile organic compounds (VOC) and particulate matter 2.5 micrometers or smaller in size (PM_{2.5}). It is possible for a county that was once in nonattainment for a particular pollutant to achieve levels that brought it back into attainment. These are referred to as maintenance areas.

If any county within an MPO region is designated as a nonattainment or maintenance area for one or more of these criteria pollutants, an air quality conformity analysis of the projects programmed in the TIP must be performed.

Nonattainment areas, through a process called transportation conformity, are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budgets. The U.S. Department of Transportation (USDOT) issues nonattainment areas formal transportation conformity determinations following a quantitative analysis demonstrating that emissions from vehicles traveling on the planned transportation system are less than the area's emissions budget (or other emission target in the absence of an approved budget).

The Metropolitan Planning Organizations (MPOs) and the Ohio Department of Transportation (ODOT) must reestablish conformity for the 2008 and 2015 8-Hour ozone standard and for the 2006 and 2012 fine particulate matter (PM_{2.5}) standards as a result of the adoption of the FY 2026-2029 Transportation Improvement Program (TIP) and the TO2050. Because conformity is determined on a nonattainment area, rather than a subarea basis, each of the area's planning partners must approve a new conformity finding for the area based on these updates. Summit and Portage counties are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). Therefore, the analysis for each standard covers the pertinent portions of the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit. The current analyses reflect a comparison of projected transportation emissions against the approved budgets for each standard.

Transportation conformity determinations ensure that the region's transportation projects will have either a neutral impact on, or lead to a reduction in, the region's pollutant levels, contributing to an area's progress toward meeting national ambient air quality standards. [Appendix A](#) includes the entire transportation conformity analysis and all air quality non-exempt projects in the AMATS study area as demonstrated for the AMATS FY 2026-2029 TIP.

Chapter 4 | Demographics

Background

In this chapter we examine the different demographics of the region and compare how much future 2026-2029 TIP project funding each demographic receives and a visual representation of these projects. The demographics are broken down into 6 categories, utilizing 2019-2025 ACS 5-year estimates, they include: elderly (individuals 65 and older), carless households, birth rate, marriage rate, minority and low-income individuals.

Consequently, programs or activities that use federal funds must make a meaningful effort to involve different demographics in the process to make decisions regarding the use of federal funds. It also means that agencies using federal funds must attempt to identify and address any disproportionately high and adverse effects on different groups, which may result from the implementation of their plans and programs.

Meaningful involvement means that people have an opportunity to participate in decisions about activities that may affect their environment or health; the public’s contribution can influence the decision-making process; their concerns will be considered in the decision-making process; and the decision-makers seek out and facilitate the involvement of those potentially affected.

Community groups and social service agencies are made aware of opportunities to participate in the planning process by advertising public meetings in three newspapers: 1) The Akron Beacon Journal; 2) The Kent-Ravenna Record Courier; and 3) The Reporter (a publication that serves the African-American community). Draft planning documents are provided directly to AMATS members and social service agencies, and are made available on the AMATS website, www.amatsplanning.org. In addition, the AMATS website can be viewed in a number of different languages.

Definitions:

Elderly population: Elderly population is the share of the population aged 65 years and over.

Carless Household: Households without a record of having access to a personal vehicle.

Higher Birth Rates: Census Block Groups with a higher birth rate than the national average.

Higher Marriage Rates: Census Block Group with a higher marriage rate than the national average.

Low-Income: is defined as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines (ACS 150% of poverty measured). The Federal Highway Administration (FHWA) reiterates this definition with Order 6640.23A (issued in June 2012). The *low-income population* means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed project, program, policy or activity.

Minority: is defined as a person who is: 1) Black (a person having origins in any of the black racial groups of Africa); 2) Hispanic or Latin (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); 3) Asian (a person having origins in any of the original peoples of



the Far East, Southeast Asia or the Indian subcontinent); 4) American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; or 5) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. *Minority population* means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed project, program, policy or activity.

Adverse effects for this chapter are defined as a singular effect, including only financial expenditures. Previously this section had more numerous definitions of adverse effects. Now, this chapter just examines financial impacts.

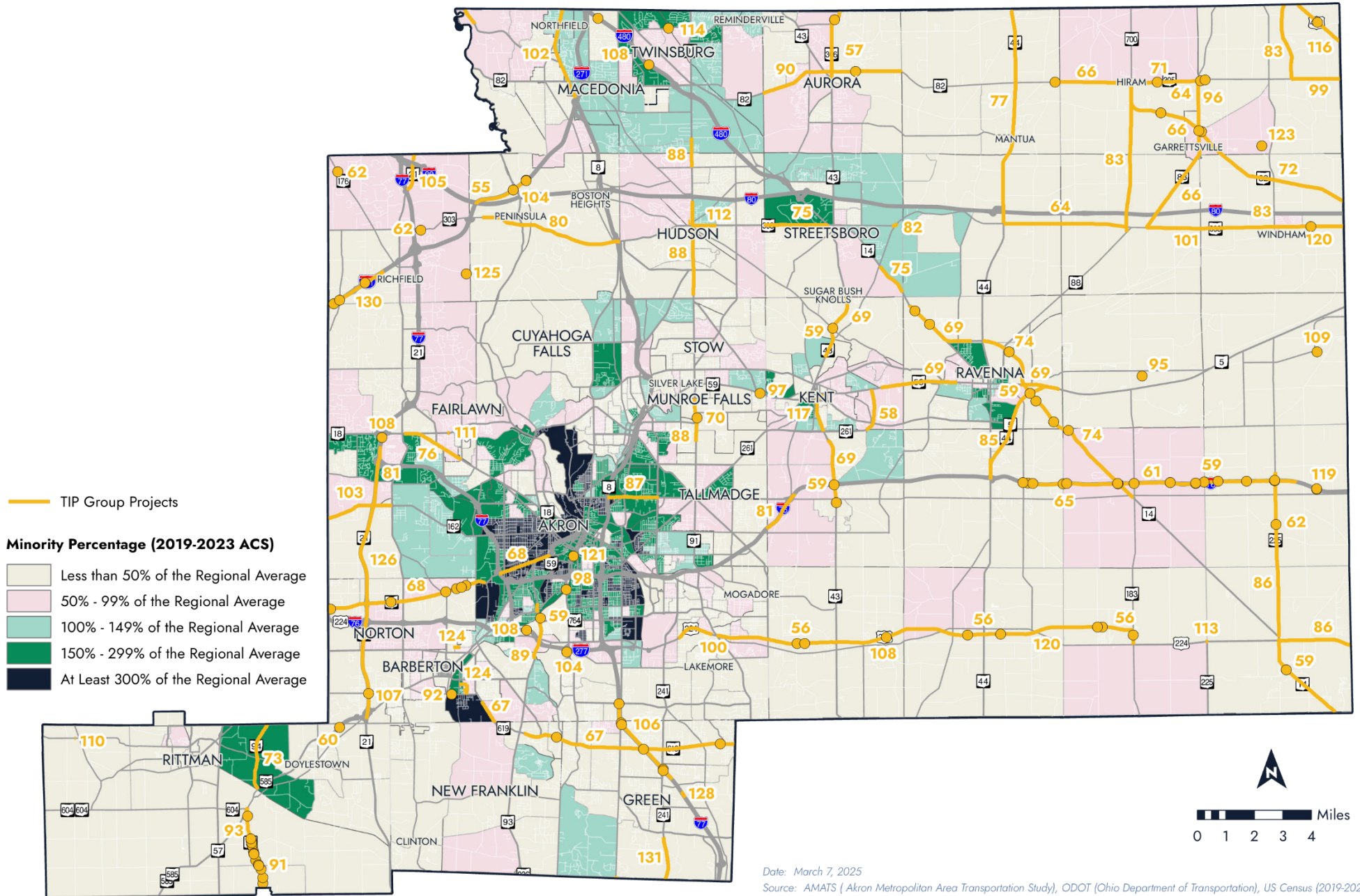
Results

Only one analysis was developed to evaluate the potential adverse financial impacts of projects in the FY 2026-2029 TIP based on demographic populations and transportation investments.



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

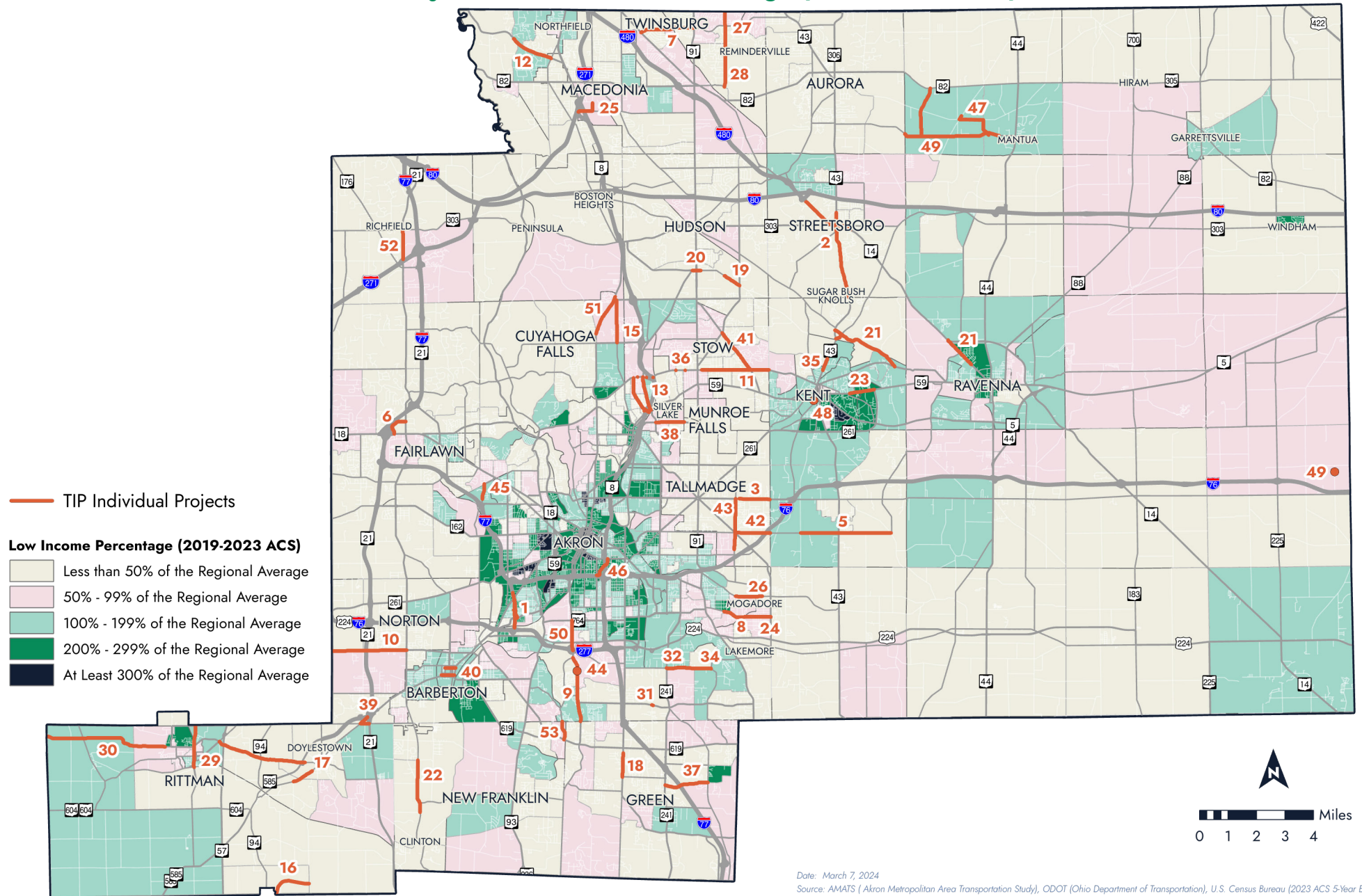
2026-2029 TIP Group Projects - Minority Percentage (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Individual Projects - Low-Income Percentage (2019-2023 ACS)

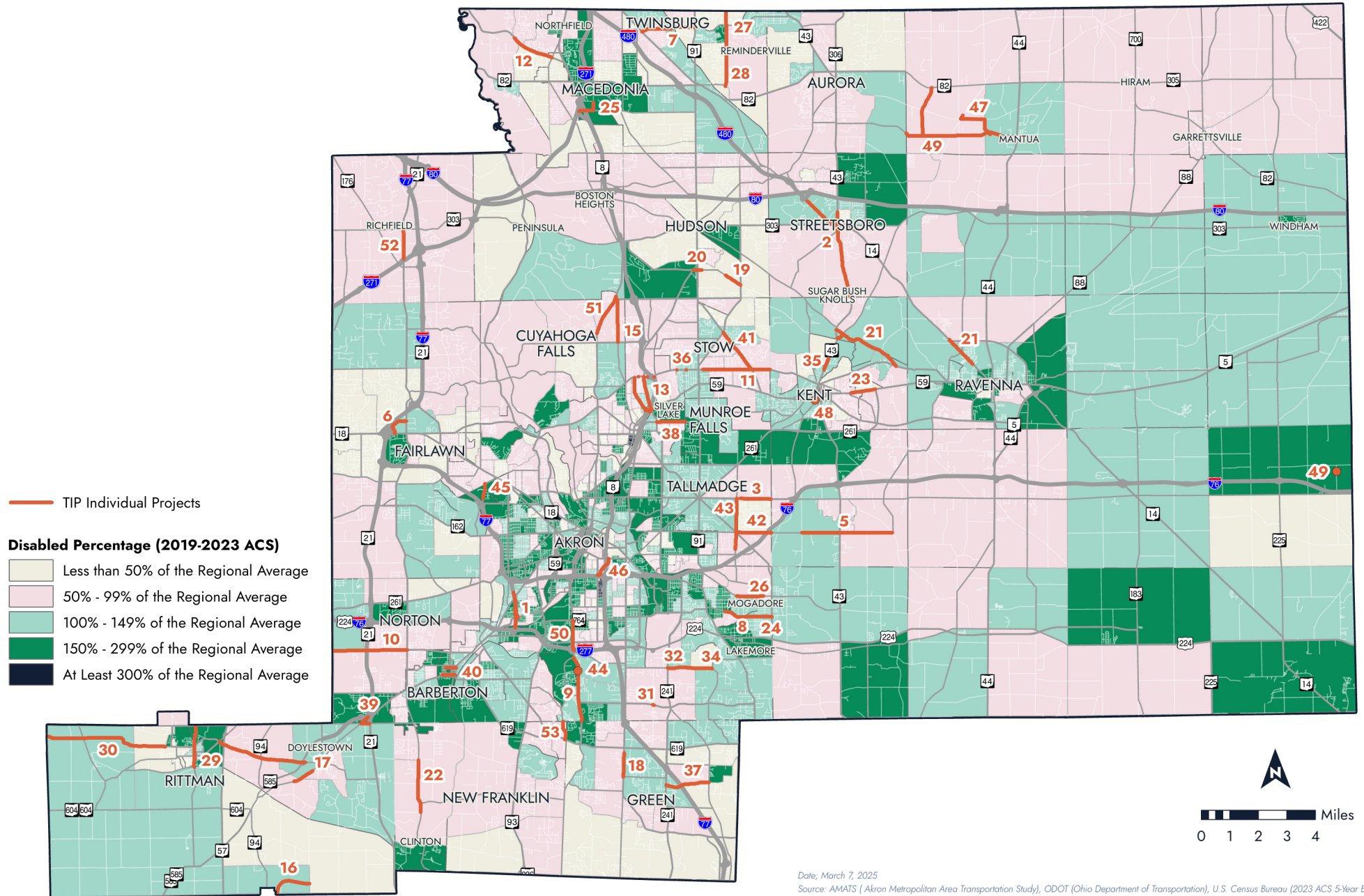


Date: March 7, 2024
 Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Individual Projects - Disabled Percentage (2019-2023 ACS)

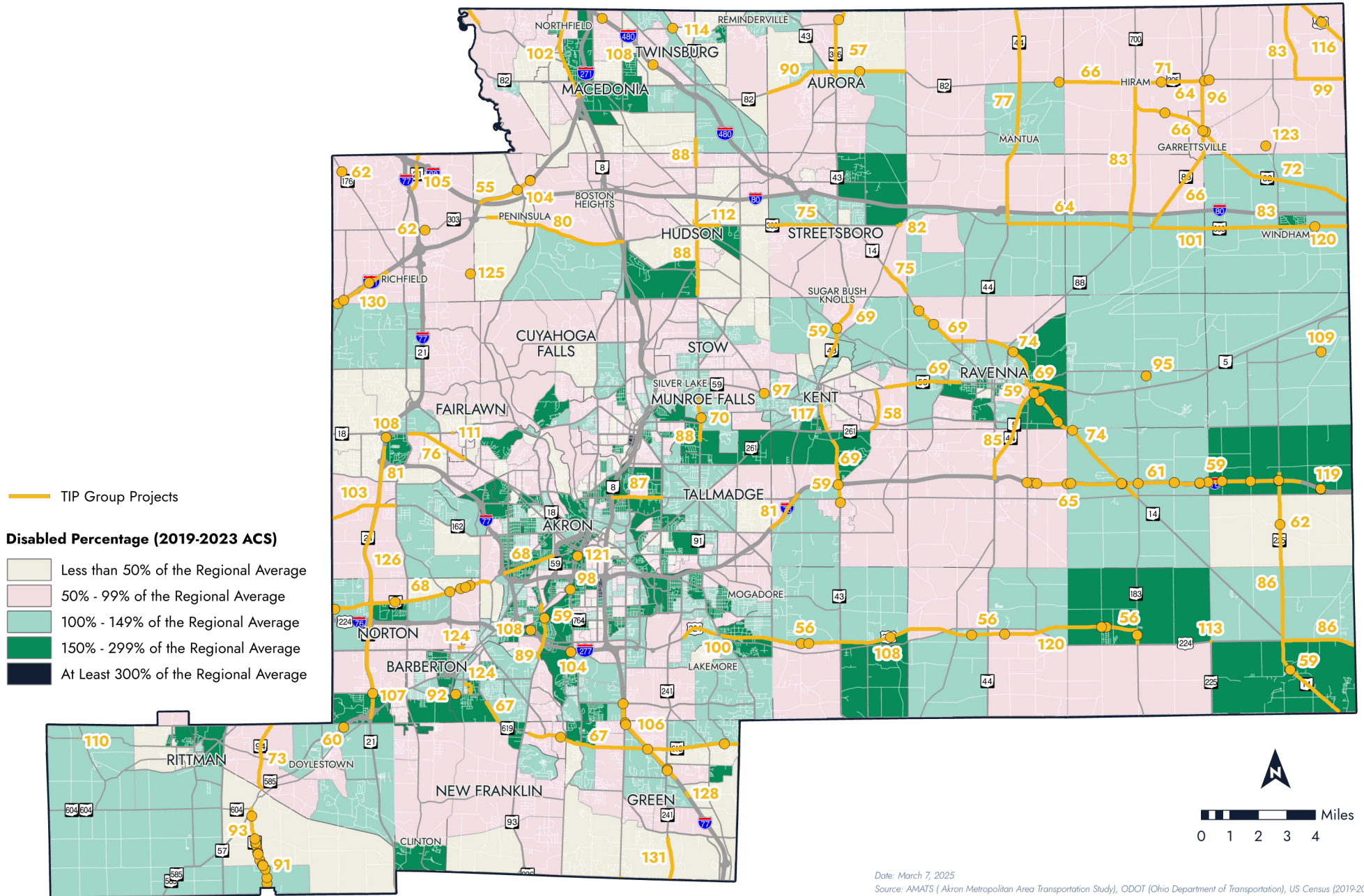


Date: March 7, 2025
 Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



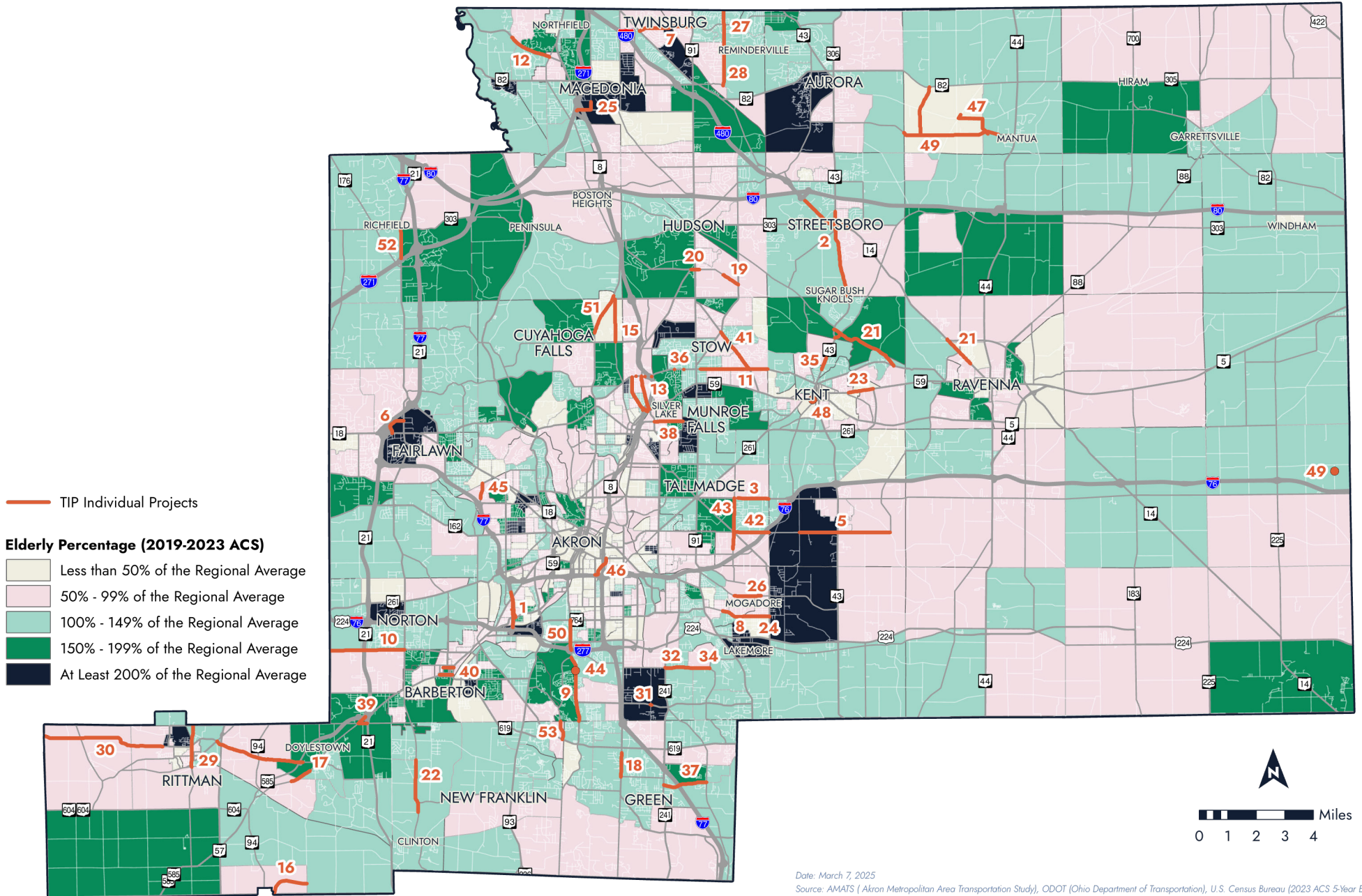
TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Group Projects - Disabled Percentage (2019-2023 ACS)



Date: March 7, 2025
 Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), US Census (2019-2023 ACS)

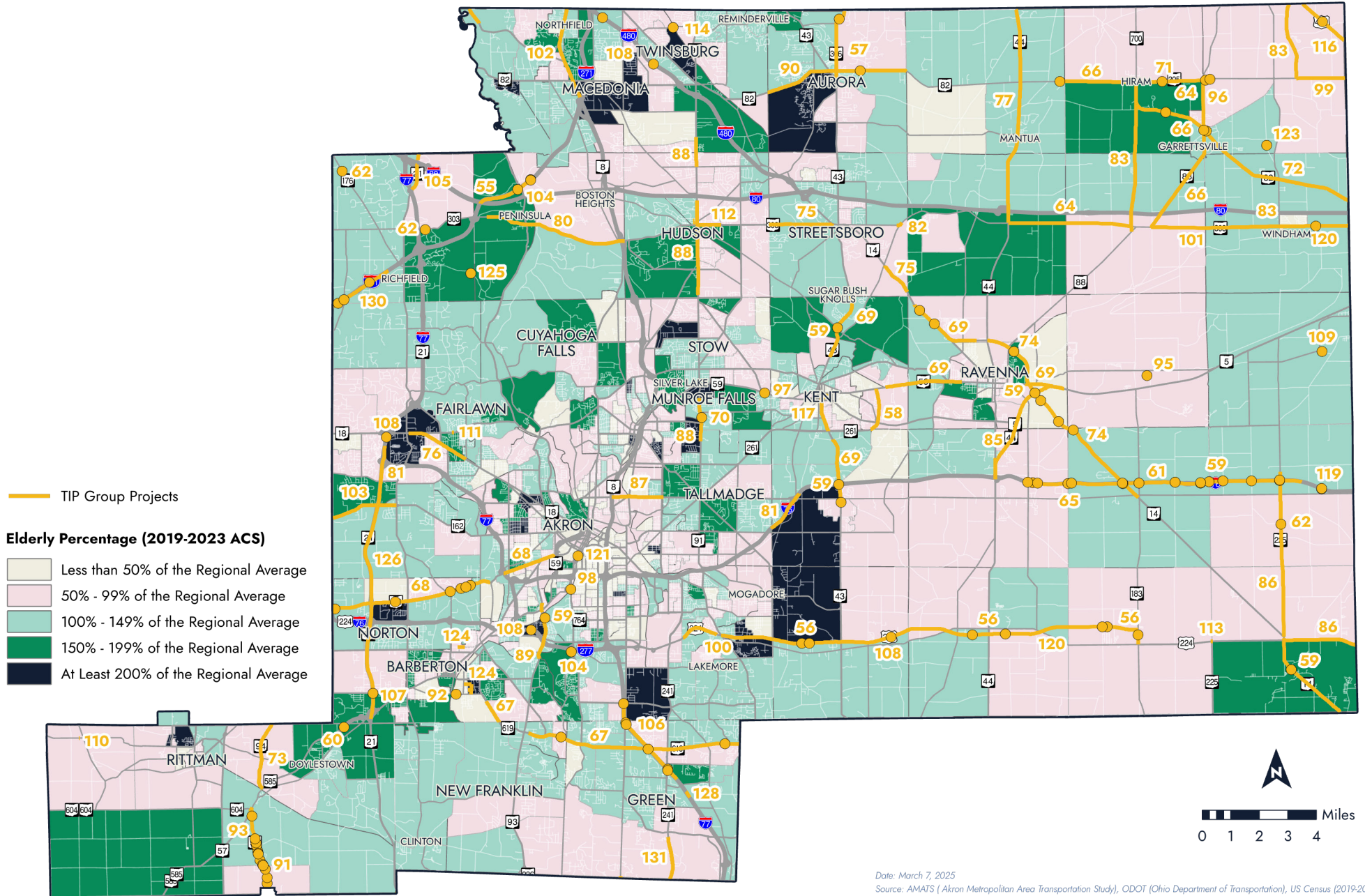
2026-2029 TIP Individual Projects - Elderly Percentage (2019-2023 ACS)



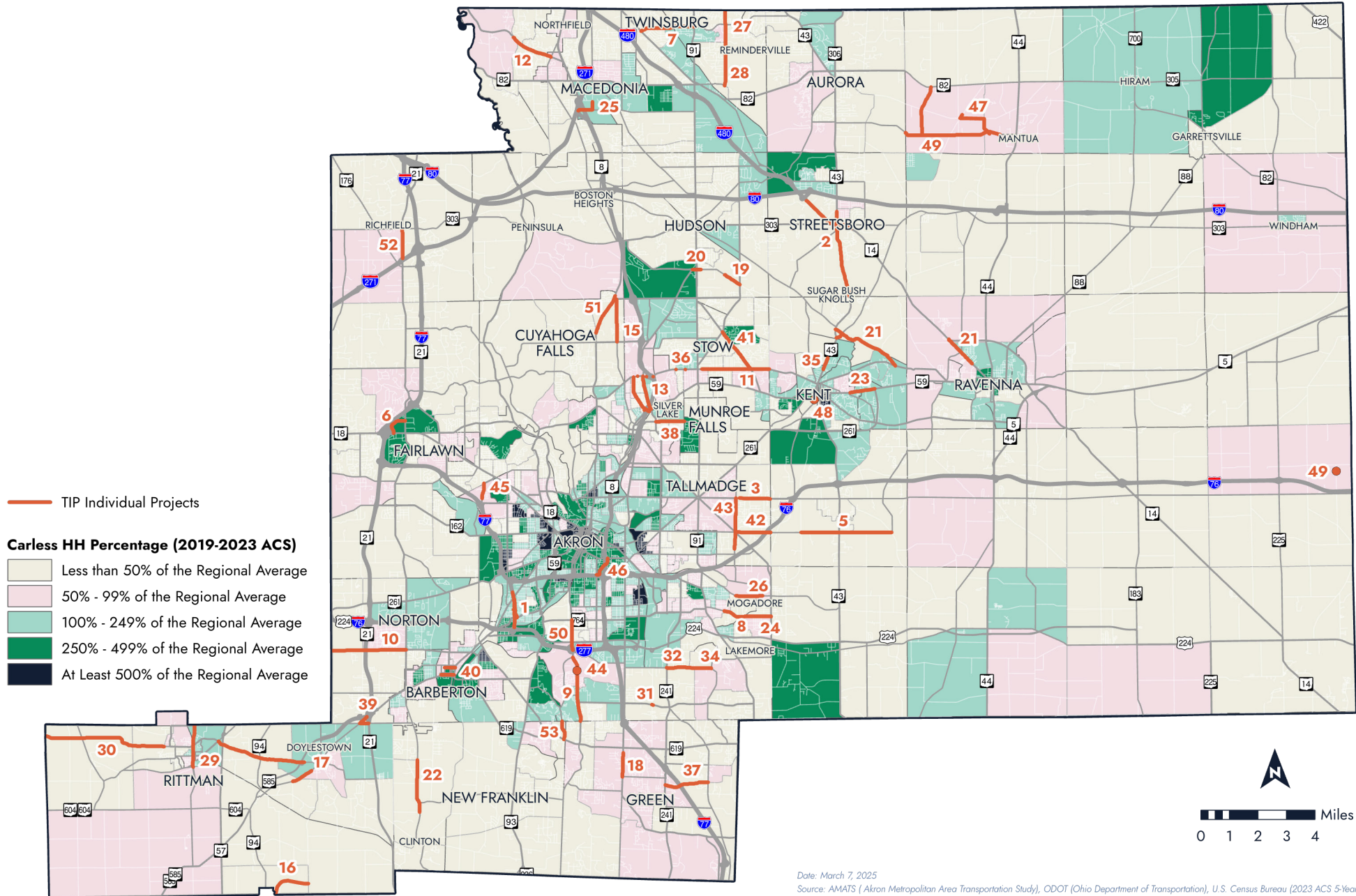


TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Group Projects - Elderly Percentage (2019-2023 ACS)



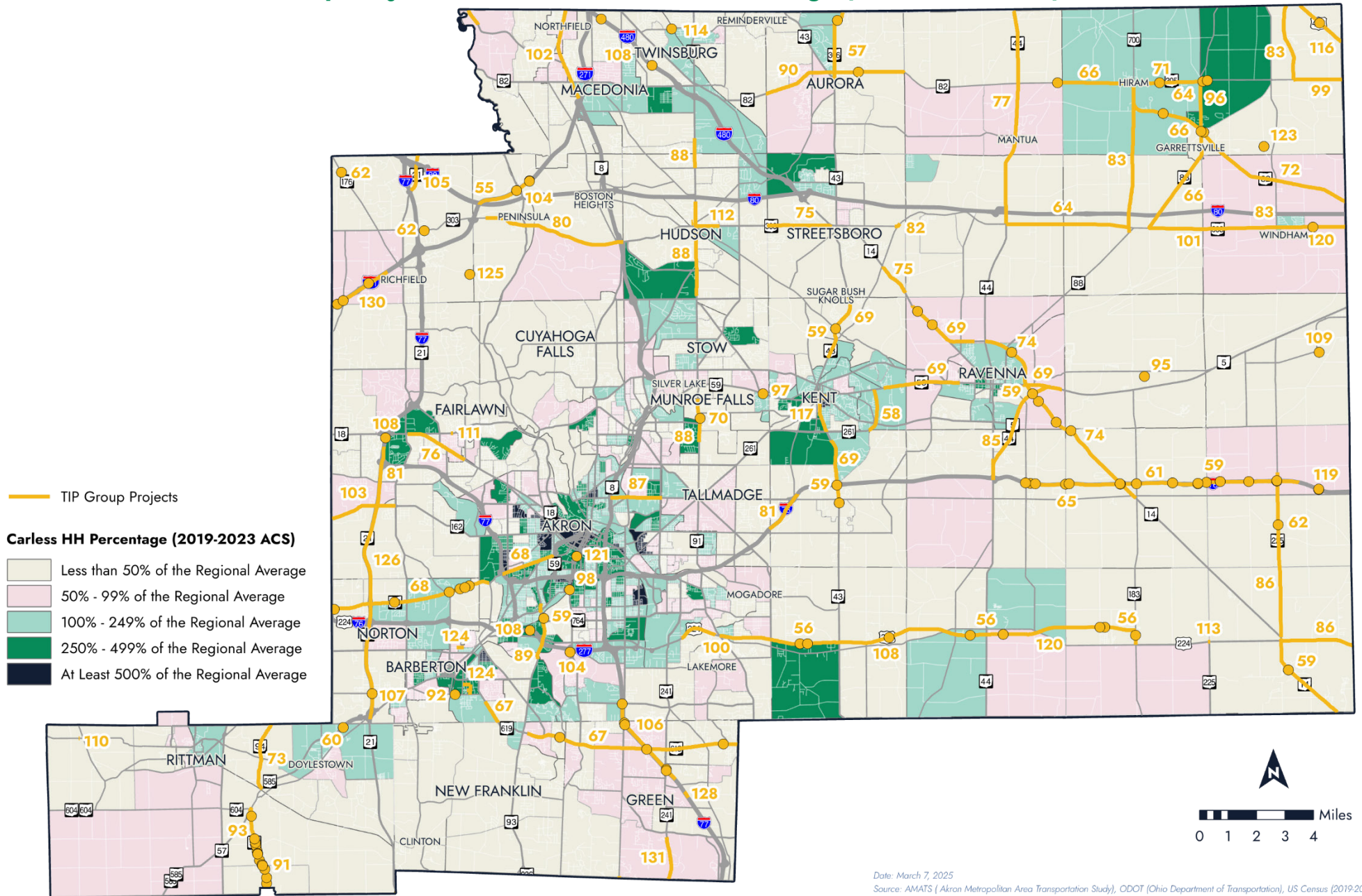
2026-2029 TIP Individual Projects - Carless Household Percentage (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

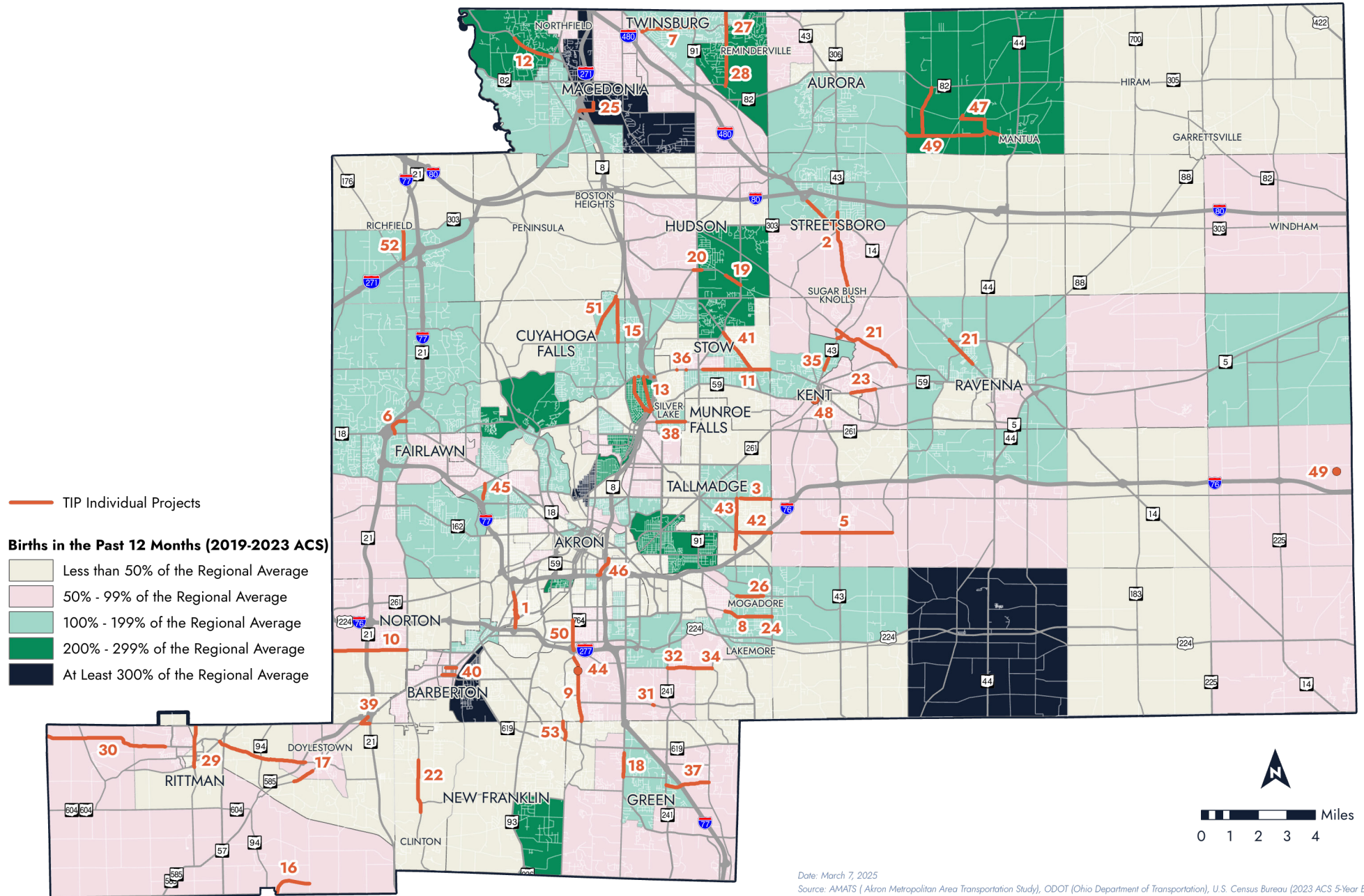
2026-2029 TIP Group Projects - Carless Household Percentage (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

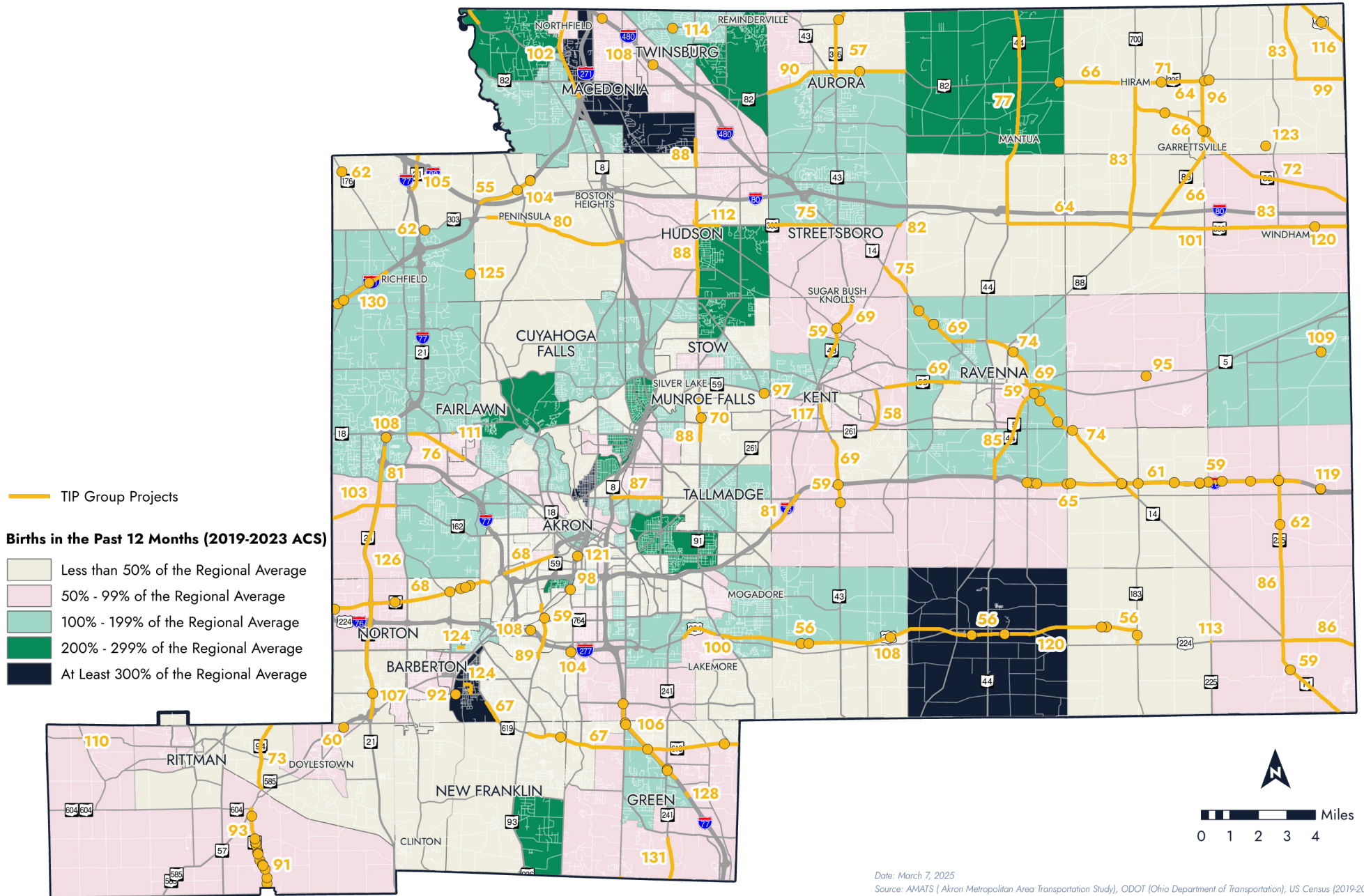
2026-2029 TIP Individual Projects - Estimated Regional Birth Rate (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

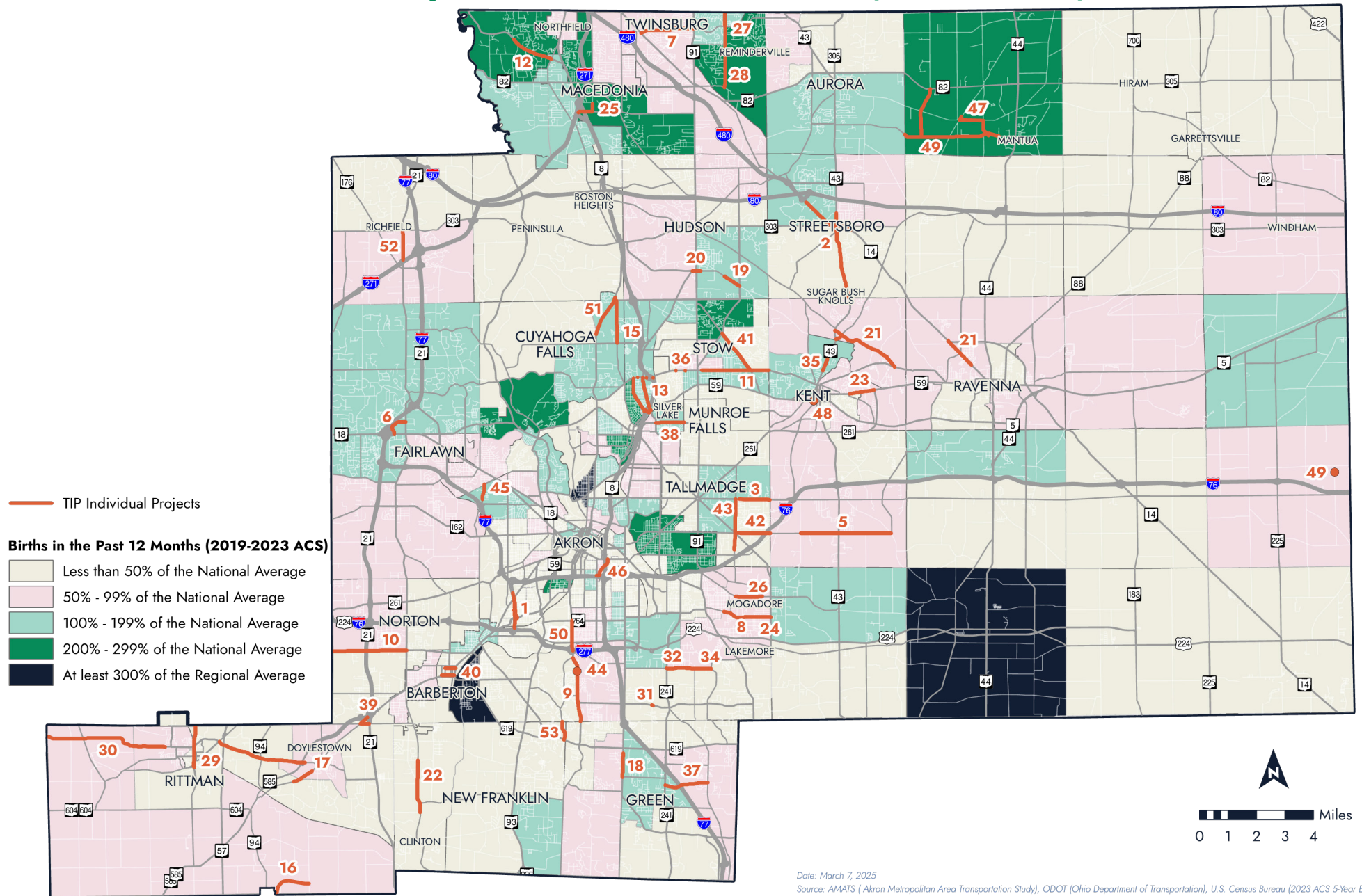
2026-2029 TIP Group Projects - Estimated Regional Birth Rate (2019-2023 ACS)



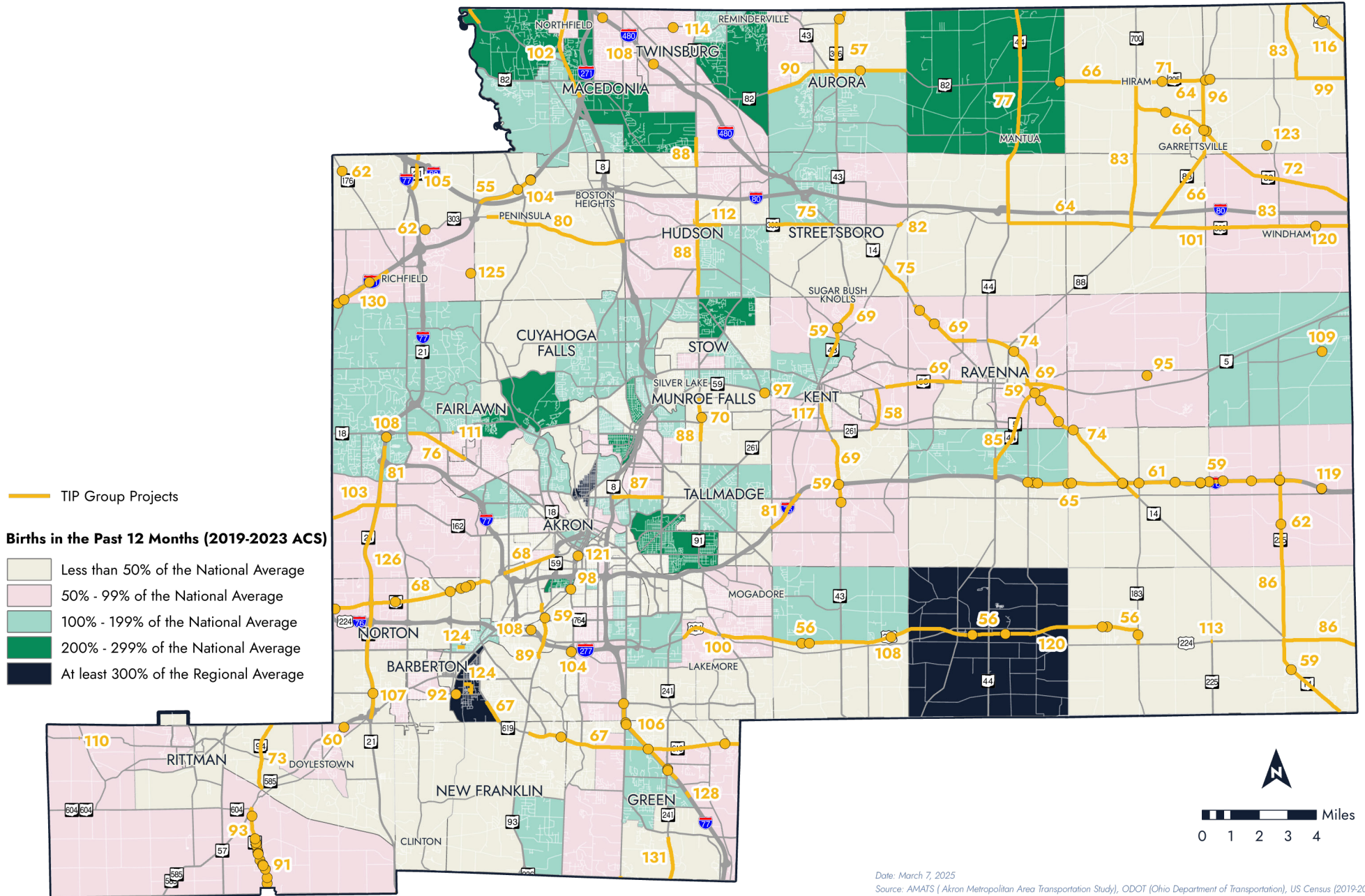


TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Individual Projects - Estimated National Birth Rate (2019-2023 ACS)



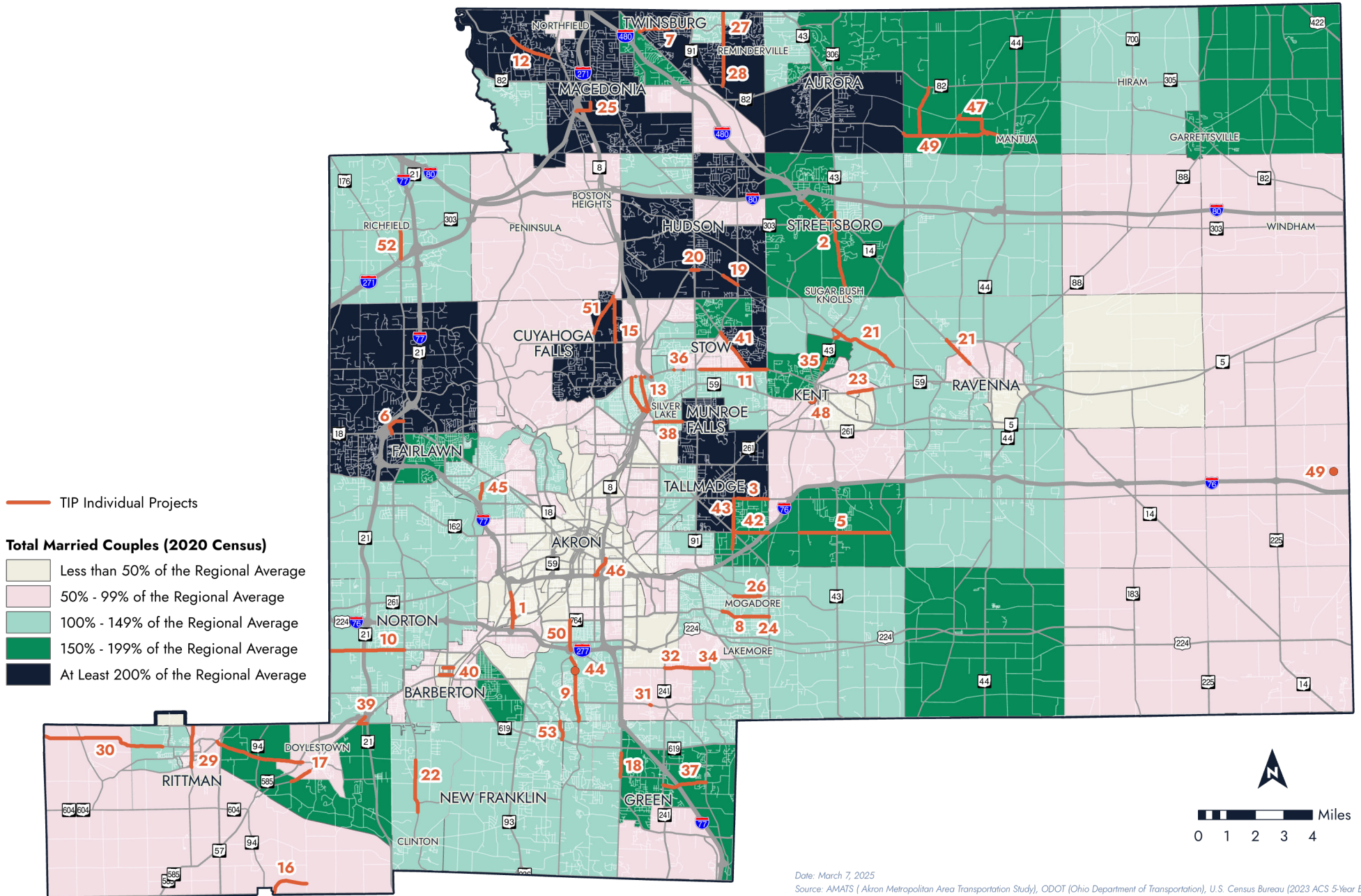
2026-2029 TIP Group Projects - Estimated National Birth Rate (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Individual Projects - Estimated Regional Marriage Rate (2019-2023 ACS)

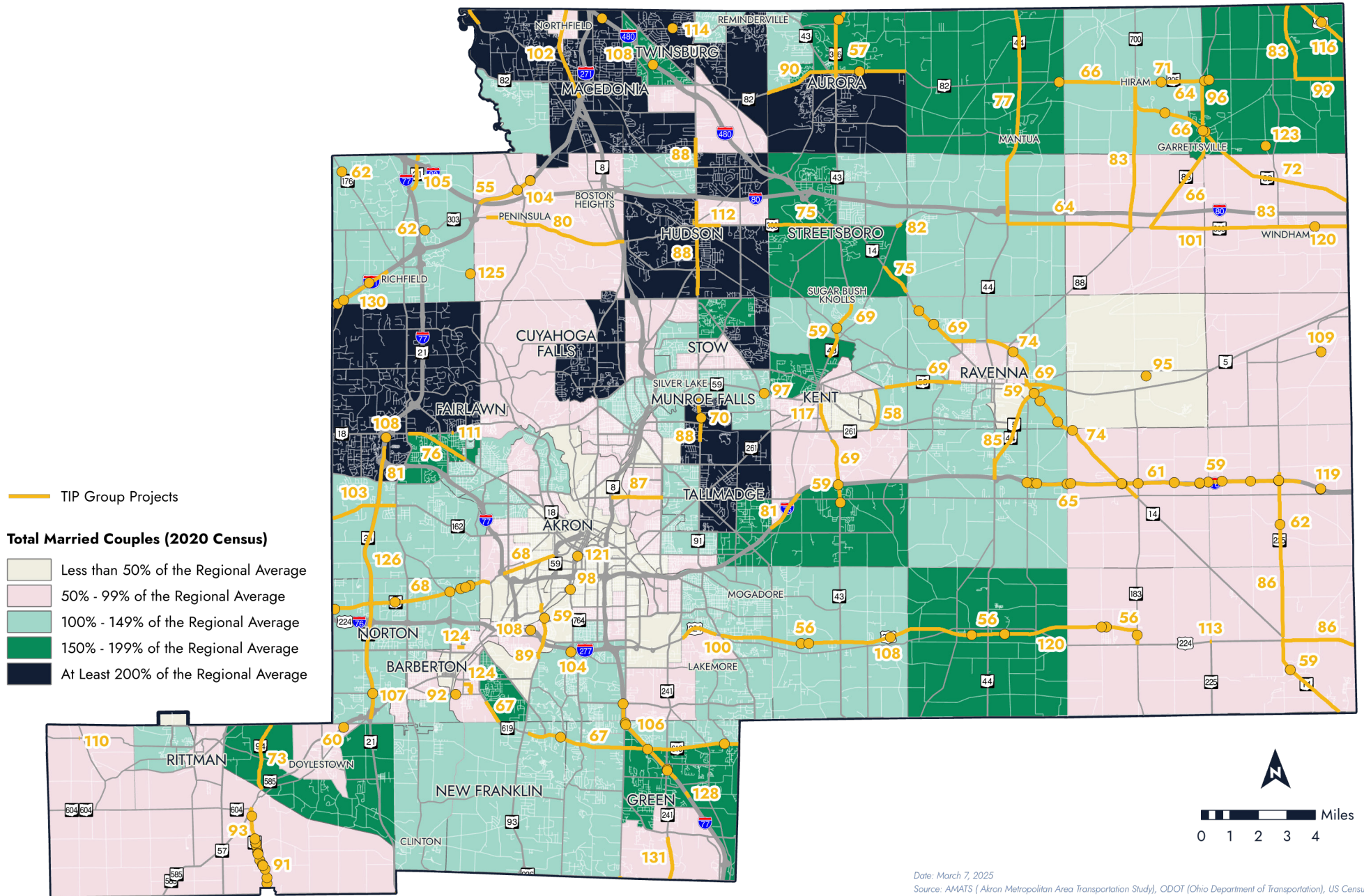


Date: March 7, 2025
 Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026-2029 TIP Group Projects - Estimated Regional Marriage Rate (2019-2023 ACS)





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

Transportation Investments Based on Demographics										
	Highway Expenditures	% of Highway Projects	Debt Service Expenditures	Public Transportation Expenditures	Transportation Enhancement Expenditures	% of Enhancement Projects	Other Miscellaneous Expenditures	Total Expenditures	Population	Land Area (Sq. Miles)
N/A Demographic			\$121,611,449	\$526,346,804			\$57,311,760		721,114	996.9
Elderly	\$335,493,7455	82%			\$4,541,008	54%				
Non-Elderly	\$75,967,713	18%			\$3,893,301	46%				
Carless Individual	\$176,494,245	43%			\$6,151,080	73%				
Individuals w/ Car	\$234,977,223	57%			\$2,283,229	27%				
High Birth Rates	\$156,425,711	38%			\$5,430,779	64%				
Lower Birth Rates	\$255,035,757	62%			\$3,003,530	36%				
High Marriage Rate	\$228,747,786	56%			\$5,220,189	62%				
Low Marriage Rate	\$182,713,682	44%			\$3,111,928	37%				
Low Income	\$245,047,649	60%			\$6,804,422	81%				
Non-Low Income	\$166,413,819	40%			\$1,629,888	19%				
Minority	\$210,685,091	51%			\$4,641,094	55%				
Non-Minority	\$200,776,377	49%			\$3,793,215	45%				
Total	\$411,461,468		\$121,611,449	\$526,346,804	\$8,434,309		\$57,311,760	\$1,125,165,790	721,114	996.9

Methodology:

The above table shows the overall regional funding breakdown compared with each demographic group. Utilizing census block level data from 2019-2023 ACS 5-year estimates, both individual and group projects are overlaid with each demographic. Next, we examine each project to see if it intersects or touches a census block group of the demographics analyzed. If it does, then we add the total and compare against projects that do not touch that demographic. We compare projects that are considered highway or roadway and transportation enhancement (bicycle and pedestrian improvements) expenditures. This process is to analyze if any demographic groups are underrepresented in transportation spending throughout the region.

National Average Methodology for Birth and Marriage: The variable used for birth rates is able to go down to the census tract level. However, getting data from all census tracts in the nation is too large of a data set to retrieve. Averaging the births from all of the states would produce a number that is way too large to compare to the averages at the AMATS census tract level. Therefore, to get some type of estimate of what the national average would be for census tracts. AMATS divided all of the states totals by the number of census tracts in the state. This does infer that all of the census tracts produced the same amount of children for the state which is known to not be true, but the estimate would give a better guess at what the national average will be based on census tracts. When it came to finding the national averages for marriage rates the same method applied. However, there were no differences in the map from regional averages to the estimated national averages implying that the AMATS area regional average is a good representation of the national average.

Investment in Low-Income Areas

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of low-income share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis of transportation investment in low-income areas are shown in the above table. The expenditures examined show no adverse effects toward low-income populations exhibiting, 60% highway/roadway and 81% of transportation enhancements are planned to go through low-income areas.

Investment in Carless Household Population

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of individuals that live in a carless household population areas share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis of transportation investment in carless areas are shown in the above table. The expenditures examined show no adverse effects on the carless population, exhibiting 43% of highway/roadway and 73% of transportation enhancements are planned for higher carless household areas.

Investment in Minority Individuals

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of higher minority areas share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis



of transportation investment in minority areas are shown in the above table. The expenditures examined show no adverse effects on the minority population exhibiting 51% of highway/roadway and 55% of transportation enhancements are planned for higher minority areas.

Investment in the Elderly Population

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of higher elderly population share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis of transportation investment in elderly areas are shown in the above table. The expenditures examined show no adverse effects on the elderly population, exhibiting 82% of highway/roadway and 54% of transportation enhancements are planned for higher elderly populated areas.

Investment in the Higher Birth Rates than National Average Population

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of higher birth rate population share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis of transportation investment in high birth rate areas are shown in the above table. The expenditures examined show no adverse effects on the population, exhibiting 38% of highway/roadway and 64% of transportation enhancements are planned for higher birth rate populated areas. *Information on birth rates are skewed because National data sets need to improve on a census block level for this data to be statistically relevant to the local area.

Investment in the Higher Marriage Rates than National Average Population

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of higher marriage rate population share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway and transportation enhancement projects in the FY 2026-2029 TIP. The results of the analysis of transportation investment in high marriage rate areas are shown in the above table. The expenditures examined show no adverse effects on the population, exhibiting 56% of highway/roadway and 62% of transportation enhancements are planned for higher birth rate populated areas. *Information on marriage rates are skewed because National data sets need to improve on a census block level for this data to be statistically relevant to the local area.

Transportation Other Miscellaneous Investment Analysis

Totaling 57,311,760, this amount is uncategorized because it does not fit into a specific geographic block group and can be attributed to an entire region or municipality.



Public Transportation Funding

Public transit funding is expected to total \$526,346,804 and at the time of the report has not been divided up based on multiple demographics.

Conclusion

The FY 2026-2029 TIP has been thoroughly analyzed to ensure that the projects will not have disproportionately high and adverse effects on any demographic groups.

Potential Impacts of Projects

- None of the projects in the *AMATS Fiscal Year 2026-2029 Transportation Improvement Program* appear to have any disproportionate impacts.

Chapter 5 | Title VI and ADA Compliance

Title VI

AMATS acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region’s transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” As a recipient of federal funding and as required by Title VI, AMATS has adopted the following non-discrimination policy:

AMATS Nondiscrimination Policy Statement

It is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment as well as in the development of the area’s regional transportation policies, plans and programs included in the Regional Transportation Plan (Transportation Outlook 2050) and the Transportation Improvement Program.

Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, national origin, sex, disability, or age include: denial to an individual of any service, financial aid, or other benefit; distinctions in the quality, quantity, or manner in which a benefit is provided; segregation or separate treatment; restriction in the enjoyment of any advantages, privileges, or other benefits provided; discrimination in any activities related to highway and infrastructure or facility built or repaired; and discrimination in employment.

Title VI compliance is a condition of the receipt of federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 U.S.C § 2000d and related statutes, and the requirements of 23 Code of Federal Regulation (CFR) pt. 200 and 49 CFR pt. 21.

Annually, AMATS assures that the planning process is carried out in accordance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21. For the latest agency self-certification, please see Resolution Number 2024-12 of the AMATS Metropolitan Transportation Policy Committee, approved May 16, 2024.

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by AMATS, on the basis of race, color, national origin, gender, age, disability or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with AMATS, the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact AMATS Title VI Officer: Jeff Gardner at ph. (330) 375-2436; or jjgardner@akronohio.gov to file a complaint or if you have any questions. You may also refer to the AMATS TITLE VI Civil Rights Program Procedures and Documentation:

[www.amatsplanning.org/sites/default/files/docs/reports/AMATS%20Title%20VI%20Civil%20Rights%20Program%20Final-May%202024.pdf] for additional information and any related forms and procedures.



Throughout the SFY 2026 – 2029 planning process, AMATS engaged in a number of outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process. These outreach measures included:

1. Launching an entirely new, more user-friendly, AMATS website
2. Posting a revised and expanded Title VI notice to the public in English and Spanish on our website
3. Posting a revised and expanded Title VI complaint form on our website in English and Spanish
4. Adding new local social service agencies to our public participation process
5. The continued documentation and retention of public participation activities, such as recording Citizen Involvement Committee (CIC) meetings and correspondence with the public
6. Revising our non-discrimination policy statement and posting it on the new website
7. Developing a new Public Participation Plan (3P), approved in December 2024
8. Continuing to provide annual assurances of Title VI compliance to ODOT with an AMATS Policy Committee resolution
9. Continuing to notify recipients of federal funds of the requirement to comply with Title VI, and other non-discrimination regulations, as part of the funding application process
10. All AMATS supervisory staff completed extensive on-line and in-person management training with the City of Akron Human Resources Department, including non-discrimination training. Available training opportunities are on-going.
11. The AMATS Title VI Coordinator completed several webinars with the FHWA National Highway Institute.
12. The AMATS Title VI Coordinator continues to participate in ODOT-led Title VI and DBE-related training courses and webinars.
13. The AMATS staff continues to provide annual responses to ODOT’s Title VI compliance questionnaire as part of the Unified Planning Work Program (UPWP) development process.

AMATS embraces diversity and inclusivity and provides an environment of non-discrimination. The SFY 2026 – 2029 TIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.

ADA

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. AMATS values the input of all the region’s residents into the transportation planning process, and took the following measures to ensure that everyone, regardless of their abilities, could access and engage in the SFY 2026 – 2029 TIP planning process:

AMATS outreach efforts include measures and physical accommodations that ensure meaningful access to those protected by ADA requirements. These efforts include:

1. AMATS holding its meetings at ADA-compliant facilities or through internet video conferencing
2. Meetings are held at ADA-compliant parking and transit accessible facilities
3. The agency maintains accommodations for the visually or hearing impaired
4. AMATS funding is contingent on recipients assuring ADA compliance
5. People with disabilities are represented on the AMATS Citizen Involvement Committee (CIC) and are encouraged to be involved in the transportation planning process, including the development and



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

improvement of transportation and paratransit plans and services (such as the area's 2023 Coordinated Public Transit - Human Services Transportation Plan)

AMATS carefully considered the needs of all of our region's residents throughout the FY2026-2029 TIP planning process, meeting or exceeding all ADA requirements.

Chapter 6 | Public Involvement

Because the four-year Transportation Improvement Program (TIP) is the primary near-term project implementation document for the Greater Akron area of Portage and Summit counties and northeastern Wayne County, it is the policy of the Akron Metropolitan Area Transportation Study (AMATS) that the region’s transportation stakeholders shall have the opportunity to engage in and provide their input throughout the TIP development process.

As required by federal regulation (23 CFR 450.316), the agency adopted the *AMATS Public Participation Plan – 3P* in October 2024 as the agency’s official public participation plan. The “3P,” which was updated in December 2024, details the agency’s public involvement process and outlines various public engagement strategies for all the principal duties of AMATS, including the development of the TIP.

This latest iteration of the TIP spanning Fiscal Years 2026 through 2029 was developed in a manner consistent with the AMATS 3P. The 3P may be accessed at the following link - [Approved 3P-Public Participation Plan-December 12-2024.pdf](#).

The public involvement strategies employed by AMATS in developing the FY 2026-2029 TIP are summarized in the sections below by type.

Appendix B presents material utilized by AMATS to promote the public comment period, citizen comments received by AMATS during the period, and examples of area media coverage regarding the Draft TIP.

Public Comment Period

The Draft FY 2026-2029 TIP was developed and available to the public for a 31-day comment period spanning March 11 through April 11. The agency scheduled this period to coincide with the comment period planned by the Ohio Department of Transportation (ODOT) for its State Transportation Improvement Program (STIP) spanning State Fiscal Years 2026 Through 2029.

During this period, the Draft FY 2026-2029 TIP was available for public viewing and comment at amatsplanning.org, the AMATS **X** and **Facebook** pages - @AMATSPanning, and the AMATS office located at 1 Cascade Plaza, Suite 1300 in downtown Akron. Members of the public were able to submit their insights using online and printed comment forms.

Newspaper Advertisements

AMATS routinely purchases newspaper advertisements to promote the virtual meetings of the AMATS Citizens Involvement Committee (CIC). The agency purchased an ad which was published in the *Akron Beacon Journal* on January 30. This ad invited the public to participate in the virtual February 6 meeting of the CIC during which development of the Draft FY 2026-2029 TIP would be discussed.

AMATS purchased advertisements in two of the Greater Akron area’s largest newspapers, the *Akron Beacon Journal* and the *Record-Courier*, and in *The Reporter*, a regional newspaper serving the African-American community. The *Beacon Journal* and *Record-Courier* advertisements were published on March 4, one week before the commencement of the public comment period while *The Reporter* advertisement was purchased for

the week of March 8-14. The advertisements described the importance of the TIP to the area’s ongoing regional transportation planning process and encouraged the public to share their insights regarding the draft program.

The advertisements included information regarding how to submit public comments in-person and online. The advertisements also invited members of the public to participate in a March 20 virtual meeting of the CIC during which the Draft TIP would be an agenda item for discussion. Information regarding how to register for the virtual committee meeting was included in the advertisements. Meeting registration information was also provided for those populations requiring special accommodation or assistance.

Press Releases

The agency distributed press releases to print and broadcast media, AMATS committee members, and community group liaisons within the Greater Akron area. These releases announced the availability of the Draft FY 2026-2029 TIP for public review and comment. These releases contained concise information regarding the purpose of the TIP, AMATS’ role as the area’s federally designated metropolitan planning organization, and how the public may engage the agency during the Draft TIP update process.

Below is a list of the various community groups that AMATS distributed releases to:

- Akron Urban League
- Asian Services in Action, Inc.
- Direction Home Akron Canton
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Socially Good TV
- Torchbearers
- United Disability Services
- VANTAGE Aging (Senior Community Service Employment Program (SCSEP))

The releases stated that the Draft TIP would be available for public comment from March 11 through April 11 at amatsplanning.org, the AMATS **X** and **Facebook** pages – @AMATSPanning – and the AMATS office located at 1 Cascade Plaza, Suite 1300 in downtown Akron. The releases invited the public to participate in the March 20 virtual meeting of the AMATS CIC and included meeting registration information.

Citizens Involvement Committee

The agency’s CIC hosted virtual meetings on February 6 and March 20, which included presentations by the AMATS Staff regarding the purpose of the Draft FY 2026-2029 TIP and the various highway, public transit, and active transportation projects contained within the draft program. The meetings included question-and-answer sessions among CIC members, members of the public, and the AMATS Staff. The minutes of the February 6 and March 20 CIC meetings are included in [Appendix B](#).

Social Media

The agency made extensive use of its web site – amatsplanning.org – and its **X** and **Facebook** pages - @AMATSPanning. Along with posting a page on its web site to accept online and printed comments from the public regarding the Draft FY 2026-2029 TIP, AMATS posted announcements and informative features about the



draft program through the web site's *News* pages. The AMATS [X](#) and [Facebook](#) pages were routinely updated to inform the public about developments pertaining to the draft program and opportunities to share feedback. [Appendix B](#) includes screen shots of Draft TIP information presented on the agency's social media pages.



Chapter 7 | Previous TIP Accomplishments

This chapter will highlight the status of projects from the previous version (FY 2024-2027) of the AMATS TIP for both highway and transit projects.

Completed Highway Projects

The following table illustrates the projects sold or obligated during the FY 2024-2027 TIP cycle. The list includes projects with phases that encumbered in FY 2024 & FY 2025. Obligated highway projects included: 13 resurfacing projects; a few capacity adding projects on freeways (I-76 & I-77) and principal arterial (Arlington Rd); and intersection and corridor improvements including signal timing upgrades and turn lanes. Many projects included active transportation upgrades or are standalone multi-use trails or sidewalks projects.

List of Sold/Obligated Highway Projects in FY 2024 & FY 2025					
PID #	CO-ORTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
100713	SUM IR 0076 06.72	Akron I-76 (Kenmore Leg) between US 224/I-277 interchange and I-77 interchange (including NW interchange)	Improvements to increase capacity and improve safety including structural rehabilitation and noise walls	PE RW	2024/2025 2025
101439	WAY SR 0021 00.00	Chippewa Township Stark County Line to Summit County Line	Resurfacing, bridge maintenance, drainage / culvert replacement, safety improvements at Clinton Rd, Edwards Rd and Grill Rd	PE CONSTR	2024 2024/2025
102732	SUM SR 59-6.80 resurfacing (curb ramps)	Ravenna 6.80 (W Corp Limit) to 9.05 (E Corp Limit)	Resurfacing with curb ramps	CONST	2024
102744	SUM SR 0018 09.75	Akron Various	Resurfacing with curb ramps	CONST	2024
102745	SUM Darrow Rd (Stow)	Stow South Corp Limit to South of Norton Ave	Reconstruction, curb ramps, sidewalks, storm sewer and signals	RW CONST	2024 2025
102796	SUM Freedom Trail Middlebury Con	Tallmadge/Stow/Kent Portage Bike & Hike to Freedom Trail	Construct multi-use trail	CONST	2024
107930	SUM Freedom Trail Phase 4	Akron Mill St to Rosa Parks Blvd	Construct multi-use trail	CONST	2025
108240	SUM Wooster Road West	Barberton 31st St to Hudson Run Rd to 2nd St NW	Resurfacing and Reconstruction with possible road diet	CONST	2024
110743	SUM SR 0059 07.95	Cuyahoga Falls/Silver Lake/Stow SR 8 to Portage County Line	Resurfacing with curb ramps	CONST	2024
111404	SUM IR 0077 24.12	Bath Township Ghent Rd to Everett Rd	Widen to 6 lanes	CONST	2025
111405	SUM IR 0077 28.75	Richfield Township Everett Rd to Cuyahoga County Line	Widen to 6 lanes	CONST	2024
111429	SUM AMATS FY24 Air Quality	AMATS areawide	Promotion of activities to improve air quality such as biking and walking	OTHER	2024
111433	SUM AMATS FY24 Rideshare Program	AMATS areawide	Promotion of carpooling	OTHER	2024
112716	SUM SR 0261 10.90 (N Main St)	Akron Olive St to Riverside Dr	Corridor improvements	CONST	2025
112735	SUM Hopocan/Norton/Snyder Ave	Barberton Hilldale Ave to 8th St; 17th St NW to Barber Rd; 2nd St SW to 5th St SE	Resurfacing	CONST	2024
112788	SUM Cleve Mass Sidewalk	Bath Township SR 18 to Springside Dr	Sidewalk on west side of roadway	RW CONST	2024 2025
113161	SUM CR 111/CR 25 4.33/4.10	Macedonia Highland Rd at Valley View Rd	Intersection Improvements	RW CONST	2024 2025
113165	SUM Ravenna/Shepard/Broadway	Macedonia/Twinsburg Ravenna Rd/Shepard Rd Intersection	Add right turn lanes on Ravenna Rd; add left turn lanes on Shepard Rd; sidewalks; and signal improvements	RW CONSTR?	2024 2025
113175	SUM CR 0012 06.39 (Ravenna Rd)	Twinsburg Township/Hudson Old Mill Rd to Portage County Line	Resurfacing	CONST	2025
114865	SUM IR 77/SR 8 11.65/0.00	Akron I-77 from just north of Lovers Lane to SR 8 SR 8 from I-77 to just north of Perkins St	Corridor improvements on mainline, service roads and ramps	PE	2025
115358	SUM CR 0066 00.00 (Canton Rd)	Springfield Township Pontius Rd to Tisen Rd	Resurfacing	CONST	2024

List of Sold/Obligated Highway Projects in FY 2024 & FY 2025					
PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
115360	POR Chestnut/S Prospect St	Ravenna Main St (SR 59) to SR 14; South Corp Limit to Main St	Resurfacing	CONST	2024
116470	POR TR 0197 00.05 (Frost Rd)	Streetsboro East of SR 43 to Page Rd	Resurfacing	CONST	2024
116479	SUM Highland Rd (Twinsburg)	Twinsburg Hadden Rd to Darrow Rd (SR 91)	Resurfacing	CONST	2024
116539	SUM Miller Rd (Akron)	Akron/Fairlawn Ridgewood Rd to W Market St	Resurfacing	CONST	2024
116742	SUM Wyoga Lake Rd (Cuyahoga F.)	Cuyahoga Falls E Steels Corners Rd to Seasons Rd	Add two way left turn lane, add right turn lanes where warranted; add new signal at Walsh HS main entrance	RW	2025
116841	WAY Heartland Trail Phase 4A	Chippewa Township North of Market St to Coal Bank Rd	Construct multi-use trail	PE	2024/2025
118654	SUM AMATS FY25 Air Quality	AMATS areawide	Promotion of activities to improve air quality such as biking and walking	OTHER	2025
118657	SUM AMATS FY25 Rideshare Program	AMATS areawide	Promotion of carpooling	OTHER	2025
116917	SUM S Arlington Rd (Green)	Green South of Boettler Rd to north of September Dr	Widening S Arlington Rd from 2 to 4 lanes and includes new roundabouts at Boettler Rd and Southwood Dr and new sidewalks.	RW (CMAQ)	2025
116924	SUM Hudson Signals	Hudson Various locations on SR 91 and SR 303	Replacing/upgrading signals at 14 intersections to adaptive "smart signals"	CONST	2024
116932	SUM Valley View Rd (Hudson)	Hudson Hudson north corp limit to SR 91	Resurfacing	CONST	2024
116990	SUM SR 0059 09.90 (Signals)	Stow Sycamore Dr to Fishcreek Rd	Signal upgrades	CONST	2025
117105	SUM S Main St (Green)	Green South of West Caston Rd to SR 619	Resurfacing	CONST	2024

Carry Forward Projects

The following table summarizes the projects that could be carried forward from the previous 2024-2027 TIP cycle into the current 2026-2029 TIP cycle's project list. These projects are currently scheduled to sell or encumber phase funds in FY 2025; however, they might slip into the FY 2026-2029 TIP due to project delays or high bids. If these projects do move out of FY 2025, they will be added as an amendment to the FY 2026-2029 TIP.

Potential Carry Forward List from FY 2025					
PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	
105556	POR CR 145 Ravenna Rd Bridge	Franklin Township Over Norfolk Southern RR	Bridge replacement	CONST	
112026	POR SR 0059 02.14 (E Main St)	Kent Willow St to Horning Rd	Reconstruct to include raised medians, bus pull-offs, new sewers, 2 roundabouts, upgrade lighting and replace sidewalks	CONST	
112869	SUM East Ave Ph 1 (Tallmadge)	Tallmadge Community Rd to Portage County Line	Add two way left turn lane, curbs, and sidewalks	RW	
113165	SUM Ravenna/Shepard/Broadway	Macedonia/Twinsburg Ravenna Rd at Shepard Rd Intersection	Add right turn lanes on Ravenna Rd, add left turn lane on Shepard Rd, sidewalks and signal improvements	CONST	
114865	SUM IR 77/SR 8 11.65/0.00	Akron I-77 from just north of Lovers Lane to SR 8 SR 8 from I-77 to just north of Perkins St	Corridor improvements on mainline, service roads and ramps	RW	
115383	SUM CR 0008 09.08 (N Main St)	Akron Over Cuyahoga River	Replace SFN 77336	PE	
116464	SUM Rubber City Heritage Tr Ph 2	Akron Huntington Ave to S Arlington St	Construct multi-use trail	CONST	
121747	SUM Rubber City Heritage Tr Ph 3	Akron E Exchange St/Huntington Ave intersection to Brown St/ Johnston St intersection	New Multi-modal trail on abandoned railroad	PE	
121755	POR Summit/Stow St Ped Imp	Kent Stow/Summit St to Franklin Ave	Replace bridge (SFN 6737498) and connect Portage Hike and Bike Trail	PE	



Completed Transit Projects

Summary of FY 2024-2025 Transit Project Activity

The following tables provide status reports for the transit projects that were programmed for the fiscal years 2024 and 2025 of the TIP. Many of these projects were sponsored by METRO RTA and PARTA and utilized funding from the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program for the purchase of replacement buses and the capitalized costs of preventive maintenance.

In addition, METRO and PARTA are supplementing their purchase of replacement buses with funds from the Congestion Mitigation Air Quality Program. Furthermore, ODOT has awarded funds to METRO and PARTA from the state's share of Surface Transportation Block Program funds, administered through the Federal Highway Administration (FHWA). Recent awards to the area's transit agencies have also included funds through the Ohio Transit Partnership Program (OTP2). ODOT may utilize state general revenue funds (GRF) or state-attributable federal funds to finance OTP2 projects. Much of ODOT's support for transit in FY 2024 came through the use of Carbon Reduction Program funds.

Also shown in the tables are the projects that were awarded through the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program. This program complements the Section 5307 Program and provides additional capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Presently, METRO and PARTA are the only transit operators utilizing Section 5339 funds from the Akron Urbanized Area's apportionment.

In 2024, METRO secured a nearly \$38 million competitively awarded grant through the Federal Transit Administration (FTA) Section 5339c Program. These funds are being used to construct a new administration and maintenance facility on the current METRO property in Akron. In addition, METRO and PARTA programmed \$5.9 million in air quality-related projects.

In 2025, METRO and PARTA are working on multi-year facility rehabilitations, continuing from FY 2024. In addition, the area received \$5.3 million in highway funds flexed over for public transit use. The largest expenditure is METRO's acquisition of 35 large buses, at a cost of \$25.6 million dollars. METRO and PARTA both acquire buses as part of a regular fleet update process in order to maintain their assets in a state of good repair.



FY 2024 Transit Projects Activity						
PID	Project Description	Total Project Cost	Federal Funding		State Funding	Grant/Project Status
			Amount	Source		
METRO REGIONAL TRANSIT AUTHORITY						
Capital						
104366	Design - New Admin. & Maint. Facility	\$342,561	\$221,261	CarbRP-S OTP2	\$121,300	Awarded
104366	Construct - New Admin. & Maint. Facility	\$38,712,880	\$37,808,113	Sec. 5339c	\$0	Awarded
104362	13 Large Buses	\$5,485,226	\$4,212,169	Sec. 5307/5339	\$0	Awarded
117675	Computer Software	\$250,000	\$200,000	CarbRP-S OTP2	\$0	Awarded
117675	Computer Hardware 1	\$194,000	\$155,200	CarbRP-S OTP2	\$0	Awarded
117675	Computer Hardware 2	\$100,000	\$80,000	CarbRP-S OTP2	\$0	Awarded
117675	Facility Concrete Rehabilitation	\$60,000	\$48,000	CarbRP-S OTP2	\$0	Awarded
117675	CNG Compressor Rehab. Garage 1	\$150,000	\$120,000	CarbRP-S OTP2	\$0	Awarded
117675	Portable Lift Garage 2	\$160,000	\$128,000	CarbRP-S OTP2	\$0	Awarded
120698	Portable Vehicle Lift	\$168,000	\$134,400	CarbRP-S OTP2	\$0	Awarded
120698	Gas Tank Rehab.	\$374,325	\$299,460	CarbRP-S OTP2	\$0	Awarded
120698	Communications Equipment	\$225,000	\$180,000	CarbRP-S OTP2	\$0	Awarded
120698	Signage Equipment	\$540,000	\$432,000	CarbRP-S OTP2	\$0	Awarded
104365	Bus Shelters & Bus Stops	\$373,192	\$173,192	CarbRP-S OTP2	\$0	Awarded
117673	2 Large Electric Buses	\$1,908,081	\$1,532,281	Sec. 5307/5339c	\$0	Awarded
113110	6 Large CNG Buses	\$4,200,000	\$1,360,000	Sec. 5307	\$0	Awarded
112245	3 Large CNG Buses	\$1,575,000	\$1,260,000	CMAQ	\$272,190	Awarded
		\$54,818,265	\$48,344,076		\$393,490	
Operating-Related						
104364	Preventive Maintenance	\$1,189,673	\$856,000	CarbRP-S OTP2		Awarded
104364	Preventive Maintenance	\$5,961,613	\$4,744,000	Sec. 5307	\$1,217,613	Awarded
		\$7,151,286	\$5,600,000		\$1,217,613	
Planning						
104368	Operational Planning	\$825,000	\$0		\$0	N/A
		\$825,000	\$0		\$0	
2024 METRO RTA TOTALS		\$62,794,551	\$53,944,076		\$1,611,103	
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY						
Capital						
111799	4 Large Diesel Transit Buses - 35'	\$1,893,610	\$1,514,888	Sec. 5339b	\$0	Awarded
112244	2 Large CNG Transit Buses - 40'	\$1,120,176	\$896,141	CMAQ-A	\$105,938	Awarded
120676	2 Large CNG Buses (partial)	\$10,133	\$8,106	CarbRP-S OTP2	\$0	Awarded
120676	3 Large CNG Buses (partial)	\$399,913	\$319,930	CarbRP-S OTP2	\$0	Awarded
120676	Automatic Passenger Counters	\$180,000	\$144,000	CarbRP-S OTP2	\$0	Awarded
120676	Facility Paving Project	\$120,000	\$96,000	CarbRP-S OTP2	\$0	Awarded
120676	Utility Support Vehicle	\$38,000	\$30,400	CarbRP-S OTP2	\$0	Awarded
120676	Maintenance Equipment	\$197,000	\$157,600	CarbRP-S OTP2	\$0	Awarded
		\$3,958,832	\$3,167,065		\$105,938	
Operating-Related						
111800	Elderly & Disabled Fare Assistance			-	\$85,814	Awarded
111802	Preventive Maintenance	\$1,375,000	\$1,100,000	Sec. 5307	\$246,049	Awarded
		\$1,375,000	\$1,100,000		\$331,863	
Planning						
111801	Operational Planning	\$65,000	\$52,000	Sec. 5307	\$0	N/A
		\$65,000	\$52,000		\$0	
2024 PARTA TOTALS		\$5,398,832	\$4,319,065		\$437,801	
Coordinated Human Services Transportation Program						
115440	Elderly & Disabled Capital Equipment	\$560,173	\$474,936	Sec. 5310	\$19,205	Awarded
117716	- Social Service Agencies					
2024 Coordinated Human Services Totals		\$560,173	\$474,936		\$19,205	
TOTAL PROJECT COST		\$68,753,556	\$58,738,077		\$2,068,109	

Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

FY 2025 Transit Projects Activity						
PID	Project Description	Total Project Cost	Federal Funding		State Funding	Grant/Project Status
			Amount	Source		
METRO REGIONAL TRANSIT AUTHORITY						
Capital						
121208	12 Small Electric Buses (LTV) < 30'	\$2,700,000	\$2,160,000	CMAQ-DERG	\$0	Awarded
121809	Project Mngt - New Admin. & Maint. Facility	\$72,000	\$57,600	OWMP OTP2	\$0	Awarded
104362	35 Large Buses	\$25,596,325	\$19,965,040	Sec. 5307, 5339	\$0	Awarded
121809	Computer Software 1	\$30,093	\$24,074	OWMP OTP2	\$0	Awarded
121809	Computer Software 2	\$240,000	\$200,000	OWMP OTP2	\$0	Awarded
121809	Computer Software 3	\$140,000	\$112,000	OWMP OTP2	\$0	Awarded
121809	Computer Hardware 1	\$150,000	\$120,000	OWMP OTP2	\$0	Awarded
121809	Computer Hardware 2	\$18,000	\$14,400	OWMP OTP2	\$0	Awarded
121809	Rehab Bus Support Facilities - Yards and Shops	\$1,500,000	\$1,200,000	OWMP OTP2	\$0	Awarded
104365	Bus Shelters & Bus Stops: Enhancements	\$448,400	\$370,720	OWMP, OTP2	\$0	Awarded
		\$30,894,818	\$24,223,834		\$0	
Operating-Related						
104364	Preventive Maintenance	\$8,833,600	\$7,066,880	Sec. 5307	\$1,070,000	Awarded
		\$8,833,600	\$7,066,880		\$1,070,000	
Planning						
104368	Operational Planning	\$825,000	\$0		\$0	N/A
		\$825,000	\$0		\$0	
2025 METRO RTA TOTALS		\$40,553,418	\$31,290,714		\$1,070,000	
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY						
Capital						
118325	5 Large CNG Transit Buses - 35'	\$4,001,588	\$3,201,270	Sec. 5339b	\$0	Awarded
118329	2 Light Transit Buses (LTV) < 30'	\$643,463	\$514,770	Sec. 5339	\$0	Awarded
122928	Computer Hardware	\$186,000	\$148,800	OWMP OTP2	\$0	Awarded
122928	Surveillance / Security Equipment	\$67,500	\$54,000	OWMP OTP2	\$0	Awarded
111798	Pedestrian Access (Walkways): Enhancements	\$112,500	\$90,000	Sec. 5307	\$0	Awarded
122928	Rehab Admin / Maintenance Facilities	\$100,000	\$80,000	OWMP OTP2	\$0	Awarded
122928	Construction - Maintenance Facility	\$195,000	\$156,000	OWMP OTP2	\$0	Awarded
121717	Maintenance Roof Restoration	\$300,000	\$240,000	CarbRP-S OTP2	\$0	Awarded
121717	Facility Equipment	\$452,068	\$361,654	CarbRP-S OTP2	\$0	Awarded
		\$6,058,119	\$4,846,494		\$0	
Operating-Related						
118319	Preventive Maintenance	\$1,375,000	\$1,100,000	Sec. 5307	\$200,000	Awarded
		\$1,375,000	\$1,100,000		\$200,000	
Planning						
122928	Long-Range System Planning	\$250,000	\$200,000	OWMP OTP2	\$0	Awarded
118314	Operational Planning	\$65,000	\$52,000	Sec. 5307	\$0	N/A
		\$315,000	\$252,000		\$0	
2025 PARTA TOTALS		\$7,748,119	\$6,198,494		\$200,000	
Coordinated Human Services Transportation Program						
115440/121422	Elderly & Disabled Capital Equipment	-	-		-	
& 121428	-Social Service Agencies	\$1,442,016	\$1,113,298	Sec. 5310	\$40,000	Awarded
2025 Coordinated Human Services Totals		\$0	\$0		\$40,000	
TOTAL PROJECT COST		\$48,301,537	\$37,489,208		\$1,310,000	

Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.

Chapter 8 | Projects

This chapter lists highway and transit projects scheduled to use available local, state and federal funds in fiscal years 2026 through 2029. The highway portion of the Transportation Improvement Program presents those roadway, bridge and transportation alternative projects. The transit portion of the Transportation Improvement Program includes projects programmed for the area’s transit operators, earmark projects administered through the Federal Transit Administration, and for projects associated with the coordination of public transit and human service agencies utilizing the Specialized Transportation (Enhanced Mobility for the Elderly and Disabled) Program. All projects included in the FY 2026-2029 Transportation Improvement Program (TIP) are consistent with AMATS’ Transportation Outlook 2050.

Highway Improvements

Highway projects can be added to the TIP in various ways. Projects can be submitted to AMATS by local governments in the Akron metropolitan area, transit operators, the County Engineers and ODOT. Projects submitted and funded by ODOT and the County Engineers Association of Ohio are reviewed for Regional Transportation Plan consistency before being included in the TIP.

AMATS is responsible for scoring highway projects submitted under the Surface Transportation Block Group Program (STBG), Transportation Alternatives Set Aside Program (TASA), the AMATS Resurfacing Program (a subset of the STBG funds AMATS receives), and Carbon Reduction Program (CRP). The *AMATS Funding Policy Guidelines*, listed in Appendix D, define project eligibility for each funding source and outline the scoring criteria used to select projects. These guidelines are approved by the AMATS Policy Committee and are updated ahead of each new funding round based upon the consensus of AMATS members and staff.

AMATS also accepts applications for Congestion Mitigation/Air Quality (CMAQ) funding. CMAQ funding, which is managed by a statewide committee named Ohio’s Statewide Urban CMAQ Committee (OSUCC), also has criteria for evaluating and prioritizing projects. These criteria are used by Metropolitan Planning Organizations (MPOs) statewide to select projects in this program.

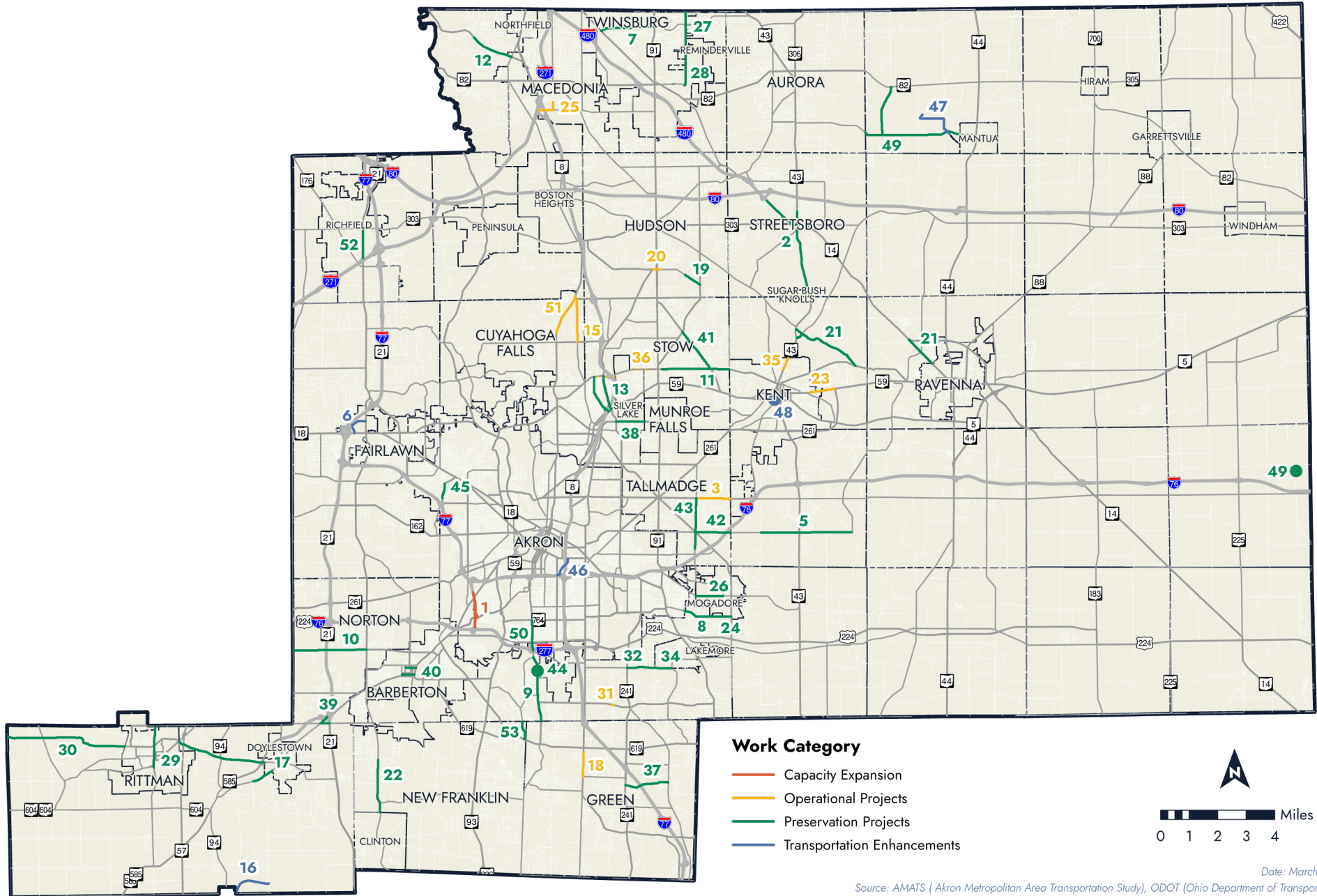
Once projects are selected for funding through any funding source, projects are added to the TIP. The listing of highway projects is divided into two categories: individual and group projects. Individual projects include: any projects with AMATS funding (excluding AMATS Pavement Repair and Sidewalk Ramp Program), projects that require air quality analysis, and any projects that are regionally significant. Group projects include non-regionally significant projects, air quality exempt projects, those that require an environmental document type of CE2 or below, and projects that have a total project cost under \$30 million. Usually, group projects have ODOT as a sponsor and don’t require an AMATS amendment when changes occur. Examples of group projects include guardrail repairs, pavement markings, minor bridge/culvert maintenance, sign replacements, lighting, and minor roadway rehabilitation of state and US routes.

All highway projects and studies included in the 2026-2029 Transportation Improvement Program are listed in the tables (individual and group) and are shown graphically in maps on the following pages. Please note some projects, especially group projects, can’t be mapped due to non-location specific nature of the project. The table on the following page includes a glossary of terms to better understand the highway tables.



Term	Description
PID No.	The Project Identification Number assigned to a project by ODOT.
Project Name	The official project title assigned by ODOT.
Length Location and Termini	Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.
Type of Work	A brief description of the type of work to be performed.
SFY	State Fiscal Year (e.g. SFY 2026 begins on July 1, 2025).
Total Cost (000's)	Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Project Sponsor	The unit of government or agency that initiated the project, charged with implementation responsibility and assigned local share.
Phase	ENV – Preliminary Engineering/Environmental DD – Detailed Design RW – Right-of-Way CO – Construction OTH – Other SP – Planning SR - Research TR - Transit

2026-2029 Highway Individual TIP Projects





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
	76721	SUM SR 0008 07.60	DISTRICT 4-ENGINEERING	Roadway Major Rehab	Summit County SR-8 from Graham Road to just North of SR-303	Total pavement replacement from Graham Road (SLM 7.60) to just North of SR-303 (SLM 13.30), in the cities of Stow and Hudson, Summit County, Ohio. Also includes miscellaneous bridge work, and slide repair. Five unknown abandoned railroads on SR 8- 2 at 12.5, 1 at 10, 1 at 9 and 1 at 8.05	DBT	2026 2027 2028 2029	Garvee / SIB Repayments	\$4,764,214.00 \$4,764,214.00 \$4,764,213.00 \$4,764,213.00	\$67,725,190.19	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)
	93501	SUM/MED IR 0076 00.00/11.43 DB	DISTRICT 4-PLANNING	Roadway Major Rehab	Medina County line to Central Ave	Complete pavement replacement from Medina County line to State Route 21. Pavement replacement and widening to six lanes from State Route 21 to approximately Central Ave. Re-Deck of two structures in Medina County. MED-IR76-11.43 (L&R). Replacing the following culverts CFN 770760190 SUM-76-1.37 and CFN 770760450 SUM-76-3.21.	DBT	2026 2027 2028	Garvee / SIB Repayments	\$8,075,717.00 \$2,285,755.00 \$2,243,237.00	\$89,048,327.61	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)
	96670	SUM IR 0076 05.53	DISTRICT 4-PLANNING	Add Through Lane(s)	Central Avenue to 27th Street, SUM SR 619 from 0.00 to 0.66 and 0.82 to 1.79, SUM CR 667 from 0.60 to 0.77	Adding 3rd lane on IR-76 and Reconstruction/Reconfiguration IR 76 Interchange accessing Wooster Road / East Avenue/State St. Includes resurfacing of SUM SR 619 from 0.00 to 0.66 and 0.82 to 1.79. Resurfacing of SUM CR 667 from 0.60 to 0.77. Minor work to 6 structures, removal of 3 structures, replacement of 3 structures and widening of 1 structure. Unknown abandoned railroad on IR 76 at 5.8, CSX railroad on IR 76 at 5.95	DBT	2026 2027 2028 2029	Garvee / SIB Repayments	\$2,280,740.00 \$2,280,740.00 \$2,280,741.00 \$2,280,741.00	\$36,604,861.48	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)
1	100713	SUM IR 0076 06.72	DISTRICT 4-PLANNING	Roadway Major Rehab	West Side of SUM Akron Beltway including NW Interchange	Improvements to the west side within the Akron "Beltway" freeway system to increase capacity and improve safety including structure rehabilitation and noisewalls within the City of Akron, Summit County, Ohio.	CO	2027	National Highway Freight Labor	\$52,000,000.00 \$13,000,000.00 \$4,550,000.00	\$85,802,153.00	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)
	102329	SUM IR 76/77/8 8.24/09.74/00.00	DISTRICT 4-PLANNING	Roadway Major Rehab	SUM IR76 from 8.24 to 9.96 and 11.01 to 12.03; SUM IR77 from 9.74 to 12.11 and 15.18 to 15.87; SUM SR 8 from 0.00 to 1.75	Pavement replacement over SUM IR76 from 8.24 to 9.96 and 11.01 to 12.03 and SUM IR77 from 9.74 to 12.11 and 15.18 to 15.87. Covers the "South Leg" and "West Leg", includes work to several structures, in the City of Akron, Summit County, Ohio. Resurfacing of SUM SR 8 from 0.00 to 1.75. Also included with this project is the work on PID 101402 as a Design-Bid-Build portion of the Scope of Services: The Akron Beltway Planning Study (PID 95831) identified the need to replace the left handed exit ramps (Ramps N & R) from both WB and EB I-76 in the Central Interchange. Reconstruction of these ramps will address both the poor bridge condition and the substandard ramp geometrics. Reconfiguring the lane arrangements on both WB and EB I-76 to provide drop lanes for NB and SB exits in each direction as well as two thru lane movements for I-76 addresses both safety and operations. The Central Interchange project (PID 101402) is the first identified project from the Akron Beltway Planning Study and has been advanced prior to the finalization of that study due to the condition of the bridges on Ramps N & R. These improvements do not preclude potential future improvements with the Central Interchange.	DBT	2026 2027 2028 2029	Garvee / SIB Repayments	\$6,058,791.00 \$6,058,791.00 \$6,058,791.00 \$6,058,791.00	\$173,062,028.45	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), Pavement (Non-Interstate NHS), Safety
2	105213	POR SR 14 / 43 1.74 / 15.59	Streetsboro	Roadway Minor Rehab	POR SR 14 from 1.74 to 3.65, POR SR 43 from 15.59 to 18.20, New signal at POR SR 303 2.72	Resurfacing portions of POR SR 14 and POR SR 43 in the City of Streetsboro, includes minor work to one structure (Part 1). Replace concrete with full depth asphalt pavement at the intersection of POR SR 14/SR 43 (Part 2). Install new signal at SR 14/SR 303/Ranch Rd intersection and close the westbound slip lane from SR 303 to SR 14 (Part 3).	CO	2026	MPO CMAQ MPO STBG Preservation State Labor Local	\$459,517.00 \$1,089,752.00 \$1,880,000.00 \$435,000.00 \$433,100.00 \$1,548,831.00	\$5,846,200.00	Exempt	CMAQ, Pavement (Non-Interstate NHS), Safety



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
3	112869	SUM East Ave Ph 1 (Tallmadge)	Tallmadge	Roadway Improvement (Safety)	Community Rd (2.37) to Portage County Line (4.56)	Widen East Avenue (CR 630) from Community Road to the Portage County Line (Parliament Dr.) for a center two-way left turn lane, install curb and sidewalks on both sides. Identified as a high priority segment in ODOT's HSIP. The project will be broken into Phase 1 (Recreation Center Dr. to Parliament Dr.) & Phase 2 (Community Road to Recreation Center Dr.) This PID will incorporate design work for both phases and Construction for Phase 1 only. CMAQ funding is anticipated from AMATS as well as additional funding from the City of Tallmadge for the construction phase.	CO	2028	MPO CMAQ	\$8,509,995.00	\$14,218,293.75	Exempt	CMAQ, Safety
									Labor	\$744,600.00			
									Local	\$2,127,498.75			
4	114865	SUM IR 77/SR 8 11.65/0.00	DISTRICT 4-PLANNING	Roadway Major Rehab	SUM IR 77 from 11.65 to 11.75 and SUM SR 8 from 0.00 to 1.80	Corridor improvements along SUM IR 77 just north of Lovers Lane to SR 8 and SR 8 from I-77 to just north of Perkins St including ramp and service road reconfigurations to increase safety and reduce congestion.	DD	2026	Major Programs	\$545,137.60	\$73,982,199.00	Exempt	Pavement (Interstate)
									State	\$136,284.40			
5	115359	POR CR 0082 01.07 (Old Forge Rd)	Portage County Engineer	Roadway Minor Rehab	Old Forge Rd from Sunnybrook Rd to Ranfield Rd	Resurfacing of Old Forge Rd from Sunnybrook Rd to Ranfield Rd, Portage County, Ohio.	CO	2027	MPO STBG	\$628,362.00	\$785,452.50	Exempt	
									Local	\$157,090.50			
6	116457	SUM CR 0537 00.19 Springside Dr	Summit County Engineer	Pedestrian Facilities	Springside Dr from SR 18 to Cleveland Massillon Rd	Install sidewalks on Springside Dr from SR 18 to Cleveland Massillon Rd in Bath Township, Summit County, Ohio.	CO	2027	MPO TA	\$600,000.00	\$1,035,153.71	Exempt	Non-SOV
									Local	\$282,094.71			
7	116505	SUM Glenwood Dr (Twinsburg)	Twinsburg	Roadway Minor Rehab	Ravenna Rd to Darrow Rd (SR 91)	Resurfacing of Glenwood Rd in the City of Twinsburg, includes full and partial depth repairs, manhole and catch basin adjustments and curb repairs.	CO	2027	MPO STBG	\$787,500.00	\$977,400.00	Exempt	
									Local	\$189,900.00			
8	116556	SUM CR 0044 00.68 (Albrecht Ave)	Summit County Engineer	Roadway Minor Rehab	Albrecht Ave from Springfield Township Line (Stull Ave) to Cleveland Ave	Resurfacing of Albrecht Ave from Springfield Township Line (Stull Ave) to Cleveland Ave in Summit County, Ohio. Includes shoulder restoration and widening, loop detector replacement and guardrail repairs/upgrades.	CO	2027	MPO STBG	\$787,500.00	\$2,003,462.70	Exempt	
									Local	\$1,215,962.70			
9	116557	SUM CR 0050 05.70 (S Main St)	Summit County Engineer	Roadway Minor Rehab	S Main St from Green North Corp Limit to Warner Rd	Resurfacing of S Main St from Green North Corp Limit to Warner Rd in Summit County, Ohio. Includes loop detector replacement and guardrail repairs/upgrades.	CO	2027	MPO STBG	\$787,500.00	\$1,663,628.61	Exempt	
									Local	\$855,628.61			
10	116620	SUM Greenwich Rd (Norton)	Norton	Roadway Minor Rehab	S Medina Line Rd to Cleveland-Massillon Rd	Resurfacing of Greenwich Rd from S Medina Line Rd to Cleveland-Massillon Rd in the City of Norton, Summit County, Ohio.	CO	2027	MPO STBG	\$787,500.00	\$1,259,839.55	Exempt	
									Local	\$472,339.55			
11	116623	SUM Graham Rd (Stow)	Stow	Roadway Minor Rehab	Just east of SR 91 to Newcomer Rd	Resurfacing of Graham Rd from just east of SR 91 to Newcomer Rd in the City of Stow, Summit County, Ohio	CO	2027	MPO STBG	\$787,500.00	\$994,175.00	Exempt	
									Local	\$190,575.00			
12	116703	SUM CR 0025 07.39 Valley View Rd	Summit County Engineer	Roadway Minor Rehab	Dunham Rd to Olde Eight Rd	Resurfacing of Valley View Road from Dunham Rd to Olde Eight Rd.	CO	2027	MPO STBG	\$787,500.00	\$1,522,224.63	Exempt	
									Local	\$734,724.63			
13	116740	SUM Bailey Rd (Cuyahoga Falls)	Cuyahoga Falls	Roadway Minor Rehab	Bailey Rd from Front St to Graham Rd	Resurfacing of Bailey Rd from Front St to Graham Rd in the City of Cuyahoga Falls, Summit County, Ohio.	CO	2027	MPO STBG	\$700,000.00	\$890,800.00	Exempt	
									Local	\$175,000.00			
14	116741	SUM Hudson Dr (Cuyahoga Falls)	Cuyahoga Falls	Roadway Minor Rehab	Hudson Dr from Front St to Graham Rd	Resurfacing of Hudson Dr from Front St to Graham Rd in the City of Cuyahoga Falls, Summit County, Ohio.	CO	2027	MPO STBG	\$700,000.00	\$1,026,531.40	Exempt	
									Local	\$310,831.40			
15	116742	SUM Wyoga Lake Rd (Cuyahoga Falls)	Cuyahoga Falls	Roadway Improvement (Safety)	Wyoga Lake Rd from E Steels Corners Rd to Seasons Rd	Reconstruction and widening of Wyoga Lake Rd from E Steels Corners Rd to Seasons Rd in the City of Cuyahoga Falls, Summit County, Ohio. Roadway will be widened to add a two way left turn lane section, add drop right turn lanes where warranted, install new signal at the Walsh High School main entrance and extend the existing shared use path to Seasons Rd.	CO	2026	MPO STBG	\$5,639,000.00	\$7,736,000.00	Exempt	
									Local	\$1,284,750.00			
16	116841	WAY Heartland Trail Phase 4A	Wayne County Engineer	Bike Facility	Existing Trail 1,800 ft north of Market St. to Coal Bank Rd, 1,900 ft. north of Fulton Rd	Construction of multi-use trail beginning at existing trail 1,800 ft. north of Market St. in Marshallville along the abandoned rail bed to the crossing at Coal Bank Rd. 1,900 ft. north of Fulton Rd.	CO	2026	MPO TA	\$590,583.20	\$819,703.00	Exempt	Non-SOV
									Local	\$147,645.80			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
17	116855	WAY-CR 070-018.13 (Doylestown)	Wayne County Engineer	Roadway Minor Rehab	Termini TBD at SOS meeting	Resurfacing of Doylestown Rd from Rittman east corp limit to Doylestown West corp limit as well as Portage St from Whitman Rd to Doylestown west corp limit.	CO	2027	MPO STBG	\$508,828.80	\$636,036.00	Exempt	
								Local	\$127,207.20				
18	116917	SUM S Arlington Rd (Green)	Green	Add Through Lane(s)	S Arlington Rd just south of Boettler Rd to just north of September Dr	Widening S Arlington Rd from 2 to 4 lanes and includes new roundabouts at Boettler Rd and Southwood Dr in the City of Green, Summit County, Ohio. Includes new sidewalks.	RW	2026	MPO CMAQ		\$21,898,617.89	Non-Exempt (Analyzed)	CMAQ, PHED, Safety
								MPO STBG	\$674,602.00				
								Local	\$168,650.50				
							CO	2026	Discretionary / Earmark	\$2,000,000.00			
								MPO CMAQ	\$3,305,666.00				
								MPO CRP	\$2,000,000.00				
								MPO STBG	\$1,699,040.00				
								Safety	\$3,500,000.00				
								Local	\$7,622,227.39				
19	116925	SUM E Barlow Rd (Hudson)	Hudson	Roadway Minor Rehab	Norfolk Southern RR crossing to Stow Rd	Resurfacing E Barlow Rd in the city of Hudson, Summit County, Ohio. Includes full and partial depth repairs and ADA curb ramps where needed.	CO	2027	MPO STBG	\$439,744.00	\$497,504.45	Exempt	
								Local	\$48,860.45				
20	116929	SUM SR 91 / Terex Rd (Hudson)	Hudson	Intersection Improvement (Safety)	SR 91/Terex Rd	Intersection improvement at SR 91 and Terex Rd in the City of Hudson, Summit County, Ohio. Includes striping modifications to improve left turn lane offsets on Terex Rd as well as extending the eastbound left turn lane on Terex Rd and adding a new westbound left turn lane at the JoAnn Fabrics entrance.	CO	2026	MPO STBG	\$400,142.00	\$570,002.22	Exempt	Safety
								Local	\$154,960.22				
21	116939	POR Cleveland / Diagonal / Ravenna	Portage County Engineer	Roadway Minor Rehab	Cleveland Rd from Ravenna N Corp Limit to SR 14, Ravenna Rd from Brady Lake to SR 43, Diagonal Rd from SR 43 to Ravenna Rd	Resurfacing of Ravenna Rd CR 145, Diagonal Rd CR 155 and Cleveland Rd CR 171 in Portage County, Ohio.	CO	2027	MPO STBG	\$935,966.00	\$1,151,958.00	Exempt	
								Local	\$215,992.00				
22	117138	SUM Cleve Mass Ph3 (CR17)	New Franklin	Roadway Minor Rehab	Cleveland-Massillon Rd from Serfass Rd to Grill Rd	Resurfacing of Cleveland-Massillon Rd from Serfass Rd to Grill Rd, in the City of New Franklin, Summit County, Ohio.	CO	2027	MPO STBG	\$700,000.00	\$993,236.00	Exempt	
								Local	\$275,336.00				
23	118500	POR SR 0059 02.93	Kent	Roadway Improvement (Safety)	POR SR 59 from 2.925 to 3.797	Roadway improvements to SR 59 in the city of Kent and Franklin Township. Includes reducing lane widths, extending and widening sidewalks, new ADA curb ramps and mid-block pedestrian crossings, new ADA accessible bus stops and shelters and upgrading pedestrian signal heads with audible countdown timers.	DD	2026	Safety	\$79,815.60	\$7,438,234.00	Exempt	Pavement (Non-Interstate NHS), Safety
								Local	\$8,868.40				
							CO	2027	MPO STBG	\$3,212,000.00			
								State	\$535,000.00				
								Local	\$2,994,000.00				
	118655	SUM AMATS FY26 Air Quality	AMATS	Statewide / Regional Planning	0.00	AMATS FY26 Air Quality Program	OTH	2026	MPO CMAQ	\$100,000.00	\$100,000.00	Exempt	CMAQ
	118656	SUM AMATS FY27 Air Quality	AMATS	Statewide / Regional Planning	0.00	AMATS FY27 Air Quality Program	OTH	2027	MPO CMAQ	\$100,000.00	\$100,000.00	Exempt	CMAQ
	118658	SUM AMATS FY26 Rideshare	AMATS	Miscellaneous	0.00	AMATS FY26 Rideshare Program	OTH	2026	MPO CMAQ	\$80,000.00	\$80,000.00	Exempt	CMAQ, Non-SOV
	118659	SUM AMATS FY27 Rideshare	AMATS	Miscellaneous	0.00	AMATS FY27 Rideshare Program	OTH	2027	MPO CMAQ	\$80,000.00	\$80,000.00	Exempt	CMAQ, Non-SOV
24	120949	SUM SR 0532 00.80	Mogadore	Traffic Control (Safety)	SUM SR 532 and Albrecht Ave	Install new signal at SUM SR 532 and Albrecht Ave in the Village of Mogadore.	CO	2028	MPO CMAQ	\$260,890.00	\$358,112.50	Exempt	CMAQ, Safety
								Labor	\$32,000.00				
								Local	\$65,222.50				



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
25	121067	SUM Highland Rd (Macedonia)	Macedonia	Intersection Improvement (Safety)	Highland Rd between I-271 and S Bedford Rd, and S Bedford Rd between Highland Rd and Blue Jay Trl	Intersection improvement at Highland Rd and SR 8 by installing a new signal and constructing new westbound and eastbound turn lanes along Highland Rd and constructing a new dedicated right turn lane on S Bedford Rd at Highland Rd. Includes new sidewalks on the west side of S Bedford Rd and a new signal at the Highland/S Bedford Rd intersection.	RW	2027	MPO CMAQ	\$213,600.00	\$2,950,600.00	Exempt	CMAQ
									Local	\$53,400.00			
							CO	2028	MPO CMAQ	\$2,006,400.00			
									Labor	\$175,600.00			
		Local	\$501,600.00										
26	121069	SUM Mogadore Rd (Mogadore)	Mogadore	Roadway Minor Rehab	Mogadore West Corp Limit to Gilchrist Rd	Resurfacing Mogadore Rd from the Mogadore West Corp Limit to Gilchrist Rd in the Village of Mogadore.	CO	2029	MPO STBG	\$632,727.00	\$854,950.00	Exempt	
									Labor	\$63,330.00			
									Local	\$158,893.00			
27	121117	SUM Liberty Rd N (Twinsburg)	Twinsburg	Roadway Minor Rehab	100ft S of Post Rd to the Cuyahoga County Line	Resurfacing of Liberty Rd from 100ft S of Post Rd to the Cuyahoga County Line, in the City of Twinsburg and Village of Reminderville, Summit County, Ohio.	CO	2029	MPO STBG	\$615,600.00	\$684,000.00	Exempt	
									Local	\$68,400.00			
28	121118	SUM Liberty Rd S (Twinsburg)	Twinsburg	Roadway Minor Rehab	Cannon Rd to 100ft S of Post Rd	Resurfacing of Liberty Rd from Cannon Rd to 100ft S of Post Rd, in the City of Twinsburg, Summit County, Ohio.	CO	2029	MPO STBG	\$787,500.00	\$875,000.00	Exempt	
									Local	\$87,500.00			
29	121203	WAY CR 57 3.51 (Main St)	Rittman	Roadway Minor Rehab	Front Street to Rittman's northern Corp Limit.	Resurface Main Street from just north of Front Street to Rittman's northern Corp Limit.	CO	2028	MPO STBG	\$1,053,855.00	\$1,300,428.00	Exempt	
									Local	\$246,573.00			
30	121204	WAY CR 70 11.81 (Resurfacing)	Wayne County Engineer	Roadway Minor Rehab	Eastern Rd SR94 to Portage St and Gates St from Eastern Rd to Doylestown Corp limit	Resurfacing of Doylestown Road (CR 70) from Jordan Rd to Decourcey St	CO	2029	MPO STBG	\$900,000.00	\$1,116,216.00	Exempt	
									Local	\$216,216.00			
31	121287	SUM CR 0135 02.60 (Killian Rd)	Summit County Engineer	Intersection Improvement (Safety)	Intersection of Killian Rd and Pickle Rd	Install roundabout at the intersection of Killian Rd (CR 135) and Pickle Rd (CR 70) in Springfield Township, Summit County, Ohio. Includes reprofiling the eastern approach to improve sight distance, curb ramps, sidewalks, ADA curb ramps, signage, stripping and drainage.	RW	2027	MPO CRP	\$240,000.00	\$2,640,600.00	Exempt	
									Local	\$60,000.00			
							CO	2028	MPO CRP	\$1,750,000.00			
									Local	\$590,600.00			
32	121290	SUM CR 130 01.48 (Krumroy Rd P1)	Summit County Engineer	Roadway Minor Rehab	Krumroy Rd (CR 130) from SR 241 to 200 ft east of Hilbish Ave	Resurfacing Krumroy Rd (CR 130) from SR 241 to 200 ft east of Hilbish Ave in Springfield Township, Summit County, Ohio. Includes pavement repairs, loop detector replacement, pavement markings and shoulder restoration and widening to 4' where possible.	CO	2029	MPO STBG	\$720,000.00	\$864,000.00	Exempt	
									Local	\$144,000.00			
33	121291	SUM CR 130 02.00 (Krumroy Rd P2)	Summit County Engineer	Roadway Minor Rehab	Krumroy Rd (CR 130) from 200 ft east of Hilbish Ave to Pressler Rd	Resurfacing Krumroy Rd (CR 130) from 200 ft east of Hilbish Ave to Pressler Rd in Springfield Township, Summit County, Ohio. Includes pavement repairs, pavement markings, shoulder restoration and widening to 4' where possible.	CO	2029	MPO STBG	\$720,000.00	\$864,000.00	Exempt	
									Local	\$144,000.00			
34	121292	SUM CR 130 02.47 (Krumroy Rd P3)	Summit County Engineer	Roadway Minor Rehab	Krumroy Rd (CR 130) from Pressler Rd to Flickinger Rd	Resurfacing Krumroy Rd (CR 130) from Pressler Rd to Flickinger Rd in Springfield Township and the Village of Lakemore, Summit County, Ohio. Includes pavement repairs, pavement markings, shoulder restoration and widening to 4' where possible.	CO	2029	MPO STBG	\$855,000.00	\$1,026,000.00	Exempt	
									Local	\$171,000.00			
35	121376	POR SR 0043 12.74 (Kent)	Kent	Roadway Improvement (Safety)	POR SR 43 from Needham Ave to just north of Davey Tree entrance	Roadway improvements on POR SR 43 between Needham Ave and just north of the Davey Tree entrance in the City of Kent. Includes pavement resurfacing/reconstruction, signal upgrade at Roosevelt High School, new sidewalks, lighting, curb ramps, storm sewers, signing and pavement markings. Exact work TBD.	CO	2029	MPO CRP	\$2,000,000.00	\$6,025,000.00	Exempt	Pavement (Non-Interstate NHS)
									State	\$225,000.00			
									Local	\$3,800,000.00			
36	121457	SUM Graham Rd Signals (Stow)	Stow	Traffic Control (Safety)	Graham Rd from Bailey Rd to Newcomer Rd	Replace and upgrade signals on Graham Rd between Bailey Rd and Newcomer Rd. Includes new poles, mast arms, controllers, signal heads, signs, preemption, and pedestrian signal upgrades.	CO	2027	MPO CMAQ	\$2,860,000.00	\$3,575,000.00	Exempt	CMAQ, Safety
									Local	\$715,000.00			
37	121572	SUM Graybill Rd (Green)	Green	Roadway Minor Rehab	Graybill Rd between Massillon Rd (SR 241) and Mayfair Rd	Resurfacing of Graybill Rd between Massillon Rd (SR 241) and Mayfair Rd in the City of Green.	CO	2028	MPO STBG	\$774,000.00	\$928,800.00	Exempt	
									Local	\$154,800.00			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
38	121584	SUM Munroe Falls Ave (Cuyahoga Falls)	Cuyahoga Falls	Roadway Minor Rehab	Munroe Falls Ave from Bailey Rd to the Cuyahoga Falls Eastern Corp Limit	Resurfacing Munroe Falls Ave from Bailey Rd to the Cuyahoga Falls Eastern Corp Limit in the City of Cuyahoga Falls.	CO	2028	MPO STBG	\$855,000.00	\$1,017,555.56	Exempt	
									Local	\$162,555.56			
39	121591	SUM Eastern Rd / Portage St (Norton)	Norton	Roadway Minor Rehab	Eastern Rd from Portage St to SR 21 and Portage St from Eastern Rd to the SR 585 interchange	Resurfacing of Eastern Rd from Portage St to SR 21 and Portage St from Eastern Rd to the SR 585 interchange, in the City of Norton, Summit County, Ohio.	CO	2028	MPO STBG	\$791,264.00	\$949,516.80	Exempt	
									Local	\$158,252.80			
40	121594	SUM Tuscarawas / Lake (Barberton)	Barberton	Roadway Minor Rehab	Tuscarawas Ave from Wooster Rd to 8th St and Lake Ave from Wooster Rd to 6th St	Resurfacing Tuscarawas Ave from Wooster Rd to 8th St and Lake Ave from Wooster Rd to 6th St in the City of Barberton.	CO	2028	MPO STBG	\$900,000.00	\$1,080,000.00	Exempt	
									Labor	\$80,000.00			
									Local	\$100,000.00			
41	121639	SUM Fishcreek Rd Ph 1 (Stow)	Stow	Roadway Minor Rehab	Just east of SR 91 to Newcomer Rd	Resurfacing of Fishcreek Rd from Graham Rd to Stow Rd in the City of Stow, Summit County, Ohio. Includes full and partial depth repairs and pavement markings.	CO	2029	MPO STBG	\$900,000.00	\$1,380,000.00	Exempt	
									Local	\$480,000.00			
42	121687	SUM Eastwood Ave (Tallmadge)	Tallmadge	Roadway Minor Rehab	Eastwood Ave from Munroe Road to Eastern Corp Limit	Resurfacing of Eastwood Ave from Munroe Road to Eastern Corp Limit in the City of Tallmadge, Summit County, Ohio. Includes full and partial depth repairs.	CO	2028	MPO STBG	\$582,120.00	\$698,544.00	Exempt	
									Labor	\$51,744.00			
									Local	\$64,680.00			
43	121688	SUM Munroe Rd (Tallmadge)	Tallmadge	Roadway Minor Rehab	Munroe Rd from Perry Rd to East Ave	Resurfacing of Munroe Rd from Perry Rd to East Ave in the City of Tallmadge, Summit County, Ohio. Includes full and partial depth repairs.	CO	2028	MPO STBG	\$889,851.00	\$1,067,823.33	Exempt	
									Labor	\$79,100.00			
									Local	\$98,872.33			
44	121715	SUM CR 0050 06.62 (S Main St)	Summit County Engineer	Roadway Major Rehab	S Main St from Portage Lakes Dr to N Turkeyfoot Rd	Pavement reconstruction on S Main St from Warner Rd to N Turkeyfoot Rd, Summit County, Ohio. Includes new sidewalks on the east side of S Main St from Portage Lakes Dr to Warner Rd and on the west side from Warner Rd to Vaughn Rd, ADA curb ramps, new traffic signal, add pedestrian heads and push buttons, replace bridge at Vaughn Rd.	RW	2029	MPO STBG	\$200,000.00	\$15,592,000.00	Exempt	
									Local	\$50,000.00			
45	121745	SUM White Pond Drive (Akron)	Akron	Roadway Minor Rehab	White Pond Drive from Parkgate Ave to Frank Blvd	Resurfacing of White Pond Drive from Parkgate Ave to Frank Blvd in the City of Akron.	CO	2029	MPO STBG	\$400,000.00	\$540,000.00	Exempt	
									Local	\$140,000.00			
46	121747	SUM Rubber City Heritage Tr Ph 3	Akron	Shared Use Path	E Exchange/Huntington Ave to Brown St/Johnston St	Construction of a 4,410 ft multi-modal trail along an abandoned railroad between E Exchange St/Huntington Ave intersection and Brown St/Johnston St intersection in the City of Akron, Summit County, Ohio.	RW	2028	MPO TA	\$45,200.00	\$2,015,000.00	Exempt	Non-SOV
									Local	\$11,300.00			
									CO	2029			
47	121754	POR Headwaters Trail (Phase 9)	Portage County Park District	Shared Use Path	Mantua Center Rd and Pioneer Trail	Construction of a 1.5 mile bike-pedestrian path within the right of way of Diagonal Rd, Mantua Center Rd and Pioneer Trail as part of the Headwaters Trail in Mantua Township.	CO	2029	MPO TA	\$1,000,000.00	\$1,325,000.00	Exempt	Non-SOV
									Labor	\$75,000.00			
									Local	\$250,000.00			
48	121755	POR Summit / Stow St Ped Imp.	Portage County Engineer	Pedestrian Facilities	Stow (Summit) St to Franklin Ave and the connection to the SR 59 Portage Hike and Bike Trail	Construct a segment of the hike/bike trail along Stow (Summit) St to Franklin Ave and the connection to the SR 59 Portage Hike and Bike Trail. Includes replacing the superstructure on SFN 6737498 to accommodate the 8ft side path on the bridge and narrowing the existing lanes.	CO	2029	Local Programs	\$1,943,035.00	\$2,348,745.83	Exempt	Non-SOV
									Local	\$102,266.00			
49	121813	POR Chamberlain / Mennonite Rds	Portage County Engineer	Roadway Minor Rehab	Chamberlain Rd from Mennonite Rd to SR 82 and Mennonite Rd from Aurora East Corp Limit to Mantua West Corp Limit	Resurfacing of Chamberlain Rd from Mennonite Rd to SR 82 and Mennonite Rd from Aurora East Corp Limit to Mantua West Corp Limit.	CO	2029	MPO STBG	\$900,000.00	\$1,080,000.00	Exempt	
									Local	\$180,000.00			



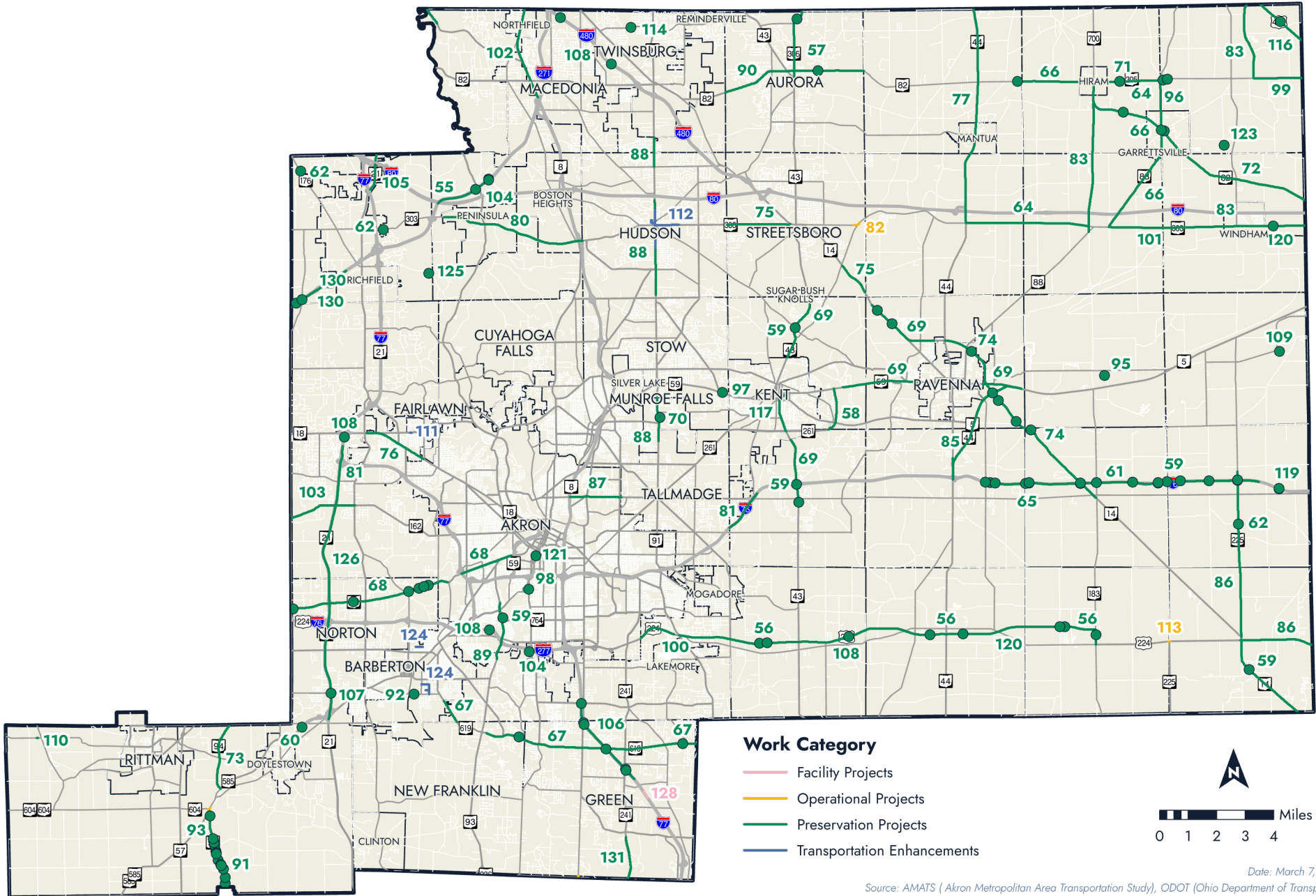
TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Individual TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
50	121824	SUM S Main St (Akron)	Akron	Roadway Minor Rehab	S Main St from US 224 to Wilbeth Rd in the City of Akron.	Resurfacing of S Main St from US 224 to Wilbeth Rd in the City of Akron.	CO	2029	MPO STBG	\$800,000.00	\$1,564,000.00	Exempt	
									Local	\$764,000.00			
51	121863	SUM State Rd Ph 2 (Cuyahoga Falls)	Cuyahoga Falls	Roadway Minor Rehab	Quick Rd to Wyoga Lake Rd	State Rd improvements between Quick Rd and Wyoga Lake Rd. Includes total pavement replacement, adding a center two way left turn lane, installing a round about at the State Rd/Quick Rd intersection and adding sidewalk on the north/west side of State Rd.	RW	2027	MPO STBG	\$69,520.00	\$15,000,000.00	Exempt	
									Local	\$17,380.00			
									CO	2028			
Local	\$8,882,620.00												
52	121889	SUM Brecksville Rd (Richfield)	Richfield	Roadway Minor Rehab	Brecksville Rd from IR 271 to SR 303	Resurfacing of Brecksville Rd from IR-271 SB off ramp to just south of SR 303, in the Village of Richfield, Summit County, Ohio.	CO	2029	MPO STBG	\$900,000.00	\$1,080,000.00	Exempt	
									Labor	\$80,000.00			
									Local	\$100,000.00			
53	121904	SUM S Turkeyfoot Rd (New Franklin)	New Franklin	Roadway Minor Rehab	S Turkeyfoot Lake Rd between SR 619 and the North Corp Limit in the City of New Franklin	Resurfacing of S Turkeyfoot Lake Rd between SR 619 and the North Corp Limit in the City of New Franklin.	CO	2029	MPO STBG	\$633,390.00	\$760,066.67	Exempt	
									Local	\$126,676.67			
	123136	SUM AMATS FY28 Air Quality	AMATS	Statewide / Regional Planning	0.00	AMATS FY28 Air Quality Program	OTH	2028	MPO CMAQ	\$100,000.00	\$100,000.00	Exempt	CMAQ
	123137	SUM AMATS FY29 Air Quality	AMATS	Statewide / Regional Planning	0.00	AMATS FY29 Air Quality Program	OTH	2029	MPO CMAQ	\$100,000.00	\$100,000.00	Exempt	CMAQ
	123138	SUM AMATS FY28 Rideshare	AMATS	Miscellaneous	0.00	AMATS FY28 Rideshare Program	OTH	2028	MPO CMAQ	\$80,000.00	\$80,000.00	Exempt	CMAQ, Non-SOV
	123139	SUM AMATS FY29 Rideshare	AMATS	Miscellaneous	0.00	AMATS FY29 Rideshare Program	OTH	2029	MPO CMAQ	\$80,000.00	\$80,000.00	Exempt	CMAQ, Non-SOV



2026-2029 Highway Group TIP Projects





TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
54	95581	WAY SR 0094 16.73	ODOT SPONSORING AGENCY	Bridge Preservation	WAY-094-16.74	Bridge Replacement WAY-094-16.73 over a unnamed stream- Approximately 1200' south of Warwick Road.	CO	2028	Preservation State Labor	\$654,904.80 \$163,726.20 \$49,962.00	\$1,237,391.00	Exempt	
55	96518	SUM IR 0271 06.55	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM IR 271 from 6.55 to 8.54	Resurfacing of SUM IR 271 from 06.55 to 8.54, includes minor bridge work on 7 structures. Part 2 - Superstructure replacement of SFN# 7709099 and 7709129, SUM IR271 8.25 Left and Right.	CO	2028	Preservation State Labor	\$11,149,920.00 \$1,238,880.00 \$867,200.00	\$13,256,000.00	Exempt	Bridge (NHS), Pavement (Interstate)
56	101056	POR US 0224 00.00	DISTRICT 4-PLANNING	Roadway Major Rehab	POR US 224 from 0.00 to 12.99	Resurfacing of POR US 224. Includes minor bridge work to seven structures.	CO	2028	Major Programs Preservation State Labor	\$6,000,000.00 \$4,895,200.00 \$2,723,800.00 \$851,560.00	\$14,470,560.00	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)
57	105212	POR SR 82/306 2.37/0.00	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR SR 82 from 2.37 to 5.06, POR SR 306 from 0.00 to 2.48	Resurfacing of POR SR 82 and POR SR 306, urban paving in the City of Aurora. Includes minor rehabilitation to 2 structures.	CO	2026	Preservation Labor Local	\$1,760,000.00 \$176,000.00 \$440,001.00	\$2,376,001.00	Exempt	
58	105237	POR SR 0261 03.51	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR SR 261 from 3.51 to 5.06	Resurfacing of POR SR 261.	CO	2026	Preservation State Labor Local	\$880,000.00 \$200,000.00 \$88,000.00 \$20,000.00	\$1,188,000.00	Exempt	
59	107249	POR BP FY2029	DISTRICT 4-PLANNING	Bridge / Culvert Maintenance	Portage County	Bridge painting of various structures in Portage County.	CO	2029	Preservation State Labor	\$1,960,000.00 \$240,000.00 \$154,000.00	\$2,414,000.00	Exempt	Bridge (NHS)
60	109875	WAY BH FY2026	ODOT SPONSORING AGENCY	Bridge Preservation	WAY SR 0003 11.83; WAY US 003014.84; WAY SR 0241 04.36; WAY SR 0301 01.17; WAY SR 0585 18.47	Bridge Repairs-Concrete Inverts - WAY SR 0003 11.83 - WAY US 0030 14.84 - WAY SR 0241 04.36 - WAY SR 0301 01.17 - REMOVED FROM PROJECT, COMPLETED BY COUNTY FORCES - WAY SR 0585 18.47	CO	2026	Preservation State Labor	\$400,000.00 \$100,000.00 \$35,000.00	\$701,400.00	Exempt	Bridge (NHS)
61	110005	D03 PR FY2026 (B)	ODOT SPONSORING AGENCY	Vegetative Maintenance	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	CO	2026	State Labor	\$180,000.00 \$20,000.00	\$200,000.00	Exempt	
61	110712	POR IR 0076 13.55	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR IR 76 from 13.55 to 19.34	Resurfacing of POR IR 76. Minor bridge rehab on 16 structures.	CO	2028	Preservation State Labor	\$3,735,000.00 \$415,000.00 \$184,000.00	\$4,334,000.00	Exempt	Bridge (NHS), Pavement (Interstate)
62	112177	POR/SUM Culverts FY2026	DISTRICT 4-PLANNING	Culvert Preservation	Various routes in POR and SUM counties	POR/SUM FY 2026 culvert repair/replacements.	CO	2026	Preservation State Labor	\$720,000.00 \$320,000.00 \$90,000.00	\$1,322,238.82	Exempt	
63	112182	D04 BP FY2028 (West)	DISTRICT 4-PLANNING	Bridge / Culvert Maintenance	POR, STA and SUM Counties	Bridge painting of various structures in POR, STA and SUM Counties.	CO	2028	Preservation State Labor	\$800,000.00 \$200,000.00 \$105,000.00	\$1,105,000.00	Exempt	Bridge (NHS)
64	112183	D04 CHIP FY2026	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Chip seal various the following routes in District 4.	CO	2026	Preservation State Labor	\$1,560,000.00 \$390,000.00 \$78,000.00	\$2,028,000.00	Exempt	



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
	112192	D04 PM/RPM FY2026 (West)	DISTRICT 4-PLANNING	Traffic Control (Safety)	POR/STA/SUM Counties	Pavement markings on various routes throughout Portage, Stark and Summit Counties. RPMs will be Part 2, includes Work Order Items.	CO	2026	State	\$2,675,000.00	\$2,917,300.00	Exempt	Safety
								Labor	\$222,300.00				
65	112778	POR IR 0076 09.73	DISTRICT 4-ENGINEERING	Roadway Minor Rehab	9.73 to 13.55	Resurfacing IR 76 with rehabilitation and repair work to several bridges in Portage County.	CO	2026	Preservation	\$4,977,000.00	\$5,751,200.00	Exempt	Bridge (NHS), Pavement (Interstate)
								State	\$553,000.00				
								Labor	\$221,200.00				
66	112830	POR SR 82/88 10.64/7.95	ODOT SPONSORING AGENCY	Roadway Minor Rehab	POR SR 82 from 10.64 to 17.89 and POR SR 88 from 7.95 to 13.70	Resurfacing POR SR 82 and POR SR 88. Minor bridge rehab work to 4 structures.	CO	2026	Preservation	\$3,308,000.00	\$4,300,400.00	Exempt	
								State	\$827,000.00				
								Labor	\$165,400.00				
67	113031	SUM SR 0619 05.20	ODOT SPONSORING AGENCY	Roadway Minor Rehab	SUM SR 619 from 5.20 to 12.54	Resurfacing of SUM SR 619, urban paving in the City of Green and the City of New Franklin. Minor rehabilitation to 2 bridges.	CO	2027	Preservation	\$2,655,000.00	\$3,508,000.00	Exempt	Bridge (NHS)
								State	\$65,000.00				
								Labor	\$208,000.00				
								Local	\$580,000.00				
68	113037	SUM SR 261 0.00/6.25	ODOT SPONSORING AGENCY	Roadway Minor Rehab	SUM SR 261 from 0.00 to 5.64 and 6.25 to 8.11	Resurfacing of SUM SR 261, urban paving in the cities of Akron and Norton.	CO	2026	Preservation	\$2,400,000.80	\$3,240,002.00	Exempt	
								State	\$0.20				
								Labor	\$240,001.00				
								Local	\$600,000.00				
69	113093	POR SR 14/SR 43 7.15/13.21	ODOT SPONSORING AGENCY	Roadway Minor Rehab	POR SR 14 from 25.41 to 28.77.	Resurfacing of POR SR 14 from 25.41 to 28.77. Minor rehabilitation to 3 bridges.	CO	2028	Preservation	\$1,048,800.00	\$1,384,400.00	Exempt	Pavement (Non-Interstate NHS)
								State	\$262,200.00				
								Labor	\$56,100.00				
70	113201	SUM SR 0091 07.89	DISTRICT 4-PLANNING	Bridge Preservation	SUM-91-0789	Bridge deck replacement on SFN 7707142 SUM-91-07.89.	CO	2026	Preservation	\$1,153,520.00	\$2,271,019.00	Exempt	Bridge (NHS)
								State	\$288,380.00				
								Labor	\$113,900.00				
								Local	\$186,600.00				
	114069	WAY CR VAR GR FY2026	WAYNE COUNTY ENGINEER	Guardrail / Roadside Maintenance	Various	Installation of new guardrail on various Wayne County routes.	CO	2026	Local Programs	\$100,000.00	\$100,000.00	Exempt	Safety
71	114219	D04 Culverts FY2027	DISTRICT 4-PLANNING	Culvert Preservation	Districtwide	D04 FY 2027 culvert repair/replacements.	CO	2027	State	\$1,200,000.00	\$1,284,000.00	Exempt	
								Labor	\$84,000.00				
72	114222	D04 CHIP FY2027	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Chip seal various the following routes in District 4.	CO	2027	Preservation	\$3,160,000.00	\$4,108,000.00	Exempt	
								State	\$790,000.00				
								Labor	\$158,000.00				
	114223	D04 GR FY2027 (Systemic)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Systematic Guardrail maintenance and repair on various routes throughout District Four.	CO	2027	State	\$750,000.00	\$825,000.00	Exempt	Safety
								Labor	\$75,000.00				
	114227	D04 PM/RPM FY2027 (West)	DISTRICT 4-PLANNING	Traffic Control (Safety)	POR/STA/SUM Counties	Pavement markings and RPM replacements on various routes throughout Portage, Stark and Summit Counties.	CO	2027	State	\$2,700,000.00	\$2,909,000.00	Exempt	Safety
								Labor	\$189,000.00				
	114230	D04 SIGN FY2027 (Systematic)	DISTRICT 4-MAINTENANCE	Traffic Control (Safety)	Districtwide	Systematic 2-lane sign replacements on various routes throughout District 4.	CO	2027	State	\$2,000,000.00	\$2,390,000.00	Exempt	Safety
								Labor	\$140,000.00				
73	114686	D03 OVERLAY FY2027	ODOT SPONSORING AGENCY	Roadway Minor Rehab	Various Locations	FY27-AC Overlay with/without Repairs	CO	2027	Preservation	\$17,442,187.20	\$24,055,634.00	Exempt	
								State	\$4,360,546.80				
								Labor	\$2,252,900.00				
	114785	D04 GR FY2026 (WO)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Guardrail maintenance and repair on various routes throughout District Four.	CO	2026	State	\$2,000,000.00	\$2,164,000.00	Exempt	Safety
								Labor	\$140,000.00				



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
	114786	D04 GR FY2027 (WO)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Guardrail maintenance and repair on various routes throughout District Four.	CO	2027	State	\$2,000,000.00	\$2,164,000.00	Exempt	Safety
							Labor		\$140,000.00				
74	114925	POR SR 0014 10.20	DISTRICT 4-MAINTENANCE	Roadway Minor Rehab	POR SR 14 from 10.204 to 18.187	Resurfacing of POR SR 14, a portion urban paving in the City of Ravenna.	CO	2027	Preservation	\$2,680,000.00	\$3,596,000.00	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)
							State		\$600,000.00				
							Labor		\$246,000.00				
							Local		\$70,000.00				
75	114943	POR SR 0014/SR 0303 05.40/00.00	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR SR 14 from 5.40 to 6.63 POR SR 303 from 0.00 to 2.24	Resurfacing POR SR 14 and POR SR 303 urban paving in the city of Streetsboro.	CO	2029	Preservation	\$1,120,000.00	\$1,512,000.00	Exempt	Pavement (Non-Interstate NHS)
							Labor		\$112,000.00				
							Local		\$280,000.00				
76	114952	SUM SR 0018 02.64	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 18 from 2.64 to 4.89	Resurfacing of SUM SR 18, urban paving in the City of Fairlawn.	CO	2027	Preservation	\$1,440,000.00	\$1,966,500.00	Exempt	Pavement (Non-Interstate NHS)
							Labor		\$144,000.00				
							Local		\$360,000.00				
77	114969	POR SR 0044 19.17/24.19	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR SR 44 from 19.17 to 22.14 and 24.19 to 26.76	Resurfacing of POR SR 44.	CO	2028	Preservation	\$800,000.00	\$1,040,000.00	Exempt	
							State		\$200,000.00				
							Labor		\$40,000.00				
78	115187	SUM Valley View Slide	SUMMIT COUNTY ENGINEER	Geologic Maintenance / Slide Repair	SUM CR 25 from 8.93 to 11.07	Landside/slope repairs along Valley View Rd (CR 25) from Dunham Rd to the Cuyahoga County Line.	CO	2026	Local Programs	\$200,000.00	\$2,904,000.00	Exempt	
							Local		\$90,400.00				
							2027		Local Programs	\$2,000,000.00			
						Local			\$904,600.00				
	115550	D04 LG FY2026 (West)	DISTRICT 4-HMA	Lighting (Safety)	Districtwide	2-Year Lighting Maintenance and Repair contract along various routes in POR, STA and SUM Counties. Includes LED upgrades.	CO	2026	State	\$874,800.00	\$982,300.00	Exempt	Safety
							Labor		\$87,500.00				
	116009	D03 PR FY2027 (B)	ODOT SPONSORING AGENCY	Vegetative Maintenance	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	ENV	2027	Labor	\$8,500.00	\$170,500.00	Exempt	
							DD	2027	Labor	\$1,500.00			
							CO	2027	State	\$150,000.00			
									Labor	\$10,500.00			
79	116082	D04 CS FY2026	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Crack sealing various routes throughout District 4.	CO	2026	State	\$1,133,700.00	\$1,231,100.00	Exempt	
							Labor		\$79,400.00				
	116083	D04 CS FY2027	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Crack sealing various routes throughout District 4.	CO	2027	State	\$1,224,400.00	\$1,328,100.00	Exempt	
							Labor		\$85,700.00				
80	116100	D04 SP FY2026 (West)	DISTRICT 4-PLANNING	Roadway Minor Rehab	Various routes in POR, STA and SUM Counties.	FY 2026 pavement preventive maintenance on various routes in POR, STA and SUM Counties.	CO	2026	State	\$1,809,700.00	\$1,882,100.00	Exempt	
							Labor		\$72,400.00				
81	116103	D04 SP FY2027 (West)	DISTRICT 4-PLANNING	Roadway Minor Rehab	Various routes in POR, STA and SUM Counties.	FY 2027 pavement preventive maintenance on various routes in POR, STA and SUM counties.	CO	2027	State	\$1,360,500.00	\$1,434,900.00	Exempt	Pavement (Interstate)
							Labor		\$54,400.00				
82	116254	POR SR 0303 04.50	Streetsboro, City of	Intersection Improvement (Safety)	4.50 to 4.73	Intersection improvement on POR SR 303 at Diagonal Rd by addition of a west bound left turn lane and an east bound right turn lane on SR 303 in the City of Streetsboro.	CO	2026	Safety	\$330,000.00	\$1,321,276.64	Exempt	Safety
							Labor		\$73,220.30				
							Local		\$716,004.34				
	116288	D04 FEN FY2027-28	DISTRICT 4-HMA	Fencing	Districtwide	FY 2027-2028 fence installation and repair along various routes throughout District Four.	CO	2027	State	\$750,000.00	\$825,000.00	Exempt	Safety
							Labor		\$75,000.00				
83	116398	D04 CHIP FY2028	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Chip seal various the following routes in District 4.	CO	2028	Preservation	\$3,160,000.00	\$4,212,000.00	Exempt	
							State		\$890,000.00				
							Labor		\$162,000.00				



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
	116413	D04 CS FY2028	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Crack sealing various routes throughout District 4.	CO	2028	State	\$1,332,400.00	\$1,443,700.00	Exempt	
									Labor	\$93,300.00			
	116434	D04 LG FY2028 (West)	DISTRICT 4-HMA	Lighting (Safety)	Districtwide	2-Year Lighting Maintenance and Repair contract along various routes in POR, STA and SUM Counties. Includes LED upgrades.	CO	2028	State	\$1,020,400.00	\$1,111,800.00	Exempt	Safety
									Labor	\$71,400.00			
	116436	D04 SP FY2028 (West)	DISTRICT 4-PLANNING	Roadway Minor Rehab	Various routes in POR, STA and SUM Counties.	FY 2028 pavement preventive maintenance on various routes in POR, STA and SUM counties.	CO	2028	State	\$1,469,300.00	\$1,548,100.00	Exempt	
									Labor	\$58,800.00			
	116437	D04 LG FY2029 (Systematic)	DISTRICT 4-PLANNING	Lighting (Safety)	TBD	Lighting upgrades/replacements on various routes in District 4.	CO	2029	State	\$1,250,000.00	\$1,335,000.00	Exempt	Safety
									Labor	\$85,000.00			
	116440	D04 PM/RPM FY2028 (West)	DISTRICT 4-PLANNING	Traffic Control (Safety)	POR/STA/SUM Counties	Pavement markings and RPM replacements on various routes throughout Portage, Stark and Summit Counties.	CO	2028	State	\$3,200,000.00	\$3,444,000.00	Exempt	Safety
									Labor	\$224,000.00			
	116444	D04 TSG FY2026	DISTRICT 4-HMA	Traffic Control (Safety)	TBD	Signal Upgrade - Location to be determined	CO	2026	Preservation	\$480,000.00	\$660,000.00	Exempt	Safety
									State	\$120,000.00			
									Labor	\$60,000.00			
	116445	D04 TSG FY2028	DISTRICT 4-HMA	Traffic Control (Safety)	STA SR 43 21.41, SUM US 224 14.49, TRU SR 5 5.41	Signal Upgrade - STA SR 43 at State St, SUM US 224 at Waterloo Rd and TRU SR 5 at SR 82.	CO	2028	Preservation	\$480,000.00	\$660,000.00	Exempt	Safety
									State	\$120,000.00			
									Labor	\$60,000.00			
	116446	D04 SIGN FY2028 (Systematic)	DISTRICT 4-MAINTENANCE	Traffic Control (Safety)	Districtwide	Systematic 2-lane sign replacements on various routes throughout District 4.	CO	2028	State	\$2,000,000.00	\$2,390,000.00	Exempt	Safety
									Labor	\$140,000.00			
	116447	D04 GR FY2028 (Systematic)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Guardrail maintenance and repair on various routes throughout District Four.	CO	2028	State	\$750,000.00	\$825,000.00	Exempt	Safety
									Labor	\$75,000.00			
	116449	D04 GR FY2028 (WO)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Guardrail maintenance and repair on various routes throughout District Four.	CO	2028	State	\$2,000,000.00	\$2,164,000.00	Exempt	Safety
									Labor	\$140,000.00			
	116634	D03 PR FY2028 (B)	ODOT SPONSORING AGENCY	Vegetative Maintenance	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	CO	2028	State	\$150,000.00	\$165,000.00	Exempt	
									Labor	\$15,000.00			
84	116714	D04 Culverts FY2028	DISTRICT 4-PLANNING	Culvert Preservation	Districtwide	D04 FY 2028 culvert repair/replacements.	CO	2028	State	\$2,000,000.00	\$2,140,000.00	Exempt	
									Labor	\$140,000.00			
85	116726	POR SR 0005 01.30	ODOT SPONSORING AGENCY	Roadway Minor Rehab	POR SR 5 from 1.30 to 5.09	Resurfacing of POR SR 5.	CO	2029	Preservation	\$1,600,000.00	\$2,107,500.00	Exempt	Pavement (Non-Interstate NHS)
									State	\$400,000.00			
									Labor	\$80,000.00			
86	116747	POR US 224/VAR 12.99/VAR	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR US 224 from 12.989 to 21.218 and POR SR 14 from 25.413 to 28.773, POR SR 225 from 5.24 to 10.81	Resurfacing a portion of POR US 224, POR SR 14 and POR SR 225. Drainage improvement at Deerfield Circle on Southwest corner.	CO	2027	Preservation	\$2,976,000.00	\$3,922,500.00	Exempt	
									State	\$744,000.00			
									Labor	\$202,500.00			
87	116804	SUM SR 0261 11.89	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 261 from 11.89 to 13.72.	Resurfacing SUM SR 261 urban paving in the City of Akron.	CO	2027	Preservation	\$1,200,000.00	\$1,640,600.00	Exempt	Pavement (Non-Interstate NHS)
									Labor	\$120,000.00			
									Local	\$300,000.00			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
88	116805	SUM SR 0091 07.03/VAR	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 91 from 7.03 to 8.58 and 12.20 to 14.67 and 14.86 to 15.52 and 16.69 to 17.41	Resurfacing SUM SR 91. Urban paving in the cities of Hudson and Munroe Falls.	CO	2028	Preservation	\$2,160,000.00	\$2,915,500.00	Exempt	Pavement (Non-Interstate NHS)
									State	\$40,000.00			
									Labor	\$215,500.00			
									Local	\$500,000.00			
89	116808	SUM SR 0093 08.02	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 93 from 8.02 to 9.86	Resurfacing SUM SR 93 in the city of Akron.	CO	2028	Preservation	\$744,000.00	\$1,021,000.00	Exempt	Pavement (Non-Interstate NHS)
									Labor	\$74,400.00			
									Local	\$186,000.00			
90	116810	POR SR 0082 00.00	ODOT SPONSORING AGENCY	Roadway Minor Rehab	POR SR 82 from 0.00 to 2.46	Resurfacing of POR SR 82.	CO	2029	Preservation	\$800,000.00	\$1,094,000.00	Exempt	
									Labor	\$80,000.00			
									Local	\$200,000.00			
91	117044	WAY SR 0094 14.17	ODOT SPONSORING AGENCY	Roadway Major Rehab	WAY SR 0094 14.42 to 18.16	Major 2 Funded Project Full Depth Reclamation to create a 2 ft wide paved shoulder WAY SR 0094 14.17 to 18.16 drainage and minor bridge work	DD	2026	Preservation	\$68,616.00	\$10,125,223.03	Exempt	
									State	\$17,154.00			
									Labor				
							RW	2026	Preservation	\$400,000.00			
									State	\$100,000.00			
									2027	Preservation			
							CO	2028	Major Programs	\$5,600,000.00			
									State	\$1,400,000.00			
									Labor	\$490,000.00			
92	117489	SUM MR 0003 01.60 (Snyder Ave)	SUMMIT COUNTY ENGINEER	Bridge Preservation	SUM-MR 3-1.60	Replacement of Snyder Ave (MR 3) Bridge (SFN 7731019) over Tuscarawas River in the City of Barberton, Summit County, Ohio.	CO	2026	Local Programs	\$1,531,250.00	\$2,078,712.13	Exempt	
									Local	\$204,842.11			
	117936	D04 CS FY2029	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Crack sealing various routes throughout District 4.	CO	2029	State	\$1,439,000.00	\$1,539,700.00	Exempt	
	117938	D04 SP FY2029 (West)	DISTRICT 4-PLANNING	Roadway Minor Rehab	Various routes in POR, STA and SUM Counties.	FY 2029 pavement preventive maintenance on various routes in POR, STA and SUM counties.	CO	2029	State	\$1,586,900.00	\$1,682,200.00	Exempt	
									Labor	\$63,500.00			
	117941	D04 PM/RPM FY2029 (West)	DISTRICT 4-PLANNING	Traffic Control (Safety)	POR/STA/SUM Counties	Pavement markings and RPM replacements on various routes throughout Portage, Stark and Summit Counties.	CO	2029	State	\$3,200,000.00	\$3,444,000.00	Exempt	Safety
									Labor	\$224,000.00			
	117944	D04 SIGN FY2029 (Systematic)	DISTRICT 4-MAINTENANCE	Traffic Control (Safety)	Districtwide	Systematic 2-lane sign replacements on various routes throughout District 4.	CO	2029	State	\$2,250,000.00	\$2,665,100.00	Exempt	Safety
									Labor	\$140,000.00			
	117945	D04 FEN FY2029-30	DISTRICT 4-HMA	Fencing	Districtwide	FY 2029-2030 fence installation and repair along various routes throughout District Four.	CO	2029	State	\$750,000.00	\$825,000.00	Exempt	Safety
									Labor	\$75,000.00			
	117946	D04 GR FY2029 (Systematic)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Systematic Guardrail maintenance and repair on various routes throughout District Four.	CO	2029	State	\$1,250,000.00	\$1,325,000.00	Exempt	Safety
									Labor	\$75,000.00			
	117949	D04 GR FY2029 (WO)	DISTRICT 4-PLANNING	Guardrail / Roadside Maintenance	Districtwide	Guardrail maintenance and repair on various routes throughout District Four.	CO	2029	State	\$2,000,000.00	\$2,164,000.00	Exempt	Safety
									Labor	\$140,000.00			
93	118008	WAY SR 0094 18.21	ODOT SPONSORING AGENCY	Intersection Improvement (Safety)	WAY-94-18.21 at SR-585/SR-604	Convert two-way stop-controlled intersection into single-lane roundabout at SR-94, SR-585, and SR-604 in Wayne County.	CO	2026	Safety	\$2,856,000.00	\$3,865,284.11	Exempt	Safety
									Labor	\$203,000.00			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
94	118287	SUM CR 0015 00.00 RAB (Green)	Green, City of	Intersection Improvement (Safety)	S Arlington Rd and Mt. Pleasant Rd	Constructing a roundabout at the intersection of S Arlington Rd and Mt. Pleasant Rd in the City of Green.	CO	2028	Safety	\$3,576,735.00	\$4,261,350.00	Exempt	Safety
									Local	\$684,615.00			
95	118361	POR TR 0123 00.45 (Esworthy Rd)	PORTAGE COUNTY ENGINEER	Bridge Preservation	Esworthy Rd (TR 123) bridge over Hinkley Creek	Replacement of Esworthy Rd (TR 123) bridge over Hinkley Creek in Charlestown Township, Portage County, Ohio.	DD	2026	Local Programs	\$18,580.00	\$1,572,461.34	Exempt	
									Local Programs	\$1,297,890.00			
									Local	\$68,310.00			
96	118535	POR SR 305 02.43/2.58	DISTRICT 4-PLANNING	Bridge Preservation	POR-305-02.43	Superstructure replacement of (SFN 6704573) POR SR 305 2.43 over Camp Creek. Project also includes replacement of (SFN 1848422) POR 305-2.58 culvert with four-sided box culvert.	CO	2026	Preservation	\$1,180,000.00	\$1,945,141.20	Exempt	
									State	\$295,000.00			
									Labor	\$100,100.00			
97	118709	SUM SR 0059 12.41	DISTRICT 4-PLANNING	Bridge Preservation	SUM-SR 59-12.41 over Fish Creek	Replacing superstructure on SFN 7702019 SUM-SR 59-12.41 over Fish Creek.	CO	2029	Preservation	\$120,000.00	\$2,103,114.00	Exempt	Bridge (NHS)
									State	\$300,000.00			
									Labor	\$105,000.00			
98	118732	SUM S Main St (Akron)	Akron, City of	Bridge Preservation	SUM S Main St bridge over Conrail and CSX Railroads	Replacement of SFN 7760027 SUM S Main St bridge over Conrail and CSX Railroads.	CO	2027	Local Programs	\$6,735,500.00	\$7,090,000.00	Exempt	
									Local	\$354,500.00			
99	118821	D04 CHIP FY2029	DISTRICT 4-PLANNING	Pavement Maintenance	Districtwide	Chip seal various the following routes in District 4.	CO	2029	Preservation	\$2,720,000.00	\$3,536,000.00	Exempt	
									State	\$680,000.00			
									Labor	\$136,000.00			
100	118950	SUM US 0224 12.73/14.25	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM US 224 from 12.728 to 14.071 and 14.246 to 16.058	Resurfacing of SUM US 224.	CO	2027	Preservation	\$1,200,000.00	\$1,560,000.00	Exempt	Pavement (Non-Interstate NHS)
									State	\$300,000.00			
									Labor	\$60,000.00			
101	119102	POR SR 0303 13.74	DISTRICT 4-PLANNING	Roadway Minor Rehab	POR SR 303 from 4.978 to 13.207 and 13.74 to 17.768	Resurfacing a portion of POR SR 303.	CO	2028	Preservation	\$1,200,000.00	\$1,560,000.00	Exempt	
									State	\$300,000.00			
									Labor	\$60,000.00			
102	119108	SUM SR 0008 18.21	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 8 from 18.21 to 21.32	Resurfacing of SUM SR 8.	CO	2028	Preservation	\$1,720,000.00	\$2,349,000.00	Exempt	
									State	\$315,000.00			
									Labor	\$174,000.00			
									Local	\$140,000.00			
103	119110	D03 PR FY2029 (B)	ODOT SPONSORING AGENCY	Vegetative Maintenance	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	CO	2029	State	\$150,000.00	\$165,000.00	Exempt	
									Labor	\$15,000.00			
103	119125	SUM SR 0162 00.00	ODOT SPONSORING AGENCY	Roadway Minor Rehab	SUM SR 162 from 0.00 to 2.34	Resurfacing of SUM SR 162.	CO	2029	Preservation	\$480,000.00	\$642,000.00	Exempt	
									State	\$120,000.00			
									Labor	\$42,000.00			
104	119192	D03 PM FY2029	ODOT SPONSORING AGENCY	Traffic Control (Safety)	Various Routes and Sections throughout District 3	Pavement Marking Various Routes and Sections throughout District 3	CO	2029	State	\$3,500,000.00	\$3,850,000.00	Exempt	
									Labor	\$350,000.00			
104	119195	D04 Culverts FY2029	DISTRICT 4-PLANNING	Culvert Preservation	Districtwide	D04 FY 2029 culvert repair/replacements.	CO	2029	State	\$2,250,000.00	\$2,390,000.00	Exempt	
									Labor	\$140,000.00			
104	119206	D03 CULVERT FY2029	ODOT SPONSORING AGENCY	Culvert Preservation	Various culverts throughout District 3	Culvert Replacement/Rehab Locations to be Determined	CO	2029	Preservation	\$1,426,400.00	\$2,050,493.00	Exempt	
									State	\$356,600.00			
									Labor	\$267,493.00			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
105	119331	SUM SR 0021 19.57/VAR	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 21 from 19.579 to 20.402, 20.548 to 20.764, and SR 21 I from 0.042 to 0.151.	Resurfacing of SUM SR 21.	CO	2026	Preservation	\$789,120.00	\$1,055,400.00	Exempt	
									State	\$197,280.00			
									Labor	\$69,000.00			
106	119339	SUM IR 0077 04.07	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM IR77 from 4.07 to 7.45	Resurfacing of SUM IR 77.	CO	2028	Preservation	\$3,420,000.00	\$3,966,000.00	Exempt	Pavement (Interstate)
									State	\$380,000.00			
									Labor	\$166,000.00			
107	119349	SUM SR 0021 01.07	DISTRICT 4-PLANNING	Bridge Preservation	SUM-SR 21-01.07 over Johnson Rd	Replacing superstructure on SFN 7701179 SUM-SR 21-01.07 over Johnson Rd in the city of Norton.	CO	2027	Preservation	\$2,084,000.00	\$3,256,410.00	Exempt	Bridge (NHS)
									State	\$521,000.00			
									Labor	\$182,350.00			
108	119382	D04 BH/CR FY2027 (West)	DISTRICT 4-PLANNING	Culvert Preservation	Various locations in POR, STA and SUM counties.	Spray lining of various culverts and bridge culverts in POR, STA and SUM counties.	CO	2027	Preservation	\$1,727,500.00	\$2,172,500.00	Exempt	
									State	\$322,500.00			
									Labor	\$122,500.00			
109	119501	POR Newton Falls Bridge (CR177)	PORTAGE COUNTY ENGINEER	Bridge Preservation	Newton Falls Rd bridge over the West Branch of the Mahoning River	Replacement of SFN 6732569 Newton Falls Rd bridge over the West Branch of the Mahoning River.	CO	2026	Local Programs	\$1,377,073.00	\$1,769,799.71	Exempt	
									Local	\$173,977.53			
110	119537	WAY CR 70 01.13 (Doylestown)	WAYNE COUNTY ENGINEER	Bridge Preservation	100 ft on either side of structure.	Bridge replacement of WAY-CR 70-1.13 (SFN 8547149) with minor approach work.	DD	2026	Local Programs	\$73,200.00	\$1,117,479.75	Exempt	
									Local	\$18,300.00			
							CO	2026	Local Programs	\$731,600.00			
									Local	\$182,900.00			
111	120279	SUM Smith Rd Fairlawn SRTS	Fairlawn, City of	Traffic Control (Safety)	Smith Rd from Shiawassee Ave to Corunna Ave	Install 300ft of sidewalk along Smith Road from Shiawassee Ave to Corunna Ave in the City of Fairlawn. Includes upgrades to the pedestrian features of the intersection adjacent to Herberich Primary School which includes countdown pedestrian heads/pedestals, push buttons, ADA curb ramps and high visibility crosswalk markings.	CO	2026	Local Programs	\$220,000.00	\$300,000.00	Exempt	
112	120285	SUM Hudson Ped Improvements Ph 2	Hudson, City of	Pedestrian Facilities	Various streets in the City of Hudson.	Pedestrian improvements along Aurora St, Main St, Streetsboro St, First St and Main St in the City of Hudson. Includes high visibility crosswalks, new curb ramps, sidewalk and countdown pedestrian signal heads.	CO	2026	Safety	\$570,323.70	\$922,680.00	Exempt	Non-SOV, Safety
									Local	\$177,469.30			
	120325	D04 BI FY2024-26 (Underwater/FC)	DISTRICT 4-PLANNING	Asset Inventory / Inspection	Districtwide	FY 2024 - FY 2026 Underwater & Fracture Critical Bridge Inspections.	ENV	2026	State	\$159,067.00	\$1,165,148.00	Exempt	
								2027	State	\$272,300.00			
	120326	D04 BI FY2027-29 (Underwater/FC)	DISTRICT 4-PLANNING	Asset Inventory / Inspection	Districtwide	FY 2027 - FY 2029 Underwater & Fracture Critical Bridge Inspections.	ENV	2027	State	\$266,000.00	\$917,000.00	Exempt	
								2028	State	\$385,000.00			
								2029	State	\$266,000.00			
113	120675	POR US 0224 16.05	DISTRICT 4-PLANNING	Intersection Improvement (Safety)	POR US 224 at SR 225 (SLM 16.09)	Construct a roundabout at the intersection of US-224 and SR 225 in Deerfield Township, Portage County, Ohio.	DD	2026	Safety	\$137,200.00	\$4,950,766.00	Exempt	Safety
								RW	2026	Safety			
							CO	2028	Safety	\$3,666,100.00			
									Labor	\$256,600.00			
	120768	SUM UA Rehab Aging Transp Infra.	ODOT SPONSORING AGENCY	New Building/ Facility	Center for Rehabilitation of Aging Transportation Infrastructure.	Center for Rehabilitation of Aging Transportation Infrastructure.	CO	2026	Discretionary / Earmark	\$1,000,000.00	\$1,070,000.00	Exempt	PHED
									Labor	\$70,000.00			



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
114	120795	SUM CR 0126 01.14 (Glenwood Dr)	SUMMIT COUNTY ENGINEER	Bridge Preservation	Glenwood Dr over Tinker's Creek	Replacement of (SFN 7755058) Glenwood Dr bridge over Tinker's Creek.	CO	2028	Local Programs	\$2,942,400.00	\$3,678,000.00	Exempt	
								Local	\$735,600.00				
115	120883	WAY-CR 51-3.28 (Canaan Center)	WAYNE COUNTY ENGINEER	Bridge Preservation	250' on either side of structure	Replacement of the structure on Canaan Center Road (SFN 8532028). The project is to be let as a Design/Build	DD	2028	Local Programs	\$95,000.00	\$707,820.00	Exempt	
								Local	\$5,000.00				
							CO	2028	Local Programs	\$577,429.00			
								Local	\$30,391.00				
116	121263	POR US 422 0.00	DISTRICT 4-PLANNING	Roadway Major Rehab	POR US 422 from 0.000 to 1.935	Resurfacing of POR US 422.	CO	2027	Preservation State	\$1,000,000.00	\$1,300,000.00	Exempt	Pavement (Non-Interstate NHS)
								Labor	\$250,000.00				
									\$50,000.00				
117	121454	POR SR 43/59 10.23/1.82	ODOT SPONSORING AGENCY	Roadway Minor Rehab	POR SR 43 from 10.23 to 11.43 and POR SR 59 from 1.82 to 2.04	Resurfacing of POR SR 43 and POR SR 59 in the City of Kent, Portage County, Ohio.	CO	2029	Preservation	\$960,000.00	\$1,296,000.00	Exempt	Pavement (Non-Interstate NHS)
								Labor	\$96,000.00				
								Local	\$240,000.00				
118	121479	SUM IR 0277 03.73	DISTRICT 4-BRIDGES	Bridge Preservation	SUM IR 277 03.73 over SUM IR 77	Deck replacement on SFN 7709811 SUM IR 277 over I-77.	DD	2026	Major Programs	\$62,361.90	\$18,100,000.00	Exempt	Pavement (Non-Interstate NHS)
								State	\$6,929.10				
119	121533	D04 BH FY2026	DISTRICT 4-PLANNING	Bridge Preservation	Districtwide	FY 2026 districtwide bridge maintenance.	CO	2026	Preservation State	\$1,700,000.00	\$2,179,180.00	Exempt	Bridge (NHS)
								Labor	\$140,000.00				
									\$300,000.00				
120	121535	POR US 224/SR 303 8.29/19.51	DISTRICT 4-PLANNING	Bridge Preservation	POR-US 224-08.29 over Branch of Congress Lake Outlet & POR-SR-303-19.509 over Branch of Eagle Creek	Replacing SFN 6703844 POR-US 224-08.29 over Branch of Congress Lake Outlet. Scour repairs along embankment of SFN 6704506 POR-SR-303-19.509	CO	2026	Preservation State	\$720,000.00	\$1,051,584.60	Exempt	
								Labor	\$90,000.00				
									\$180,000.00				
	121538	D04 TSG FY2029	DISTRICT 4-HMA	Traffic Control (Safety)	TBD	Signal Upgrade - Location(s) to be determined.	CO	2029	Preservation State	\$400,000.00	\$550,000.00	Exempt	Safety
								Labor	\$100,000.00				
									\$50,000.00				
121	121826	SUM High St Bridge (Akron)	Akron, City of	Bridge Preservation	High St over Rosa Parks Dr	Bridge rehabilitation on SFN 7760019 High St bridge over Rosa Parks Dr in the City of Akron.	CO	2027	Local Programs	\$808,319.00	\$850,862.11	Exempt	
								Local	\$42,543.11				
122	121920	SUM IR 0077 22.50 Corridor	DISTRICT 4-PLANNING	Statewide / Regional Planning	SUM IR 77/SR 21/SR 18 Corridor	Corridor Study for the SUM IR 77/SR 21/SR 18 corridor in Fairlawn, Ohio.	SP	2026	Preservation State	\$800,000.00	\$2,000,000.00	Exempt	
								Labor	\$200,000.00				
							2027	Preservation State	\$800,000.00				
								Labor	\$200,000.00				
123	122129	POR Hopkins Rd Bridge (TR250)	PORTAGE COUNTY ENGINEER	Bridge Preservation	Hopkins Rd (TR 250) bridge over Branch of Eagle Creek	Replacement of SFN 6732208 Hopkins Rd (TR 250) bridge over Branch of Eagle Creek in Nelson Township, Portage County, Ohio.	CO	2027	Local Programs	\$1,120,240.00	\$1,371,507.29	Exempt	
								Local	\$58,960.00				
124	122138	SUM Barberton SRTS	Barberton, City of	Pedestrian Facilities	City of Barberton	Installation of sidewalks in gap sections along Quincy Ave from S Van Buren to 2nd St SE, Lamberton Ave from 1st St SE to 2nd St SE, 2nd St SE from Snyder Ave to Quincy Ave and on Morgan St near the High School, in the City of Barberton, Summit County, Ohio.	CO	2027	Local Programs	\$570,791.52	\$627,891.52	Exempt	Non-SOV
								Labor	\$57,100.00				



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 - 2029 AMATS Highway Group TIP Project List

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund Estimate	Total Project Estimate	Air Quality Status	Performance Measures
	122139	SUM Akron SRTS27	Akron, City of	Pedestrian Facilities	Throughout the Akron Public School District	Install raised crosswalks, signage, pavement markings and new curb ramps around priority schools in the City of Akron, Summit County, Ohio.	CO	2027	Local Programs	\$375,000.00	\$550,000.00	Exempt	Non-SOV, Safety
								Safety	\$125,000.00				
								Local	\$50,000.00				
125	122580	SUM CR 0174 01.73 (Wheatley Rd)	SUMMIT COUNTY ENGINEER	Bridge Preservation	Wheatley Rd (CR 174) bridge over Riding Run	Rehabilitation of SFN 7749023 Wheatley Rd (CR 174) bridge over Riding Run.	CO	2028	Local Programs	\$840,130.00	\$1,050,162.51	Exempt	
								Local	\$210,032.51				
126	122679	SUM SR 0021 00.15	DISTRICT 4-ENGINEERING	Roadside / Median Improvement (Safety)	SUM SR 21 from SR 585 to IR 77.	Installation of median cable barrier along SUM SR 21 from SR 585 to IR-77 (9 miles).	CO	2027	Safety	\$2,180,000.00	\$2,332,600.00	Exempt	Safety
								Labor	\$152,600.00				
	122748	D12/D3 GES FY2027-2028 Subsurf	ODOT SPONSORING AGENCY	Geotechnical Services	N/A	D12 and D3 -- 2027-2028 GEC contract for pavement and bridge subsurface investigation o This project is programmed to replace PID 120619 upon its completion.	ENV	2027	State	\$200,000.00	\$400,000.00	Exempt	
								2028	State	\$200,000.00			
127	122877	SUM-IR 271 Rest Areas TP	ODOT SPONSORING AGENCY	Other Building / Facility Work	SUM IR 271 WB and EB Rest Areas in Summit County	Construction of trucking parking at SUM-I271 WB and EB rest areas. Development will be completed under PID 122864.	CO	2026	State	\$12,000,000.00	\$12,840,000.00	Exempt	
								Labor	\$840,000.00				
128	122880	SUM IR 77 Vacant Rest Area TP	ODOT SPONSORING AGENCY	Other Building / Facility Work	SUM IR 77 NB vacant Rest Area in Summit County	Construction of trucking parking at SUM-I77 NB vacant rest area. Development will be completed under PID 122864.	CO	2026	State	\$5,000,000.00	\$5,350,000.00	Exempt	
								Labor	\$350,000.00				
	123009	D04 TSG FY2027	DISTRICT 4-HMA	Traffic Control (Safety)	TBD	Signal Upgrade - Location to be determined	CO	2027	Preservation	\$520,000.00	\$715,000.00	Exempt	Safety
								State	\$130,000.00				
								Labor	\$65,000.00				
	123011	D04 TSG FY2029	DISTRICT 4-HMA	Traffic Control (Safety)	TBD	Signal Upgrade - Location to be determined	CO	2029	Preservation	\$480,000.00	\$660,000.00	Exempt	Safety
								State	\$120,000.00				
								Labor	\$60,000.00				
129	123060	SUM SR 0303 06.66 (Slide)	DISTRICT 4-PLANNING	Geologic Maintenance / Slide Repair	SUM SR 303 from 6.66 to 6.70	Slide repair along SUM SR 303 6.66 to 6.70. Located in the Village of Peninsula.	CO	2028	State	\$1,000,000.00	\$1,070,000.00	Exempt	
								Labor	\$70,000.00				
130	123324	SUM IR 0271 00.00	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM IR 271 from 0.00 to 2.303.	Resurfacing of SUM IR 271.	CO	2027	Preservation	\$1,845,000.00	\$2,209,000.00	Exempt	Pavement (Interstate)
								State	\$205,000.00				
								Labor	\$159,000.00				
131	123510	SUM SR 241 00.00	DISTRICT 4-PLANNING	Roadway Minor Rehab	SUM SR 241 from 00.00 to 01.50.	Resurfacing of SUM SR 241, includes Urban Paving in the City of Green.	CO	2029	Preservation	\$800,000.00	\$1,080,000.00	Exempt	Pavement (Non-Interstate)
								Labor	\$80,000.00				
								Local	\$200,000.00				

Transit Improvements

The transit portion of the AMATS TIP FY 2026-2029 includes projects programmed for the area’s transit operators, earmark projects administered through the Federal Transit Administration, and projects associated with the coordination of public transit and human service agencies utilizing the Specialized Transportation (Enhanced Mobility for the Elderly and Disabled) Program. These projects use available federal, state, and local funds to subsidize expenditures for capital items, maintenance, planning, and operations.

As the Metropolitan Planning Organization (MPO) for the area, AMATS is responsible for programming public transportation projects for the two transit providers, Akron METRO RTA and PARTA. METRO and PARTA submit projects to AMATS for programming in the TIP. These projects are drawn from the AMATS Regional Transportation Plan. The submissions from METRO and PARTA are evaluated and prioritized as described in the *AMATS Funding Policy Guidelines*. Priorities are based on AMATS Regional Goals and Objectives, and both of the METRO and PARTA Transit Asset Management (TAM) Plans. The projects are then programmed by year in the TIP based on the evaluations, timing of the projects, and the availability of funding. Most transit projects submitted to AMATS request funding through the FTA Section 5307 Urbanized Area Formula Program. The Akron Urbanized Area receives an annual apportionment from this program. In addition, METRO and PARTA receive, by agreement, a portion of the Cleveland Urbanized Area’s Section 5307 funds for the northern part of their service area in each of their respective counties. The bulk of Section 5307 funds that METRO and PARTA utilize are derived from the Akron Urbanized Area’s apportionment.

The fiscal constraint analyses for METRO and PARTA contained in this TIP take into consideration the urbanized area allocation of federal funds and the incongruous and variable nature of urbanized areas and consequent MPO boundaries. Further discussions of these issues are contained in the attached *AMATS Funding Policy Guidelines*. AMATS programs transit projects for providers applying for funds used in the AMATS area.

Federal Transit Grant Programs

Transit authorities generally use federal funding programs for capital expenses. Transit agencies can often utilize multiple federal funding sources for one project, administered at the state level by the Ohio Department of Transportation. The primary source of federal funding for capital and maintenance projects is the Federal Transit Authority’s **(FTA) Section 5307 Program**. These funds are typically used to purchase new buses, equipment, and for preventative maintenance and planning. To better serve elderly persons and persons with disabilities, the transit agencies are also eligible for **FTA’s Section 5310 Enhanced Mobility for the Elderly and Disabled Program** funds. Also known as the Specialized Transportation Program, these funds may be used for capital or operating expenses. **FTA’s Section 5339 Bus and Bus Facilities Program** can also fund capital projects. These funds are also used for new buses or for capital facilities. Within the Section 5339 Funding Program is a discretionary source dedicated to funding zero and low-emission buses in order to reduce air pollution. This is known as the Low or No Emissions Grant Program. Funding for implementing or expanding Bus Rapid Transit (BRT) is available through **FTA’s Small Starts Program**.

Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG) is the most versatile funding option that can be used for a variety of projects including highways, transit and bicycle and pedestrian facilities. **Congestion Mitigation Air Quality Program (CMAQ)** can be used for projects that improve air quality, such as CNG buses, traffic signal improvements, and park and ride lots. **Carbon Reduction Program (CRP)** can be used for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from



on-road highway sources. Projects eligible for CRP funds include roundabouts, operational projects that improve traffic flow, clean fuel bus purchases, and bicycle and pedestrian projects.

State Grant Programs

The **Ohio Transit Partnership Program (OTP2)** is a competitive grant program that was established to provide additional capital funding to Ohio’s public transit operators for projects emphasizing system preservation. METRO RTA and PARTA have each received OTP2 funds almost every year since 2012. The OTP2 funds have come from ODOT attributable federal funds (CMAQ or STBG) and now come from state general revenue funds (GRF). Although the OTP2 program now uses state general revenue funds (instead of CMAQ or STBG as it did in the past), the amount of funding is insufficient for the needs of the transit agencies. The **Diesel Emissions Reduction Grant (DERG) Program** is offered by ODOT annually in coordination with the Ohio Environmental Protection Agency (OEPA) to public and private sector diesel fleets (motor vehicle, marine, locomotive, and highway construction equipment). METRO and PARTA have each been awarded DERG funds regularly on an annual basis for a number of years. The **Urban Transit Program (UTP)** is a statewide source of funding catered to transit service in Ohio’s urbanized areas with populations of 50,000 or greater (therefore both METRO and PARTA receive funding). UTP is a flexible funding source available for a wide variety of activities that support the provision of public transportation.

The following table presents the SFY 2026 – 2029 Transit grouped project summary for the AMATS area.

Transit Funding Program Estimates: FY 2026-2029 TIP				
Funding Program / STIP Groups	Fiscal Year			
	2026	2027	2028	2029
5307 – Urbanized Area Formula	\$16,072,000	\$10,979,744	\$9,947,744	\$12,727,744
5310 – Specialized	\$800,998	\$800,998	\$800,998	\$800,998
5339 – Bus and Bus Facilities	\$0	\$777,000	\$777,000	\$0
CMAQ – Congestion Mitigation and Air Quality	\$3,054,750	\$0	\$0	\$0
State – General Revenue Match	\$1,425,000	\$1,425,000	\$1,425,000	\$1,425,000
Total Grouped Projects	\$21,352,748	\$13,982,742	\$12,950,742	\$14,953,742

The FY 2026-2029 TIP includes capital, maintenance, planning, and operating expenditures for METRO and PARTA. As discussed above, the primary source of federal funding for capital and maintenance projects is the FTA Section 5307 Urbanized Formula Program. Capital projects may also be funded through the FTA Section 5339 Program. Operating expenditures are funded mainly through the respective county-wide sales taxes and farebox returns.

Also included in the TIP are funds for the Specialized Transportation (FTA Section 5310 Enhanced Mobility for the Elderly and Disabled) Program, administered by ODOT. These funds are awarded on an annual basis as part of the implementation of the area’s Coordinated Public Transit / Human Services Transportation Plan to provide transportation services that meet the special needs of elderly persons and persons with disabilities. These funds may be used for capital or operating expenses. The application process and project selection are administered by ODOT.

The following tables list all of the transit projects that are programmed for implementation for the FYs 2026 through 2029. The FY TIP 2026-2029 includes \$49.0 million in federal funds for capital and planning projects,



and nearly \$8.5 million in federal funds for preventive maintenance expenditures. No Section 5339 funds are programmed for planning activities.

METRO and PARTA both maintain current Transit Asset Management (TAM) plans. Chapter 2 of the AMATS FY 2026-2029 TIP has a discussion of transit performance measures, including a discussion of transit projects which support the targets of the RTA TAM plans.



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

TRANSIT IMPROVEMENTS AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2026-2029

METRO Regional Transit Authority

PID #	FTA ALI Code	Project Name or Description	Vehicle Quantity	Expansion or Replacement	Type	State FY	Federal Funding	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
122909	30.09.01	Baseline Operating Costs			Operating	2026					\$69,625,000	Sales Tax	\$69,625,000
122917	44.22.00	Planning			Planning	2026					\$850,000	Sales Tax	\$850,000
122992	11.7A.00	Preventative Maintenance			Operating	2026			\$1,050,000	UTP	\$5,950,000	Sales Tax	\$7,000,000
122993	11.12.01	14 Large Buses	14	Replacement	Capital	2026	\$8,320,000	5307			\$2,080,000	Sales Tax	\$10,400,000
TBD	11.92.02	Bus Stop Amenities (Shelters, etc)		Replacement	Capital	2026	\$280,000	5307			\$70,000	Sales Tax	\$350,000
122913	11.43.01	Transit Oriented Development Year 1 *PLANNED FUTURE FUNDING*			Capital	2026					\$25,000,000	Sales Tax	\$25,000,000
122991	11.22.01	Bus Rapid Transit Right of Way Year 1 *PLANNED FUTURE FUNDING*			Capital	2026					\$100,000	Sales Tax	\$100,000
122991	11.21.01	Bus Rapid Transit Design Year 1 *PLANNED FUTURE FUNDING*			Capital	2026					\$100,000	Sales Tax	\$100,000
122991	11.23.01	Bus Rapid Transit Construction 1 * PLANNED FUTURE FUNDING*			Capital	2026					\$100,000	Sales Tax	\$100,000
119033	11.12.01	Large Buses	13		Capital	2026	\$5,460,000	5307			\$1,365,000	Sales Tax	\$6,825,000
117253	11.12.01	Large Electric Buses	2		Capital	2026	\$1,454,750	CMAQ-A			\$376,187	Sales Tax	\$1,830,937
122909	30.09.01	Baseline Operating Costs			Operating	2027					\$72,061,875	Sales Tax	\$72,061,875
122917	44.22.00	Planning			Planning	2027					\$850,000	Sales Tax	\$850,000
122992	11.7A.00	Preventative Maintenance			Operating	2027	\$3,755,744	5307	\$1,050,000	UTP	\$2,194,256	Sales Tax	\$7,000,000
TBD	11.12.01	6 Large Buses	6	Replacement	Capital	2027	\$5,040,000	5307			\$1,260,000	Sales Tax	\$6,300,000
TBD	11.92.02	Bus Stop Amenities (Shelters, etc)			Capital	2027	\$777,000	5339			\$70,000	Sales Tax	\$847,000
122913	11.43.01	Transit Oriented Development Year 2 *PLANNED FUTURE FUNDING*			Capital	2027					\$75,000,000	Sales Tax	\$75,000,000
122991	11.21.01	Bus Rapid Transit Design Year 2 *PLANNED FUTURE FUNDING*			Capital	2027					\$100,000	Sales Tax	\$100,000
122991	11.23.01	Bus Rapid Transit Construction Year 2 *PLANNED FUTURE FUNDING*			Capital	2027					\$100,000	Sales Tax	\$100,000
122912	30.09.01	Baseline Operating Costs			Operating	2028					\$74,224,000	Sales Tax	\$74,224,000
122917	44.22.00	Planning			Planning	2028					\$850,000	Sales Tax	\$850,000
122995	11.7A.00	Preventative Maintenance			Capital	2028	\$363,744	5307	\$1,050,000	UTP	\$5,586,256	Sales Tax	\$7,000,000
TBD	11.12.01	8 Large Buses	8	Replacement	Capital	2028	\$4,480,000	5307			\$1,120,000	Sales Tax	\$5,600,000
122915	11.12.04	38 Small Buses	38	Replacement	Capital	2028	\$3,952,000	5307			\$1,748,000	Sales Tax	\$5,700,000
122916	11.92.02	Bus Stop Amenities (Shelters,ETC)			Capital	2028	\$777,000	5339			\$70,000	Sales Tax	\$847,000
122991	11.21.01	Bus Rapid Transit Design Year 3 *PLANNED FUTURE FUNDING*			Capital	2028					\$100,000	Sales Tax	\$100,000
122991	11.23.01	Bus Rapid Transit Construction Year 3 *PLANNED FUTURE FUNDING*			Capital	2028					\$100,000	Sales Tax	\$100,000
122912	30.09.01	Baseline Operating Costs			Operating	2029					\$76,451,000	Sales Tax	\$76,451,000
122917	44.22.00	Planning			Planning	2029					\$850,000	Sales Tax	\$850,000
122995	11.7A.00	Preventative Maintenance			Capital	2029			\$1,050,000	UTP	\$5,950,000	Sales Tax	\$7,000,000
TBD	11.12.01	11 Large Buses		Replacement	Capital	2029	\$4,219,744	5307			\$4,360,256	Sales Tax	\$8,580,000
122915	11.12.04	44 Small Buses		Replacement	Capital	2029	\$4,576,000	5307			\$2,024,000	Sales Tax	\$6,600,000
TOTALS							\$43,455,982		\$4,200,000		\$430,685,830		\$478,341,812



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

TRANSIT IMPROVEMENTS AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2026-2029

Portage Area Regional Transportation Authority

PID #	FTA ALI Code	Project Description	Qty	Expansion or Replacement	Type	State FY	Federal Funding	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
118306	30.09.03	Operating			Operating	2026			\$100,000	E & D Fare Assist (GRF)	\$7,500,000	Dedicated Local Tax	\$7,600,000
118315	44.24.00	Planning			Planning	2026	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
118320	11.7A.00	Preventive Maintenance			Capital	2026	\$1,100,000	5307	\$275,000	UTP (GRF)			\$1,375,000
116416	11.12.02	Large CNG Transit Buses - 35'	3	Replacement	Capital	2026	\$1,600,000	CMAQ			\$400,000	Dedicated Local Tax	\$2,000,000
118331	11.12.04	Small Buses (LTVs) - < 30'	5	Replacement	Capital	2026	\$860,000	5307			\$215,000	Dedicated Local Tax	\$1,075,000
118309	30.09.03	Operating			Operating	2027			\$100,000	E & D Fare Assist (GRF)	\$7,500,000	Dedicated Local Tax	\$7,600,000
118316	44.24.00	Planning			Planning	2027	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
118322	11.7A.00	Preventive Maintenance			Capital	2027	\$1,100,000	5307	\$275,000	UTP (GRF)			\$1,375,000
118332	11.12.04	Small Buses (LTVs) - < 30'	6	Replacement	Capital	2027	\$1,032,000	5307			\$258,000	Dedicated Local Tax	\$1,290,000
122666	30.09.03	Operating			Operating	2028			\$100,000	E & D Fare Assist (GRF)	\$7,500,000	Dedicated Local Tax	\$7,600,000
122667	44.24.00	Planning			Planning	2028	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
122668	11.7A.00	Preventive Maintenance			Capital	2028	\$1,100,000	5307	\$275,000	UTP (GRF)			\$1,375,000
122669	30.09.04	Operating			Operating	2029			\$100,000	E & D Fare Assist (GRF)	\$7,500,000	Dedicated Local Tax	\$7,600,000
122670	44.24.00	Planning			Planning	2029	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
122671	11.7A.00	Preventive Maintenance			Capital	2029	\$1,100,000	5307	\$275,000	UTP (GRF)			\$1,375,000
122673	11.12.02	Large Buses STD - 35'	4	Replacement	Capital	2029	\$1,920,000	5307			\$480,000	Dedicated Local Tax	\$2,400,000
122672	11.12.04	Small Buses (LTVs) - < 30'	5	Replacement	Capital	2029	\$860,000	5307			\$215,000	Dedicated Local Tax	\$1,075,000
TOTALS							\$10,880,000		\$1,500,000		\$31,620,000		\$44,000,000

Specialized Transportation Program - FTA 5310 Enhanced Mobility for the Elderly and Disabled

PID #	FTA ALI Code	Project Description	Qty	Expansion or Replacement	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
118334	11.12.04	Vehicle Replacement				2026	\$800,998	5310	\$0		\$200,250	Other	\$1,001,248
118335	11.12.04	Vehicle Replacement				2027	\$800,998	5310	\$0		\$200,250	Other	\$1,001,248
TBD	11.12.04	Vehicle Replacement				2028	\$800,998	5310	\$0		\$200,250	Other	\$1,001,248
TBD	11.12.04	Vehicle Replacement				2029	\$800,998	5310	\$0		\$200,250	Other	\$1,001,248
TOTALS							\$3,203,992		\$0		\$801,000		\$4,004,992

Federal funding estimates are based on the allocation presented in the March 9, 2024, Federal Register for FFY 2024.

Elderly and Disabled projects are competitively selected annually by the ODOT Office of Transit. The area's RTAs and eligible social service agencies may apply for FTA Enhanced Mobility funds.



TIP Modifications

Once the 2026-2029 Transportation Improvement Program is approved in July 2025, any changes must be made through amendments or administrative modifications. The guidelines for such changes are outlined in [Appendix E | Ohio STIP Revisions Guidelines](#). These guidelines determine whether the change is an amendment that needs to be submitted to ODOT via a resolution approved by the AMATS Policy Committee or an administrative modification that is agreed to by AMATS and ODOT. Administrative modifications are considered smaller changes such as small cost changes and minor name changes. All amendments and administrative modifications are posted as updates on the AMATS website TIP listings.

Chapter 9 | Fiscal Constraint Analysis

For a project to be included in the TIP, per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is achieved by keeping estimated transportation improvements within reasonably anticipated budgets. ODOT Statewide Planning, in coordination with the ODOT STIP Manager, has developed a fiscal constraint assumption that can be utilized to support up to 15% overprogramming of allocated MPO capital funds in the upcoming 2026-2029 S/TIPs. This assumption is not based on increased revenue, rather the increased availability of existing revenues due to projects coming in under the programmed amounts at the time of bid, projects being delayed, and/or projects being cancelled due to shifting local and regional priorities.

For the TIP, fiscal constraint applies to each program year. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, enhancing the credibility and usefulness of the planning process. AMATS current funding is tied to Infrastructure Investment and Jobs Act (IIJA), which was signed into law in November 2021 and expires in September 2026. When the horizon year for the TIP period extends beyond the current authorization period for federal program funds, available or anticipated funds may include an extrapolation based on historic authorizations of federal funds that are distributed by formula.

Based on all these assumptions in coordination with ODOT, AMATS affirms that its FY 2026-2019 TIP meets all fiscal constraint requirements for both highway and transit projects. The tables below provide an overview of the estimated revenues and expenditures for the AMATS region for the FY 2026-2029 TIP period for both highway and transit components by year.

Highway Fiscal Analysis

The 2026-2029 AMATS Highway TIP Fiscal Constraints table is displayed below and is taken from the E-STIP directly. This table lists budgets, estimated expenditures, and cumulative balances within the AMATS area. The cumulative balance includes carry forward, which have positive and negative balances, but never exceeds the 15% overprogramming.



TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029

2026 – 2029 AMATS Highway TIP Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Discretionary/ Earmark	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Programs	\$0	\$5,349,593	\$5,349,593	\$0	\$11,609,851	\$11,609,851	\$0	\$4,454,959	\$4,454,959	\$0	\$1,943,035	\$1,943,035	\$0
Major Programs	\$0	\$607,500	\$607,500	\$0	\$0	\$0	\$0	\$11,600,000	\$11,600,000	\$0	\$0	\$0	\$0
MPO CMAQ	(\$6,096,427)	\$3,250,371	\$3,945,183	(\$6,791,239)	\$6,315,121	\$3,253,600	(\$3,729,718)	\$6,315,121	\$10,957,285	(\$8,371,882)	\$6,315,121	\$180,000	(\$2,236,761)
MPO CRP	\$852,375	\$1,133,973	\$2,000,000	(\$13,652)	\$1,133,973	\$240,000	\$880,231	\$1,133,973	\$1,750,000	\$264,294	\$1,921,200	\$2,000,000	(\$601,733)
MPO CRRSAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO STBG	(\$2,054,165)	\$11,448,765	\$9,502,536	(\$107,936)	\$11,448,765	\$12,619,421	(\$1,278,591)	\$11,448,765	\$11,876,570	(\$1,706,396)	\$11,448,765	\$9,964,217	(\$221,848)
MPO TA	(\$1,286,871)	\$1,138,532	\$590,583	(\$738,922)	\$1,138,532	\$600,000	(\$200,390)	\$1,138,532	\$45,200	\$892,942	\$1,138,532	\$921,200	\$110,274
National Highway Freight	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Preservation	\$0	\$25,176,257	\$25,176,257	\$0	\$40,889,687	\$40,889,687	\$0	\$35,967,825	\$35,967,825	\$0	\$13,946,400	\$13,946,400	\$0
Safety	\$0	\$7,571,239	\$7,571,239	\$0	\$2,305,000	\$2,305,000	\$0	\$7,242,835	\$7,242,835	\$0	\$0	\$0	\$0
Total	(\$8,585,087)	\$58,676,229	\$57,742,891	(\$7,651,749)	\$126,840,929	\$123,517,559	(\$4,328,378)	\$79,302,010	\$83,894,674	(\$8,921,042)	\$35,925,826	\$29,954,852	(\$2,950,068)
Other Funds													
State	\$0	\$30,498,295	\$30,498,295	\$0	\$34,936,247	\$34,936,247	\$0	\$24,155,706	\$24,155,706	\$0	\$22,433,500	\$22,433,500	\$0
Garvee/ SIB Repayments	\$0	\$21,179,462	\$21,179,462	\$0	\$15,389,500	\$15,389,500	\$0	\$15,346,982	\$15,346,982	\$0	\$13,103,745	\$13,103,745	\$0
Labor	\$0	\$4,257,521	\$4,257,521	\$0	\$9,593,550	\$9,593,550	\$0	\$6,002,866	\$6,002,866	\$0	\$2,889,023	\$2,889,023	\$0
Local	\$0	\$13,724,338	\$13,724,338	\$0	\$11,811,326	\$11,811,326	\$0	\$15,656,213	\$15,656,213	\$0	\$8,773,252	\$8,773,252	\$0
Total	\$0	\$69,659,616	\$69,659,616	\$0	\$71,730,623	\$71,730,623	\$0	\$61,161,768	\$61,161,768	\$0	\$47,199,520	\$47,199,520	\$0
Total	(\$8,585,087)	\$128,335,845	\$127,402,506	(\$7,651,749)	\$198,571,551	\$195,248,181	(\$4,328,378)	\$140,463,777	\$145,056,441	(\$8,921,042)	\$83,125,346	\$77,154,372	(\$2,950,068)

AMATS also provides two additional tables below that includes annual STBG, TASA, and CRP funds, which are AMATS attributable funds and the CMAQ program, which is a statewide program. CMAQ funds received for projects within the AMATS planning area are managed and awarded through a statewide committee. An MPO's TIP may be programmed at higher funding amounts of CMAQ than the MPO's four-year CMAQ allocation and still maintain fiscal constraint due to the overall statewide program maintaining fiscal constraint.

AMATS Attributable Funds

STBG	2025	2026	2027	2028	2029
Annual STBG Expenditures	\$12,816,111	\$9,502,536	\$12,619,421	\$11,876,570	\$9,964,218
Annual STBG Allocations	\$12,821,671	\$9,348,765	\$11,448,765	\$11,448,765	\$11,448,765
Balance	\$5,560	(\$153,771)	(\$1,170,656)	(\$427,805)	\$1,484,547
TASA	2025	2026	2027	2028	2029
Annual TASA Expenditures	\$3,752,981	\$599,166	\$600,000	\$45,200	\$1,921,200
Annual TASA Allocations	\$2,466,110	\$1,138,532	\$1,138,532	\$1,138,532	\$1,138,532
Balance	(\$1,286,871)	\$539,366	\$538,532	\$1,093,332	(\$782,668)
CRP	2025	2026	2027	2028	2029
Annual CRP Expenditures	\$4,275,892	\$2,000,000	\$240,000	\$1,750,000	\$2,000,000
Annual CRP Allocations	\$5,128,267	\$1,133,973	\$1,133,973	\$1,133,973	\$1,133,973
Balance	\$852,375	(\$866,027)	\$893,973	(\$616,027)	(\$866,027)
Combined Balances	(\$428,936)	\$480,432	\$261,849	\$49,500	(\$164,148)
Cumulative Balance		(\$909,368)	(\$647,519)	(\$598,019)	(\$762,167)
Combined Allocations		\$11,621,270	\$13,721,270	\$13,721,270	\$13,721,270
			-7.73%	-4.72%	-4.36%
					-5.55%



Statewide CMAQ Funding Table					
Year	2025	2026	2027	2028	2029
Total Large MPO Budget	\$100,751,522	\$ 72,791,835	\$ 72,791,835	\$ 72,791,835	\$ 72,791,835
Encumbered & Outstanding	\$ 80,630,889	\$ 68,281,122	\$112,244,606	\$ 72,434,879	\$46,458,070
Year Balance	\$ 20,120,633	\$ 4,510,713	\$ (39,452,771)	\$ 356,956	\$ 26,333,765
Cumulative Balance	\$ 21,851,709	\$26,362,422	\$ (13,090,349)	\$ (12,733,393)	\$ 13,600,372

Transit Fiscal Analysis

Federal regulations require agencies such as AMATS to program projects as part of a fiscally constrained process. AMATS and the area’s RTAs demonstrate fiscal constraint by including sufficient financial information to confirm that projects can be implemented using committed or available revenue sources. Thus, AMATS ensures that the federally supported transportation system is being adequately operated and maintained.

The requirement for fiscal constraint is met through the preparation of financial plans, the requirements for which are contained in the joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) regulations for Statewide and Metropolitan Transportation Planning. For the TIP, fiscal constraint applies to each program year. Available transit formula funding for this TIP is based on the latest year of FTA allocation (FY 2024).

The 2026-2029 AMATS Transit TIP Fiscal Constraints table is displayed below. This table lists budgets, estimated expenditures, and cumulative balances within the AMATS area. Please note that the cumulative balance includes carry forward positive balances.

2026 - 2029 AMATS Transit TIP Fiscal Constraints													
STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Non-ODOT Administered Federal Funds													
5309 (Non-ODOT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 (Non-ODOT)	\$0	\$927,852	\$0	\$927,852	\$927,852	\$777,000	\$1,078,704	\$927,852	\$777,000	\$1,229,556	\$927,852	\$0	\$2,157,408
5307	\$5,460,000	\$10,513,087	\$16,072,000	(\$98,913)	\$10,513,087	\$14,339,744	(\$3,925,570)	\$10,513,087	\$9,947,744	(\$3,360,227)	\$10,513,087	\$12,727,744	(\$5,574,884)
5337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 (Non-ODOT)	\$0	\$800,998	\$0	\$800,998	\$800,998	\$0	\$1,601,996	\$800,998	\$0	\$2,402,994	\$800,998	\$0	\$3,203,992
Total	\$0	\$0	\$16,072,000	\$1,629,937	\$0	\$15,116,744	(\$1,244,870)	\$0	\$10,724,744	\$272,323	\$0	\$12,727,744	(\$213,484)
ODOT Administered Federal Funds													
5310 Large Urban (ODOT)	\$0	\$906,476	\$906,476	\$0	\$924,605	\$924,605	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$16,072,000	\$1,629,937	\$0	\$15,116,744	(\$1,244,870)	\$0	\$10,724,744	\$272,323	\$0	\$12,727,744	(\$213,484)
Flex Fund Transfer													
MPO CMAQ	\$0	\$3,064,750	\$3,064,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO CRRSAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO TA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$3,064,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Funds													
State	\$0	\$1,325,000	\$1,325,000	\$0	\$1,325,000	\$1,325,000	\$0	\$1,325,000	\$1,325,000	\$0	\$1,325,000	\$1,325,000	\$0
Local	\$0	\$222,994,140	\$222,994,140	\$0	\$264,611,615	\$264,611,615	\$0	\$195,675,741	\$195,675,741	\$0	\$98,074,407	\$98,074,407	\$0
Total	\$0	\$0	\$224,319,140	\$0	\$0	\$265,936,615	\$0	\$0	\$197,000,741	\$0	\$0	\$99,399,407	\$0
Total	\$5,460,000	\$240,532,303	\$244,362,366	\$1,629,937	\$279,103,157	\$281,977,964	(\$1,244,870)	\$209,242,678	\$207,725,485	\$272,323	\$111,641,344	\$112,127,151	(\$213,484)



Chapter 10 | Approval Resolution

Following the completion of the program update and its commensurate public involvement processes, the Policy Committee of the Akron Metropolitan Area Transportation Study (AMATS) approved the Transportation Improvement Program for Fiscal Year 2026 Through Fiscal Year 2029 for the Greater Akron area by adopting Resolution 2025-XX during its May 15, 2025 meeting.

A copy of the signed resolution is located below.

(INSERT AMATS RESOLUTION 2025-XX HERE UPON AMATS POLICY COMMITTEE APPROVAL)



Appendix A | Air Quality Conformity

Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for the AMATS Transportation Improvement Program FY 2026-2029.

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as serious nonattainment for the 2015 8-hour ozone standard, excluding Ashtabula County. The USEPA designated the entire eight-county area as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated six counties as a maintenance area under the 2006 annual PM_{2.5} (particulate matter) standard. These areas include Cuyahoga, Lake, Lorain, Medina, Portage, and Summit counties. In addition, the USEPA designated Cuyahoga and Lorain counties as a maintenance area under the 2012 annual PM_{2.5} standard.

Two Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. The Akron Metropolitan Area Transportation Study (AMATS) serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

New United States Department of Transportation (USDOT) conformity determinations are required every time a new Transportation Improvement Program (TIP) or Regional Transportation Plan is completed or updated. New emissions analyses are required to meet the conformity rule requirement of using the latest planning assumptions. AMATS has updated its travel demand model to conduct this analysis considering the latest planning assumptions.

This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the Regional Transportation Plan and TIP. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

Before analysis began, an interagency consultation call (IAC) took place on November 13, 2024. The Minutes from the IAC are included on page A-7.

Methodology

In order for the Cleveland-Akron-Lorain area to complete the regional emissions analysis, the overall level of pollution (both ozone and PM_{2.5}) resulting from mobile sources must be forecasted.

The ozone-related portion of this air quality analysis must demonstrate that daily volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain

area. The budgets for the 2015 8-hour ozone standard are from the 2008 SIP and were set on January 6, 2017. The budgets for the 2008 8-hour ozone standard are based on the 1997 SIP and were set on March 19, 2013. The ozone analyses are shown in Tables 1 and 2.

Similarly, the PM_{2.5}-related portion of the air quality analysis has to demonstrate that annual direct PM_{2.5} and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those found in the budget established by Ohio Environmental Protection Agency (OEPA). The budgets for the 2006 PM_{2.5} standard were set on July 26, 2013. The budgets for the 2012 PM_{2.5} standard are based on the 2012 SIP and were set on December 26, 2018. The PM_{2.5} analyses are shown in Tables 3 and 4.

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In December 2024, forecasted variables were approved as inputs to the model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

NOACA and ODOT are jointly responsible for travel demand modeling and air quality analysis for its area. Emissions for Ashtabula County are generated using current ODOT traffic volume data and growth rates.

In order to determine mobile source impacts on regional ozone and PM_{2.5} levels, all non-exempt TIP projects follow the code of Federal Regulations (CFR) 40 CFR Part 93, as related to the EPA's air programs. These projects have been coded into the travel demand model for ozone analysis years of 2027, 2030, 2040, and 2050; and for PM_{2.5} analysis years of 2022, 2027, 2030, 2040, and 2050. The projects coded in each network are listed in Exhibits A-1 through A-4. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES4. The output from MOVES4 includes VOC and NO_x for ozone; and direct PM_{2.5} and NO_x for PM_{2.5}.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM_{2.5} nonattainment area. The conformity analysis results for the entire region are available for public comment at the March 11, 2025, Transportation Improvement Program public meeting.

Results

The analysis for the ozone standards must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 shows the results of the MOVES4 analysis for the 2015 8-hour ozone standard for the Cleveland-Akron-Lorain serious non-attainment area.



The data in Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NOx.

Table 1					
2015 8-Hour Ozone Test					
Cleveland-Akron-Lorain Mobile Source					
Ozone Precursor Emissions Forecasts					
Volatile Organic Compounds (VOC) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	12.42		10.18	6.7	5.68
AMATS	4.89		3.7	2.9	2.82
TOTALS	17.31	30.8	13.88	9.6	8.5
Nitrogen oxides (NOx) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	14.55		11.12	4.57	3.76
AMATS	5.49		5.47	4.52	4.5
TOTALS	20.03	43.82	16.59	9.08	8.31

Attainment status: 2015 8-Hour Ozone standard – serious nonattainment area (Federal Register / Vol. 89, No. 242 / Tuesday, December 17, 2024)
 SIP Status: Federal Register /Vol. 82, No. 4 /Friday, January 6, 2017 – direct final rule adequacy finding for Motor Vehicle Emission Simulator (MOVES) based 2008 ozone standard Motor Vehicle Emission Budget (MVEB). No submittals required under 2008 8-Hour ozone standard until approved budgets are received. The budgets found adequate for 2008 standard will satisfy the 2015 tests, per U.S. EPA.

8-Hour Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 2008 Standard 8-Hour budget tests

Analysis Years: 2027 Attainment and 1st Analysis year; 2030 Interim and SIP Budget year; 2040 Interim year; 2050 Plan horizon year



Table 2 shows the results of the MOVES4 analysis for the 2008 8-hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NOx emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NOx.

Table 2					
Cleveland-Akron-Lorain Mobile Source					
Ozone Precursor Emissions Forecasts					
2008 8-Hour Ozone Test					
Volatile Organic Compounds (VOC) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	12.42		10.18	6.7	5.68
AMATS	4.89		3.7	2.9	2.82
Ashtabula County	0.64		0.48	0.4	0.39
TOTALS	17.96	30.8	14.36	10	8.89
Nitrogen oxides (NOx) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	14.55		11.12	4.57	3.76
AMATS	5.49		5.47	4.51	4.55
Ashtabula County	0.67		0.66	0.56	0.59
TOTALS	20.7	43.82	17.26	9.65	8.9

Attainment status: 2008 8-Hour Ozone standard – maintenance area (Federal Register / Vol. 82, No. 4 /Friday, January 6, 2017)

1997 8-Hour Ozone Standard - maintenance area (Federal Register Notice Final Rule Tuesday, September 15, 2009)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard MVEB. No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests, per U.S. EPA.

8-Hour Geography: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2027 1st Analysis year; 2030 Interim and SIP Budget year; 2040 Interim year; 2050 Plan horizon year



Table 3 shows the results of the MOVES4 analysis for the 2006 PM2.5 standard for the Cleveland-Akron-Lorain PM2.5 maintenance area. This analysis must show that direct PM2.5 and NOX emissions from mobile sources will not exceed those found in the 2022 budget. Table 3 confirms emissions do not exceed the budgets for both direct PM2.5 and NOx.

TABLE 3					
Northeast Ohio Mobile Source PM2.5 and Precursor Emissions Forecasts					
2006 Annual PM2.5 Standard Test					
Direct PM2.5 Emissions (tons/year)					
	2022 Budget	2027 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
NOACA		194.23	171.48	134.12	128.93
AMATS		99.97	93.26	80.34	81.76
TOTALS	880.89				
Nitrogen oxides (NOx) Precursor tons/year					
	2022 Budget	2027 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
NOACA		4,648.76	3,573.32	1,454.87	1,179.01
AMATS		2,115.47	1,641.55	778.87	693.94
TOTALS	17,263.65				

Attainment/ 2006 Annual PM2.5 Standard – maintenance area (Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013)

SIP Status: Cleveland area to attainment for 1997 and 2006 PM2.5 Standards – FR notice included an adequacy finding for the MOVES based MVEBs

Geography: Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, OH

Conformity Tests: Budget tests

Analysis Years: 2022 Budget Year; 2027 1st Analysis year; 2030 Interim year; 2040 Interim year; 2050 Plan horizon year



Table 4 shows the results of the MOVES4 analysis for the 2012 PM2.5 standard for the Cuyahoga and Lorain counties, Ohio maintenance area. This analysis must show that direct PM2.5 and NOX emissions from mobile sources will not exceed those found in the 2030 budget. Table 4 confirms emissions do not exceed the budgets for both direct PM2.5 and NOx.

TABLE 4					
Northeast Ohio Mobile Source PM2.5 and Precursor Emissions Forecasts					
2012 Annual PM2.5 Standard Test					
	2027 Emissions	2030 Budget	2030 Emissions	2040 Emissions	2050 Emissions
tons/year					
Direct PM _{2.5}	151.47	270.57	133.69	104.42	99.94
NOx	3,570.73	4,907.54	2,745.76	1,110.56	894.79

Attainment status: 2012 Annual PM2.5 Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM2.5 MVEB

Geography: Cuyahoga and Lorain County, OH

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2027 1st Analysis year; 2030 Budget year; 2040 Interim year; 2050 Plan horizon year

For additional details on these topics, visit the following USEPA websites:

<https://www.epa.gov/ground-level-ozone-pollution> (general ozone information)

<https://www.epa.gov/ground-level-ozone-pollution/ozone-national-ambient-air-quality-standards-naaqs> (technical ozone information)

<https://www.epa.gov/pm-pollution/particulate-matter-pm-basics> (general particulate matter information)

<https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm> (technical particulate matter information)



Exhibit A-1

AMATS 2027 NETWORK

The 2027 Network includes the existing transportation system plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
106002	I-77	SPRINGFIELD TWP / AKRON Arlington Rd to I-277	Widen to 8 lanes and interchange modifications
98585	Tallmadge Rd	BRIMFIELD TWP At I-76 Interchange	Reconfigure Interchange
102329	SR 8/I-76/I-77	AKRON SR 8 from US 224 to Perkins St & Central Interchange	Add an additional lane in each direction on I-77/SR 8, reconfigure interchange at Central Interchange, Add two lane exit at Carroll NB exit
111405	I-77	BATH TWP / RICHFIELD / RICHFIELD TWP Everett Rd to Cuyahoga County Line	Widen to 6 lanes

Please note that the following locations were added to all networks due to maintenance of traffic stripping

100713	I-76	AKRON US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
--------	------	---------------------------------------	---

Exhibit A-2

AMATS 2030 NETWORK

The 2030 Network includes those projects in the 2027 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
112026	E Main St	KENT E. Main St/SR 59/Willow St to Horning Rd	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
111404	I-77	BATH TWP / RICHFIELD / RICHFIELD TWP Ghent Rd to Everett Rd	Widen to 6 lanes
91710	SR 8	AKRON Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation
116917	Arlington Rd	GREEN Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements

Exhibit A-3

AMATS 2040 NETWORK

The 2040 Network includes those projects in the 2030 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
114865	SR 8 SB Braid	AKRON Central Interchange to Perkins St	Ramp and service road improvements to increase safety and congestion
N/A	Steels Corners Rd	STOW State Rd to Bridgeway Pkwy	Widening to 4 lanes
N/A	SR 91 (Darrow Rd)	TWINSBURG Ravenna Rd to Tinkers Creek bridge	Widening to 4 lanes

Exhibit A-4

AMATS 2050 NETWORK

The 2050 Network includes those projects in the 2040 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
N/A	N/A	N/A	N/A



SFY2026-2029 Transportation Improvement Program (TIP)

Air Quality Conformity Interagency Consultation Conference Call Minutes

November 13, 2024, 3:00 p.m., Teams Virtual Meeting

SFY2026-2029 Transportation Improvement Program (TIP)

Air Quality Conformity Interagency Consultation Conference Call Minutes

Present: Erie County Regional Planning Commission (ERPC)
Akron Metropolitan Areawide Transportation Study (AMATS)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Ohio Department of Transportation, Statewide Planning (ODOT)
Ohio Environmental Protection Agency (Ohio EPA)

Logistics: November 13, 2024, 3:00 p.m., Teams Virtual Meeting

I. Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their SFY2026-2029 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs).

II. Discussion

- The IAC call began at 3:00 p.m.
- AQ status reviewed for Northeast Ohio review of PM2.5 and Ozone
- Parties discussed the current and future attainment status of Northeast Ohio, but it did not need to be reflected in the upcoming conformity analysis
- OEPA expected the bump up to serious nonattainment for ozone this week
- AMATS asked if this needed to be reflected with the conformity analysis for the TIP
- OEPA stated that the status will change from moderate nonattainment to serious nonattainment for ozone
- NOACA stated that the standard for fine particulate matter will not be reflected on the agenda
- OEPA didn't anticipate an official designation until 2026
- All parties agreed on the geographic scope of the analyses, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit) and Ashtabula County
- ODOT recommended removing Geauga County and Ashtabula Township from the 2006 PM2.5
- Parties discussed applicable TIP budgets
- No parties objected to keeping current TIP budgets
- NOACA stated that since the statuses had not changed, the same TIP budget might apply

- Parties discussed analysis years – CY 2024, 2030, 2040, 2045 (AMATS and ERPC), 2050
- Parties discussed whether to retain or remove the 2045 budget
- AMATS did not believe they need to keep analysis year 2045, but that it might be a question for the EPA. AMATS' next plan will be 2050, therefore, unless the budget year includes 2045, it is not needed as an analysis year
- NOACA stated that the future years usually matched with the LRTP
- AMATS stated for the LRTP year we have to have intermediate years no more than 10 years for the air quality calculations for the analysis, but for the budget years they are not sure how they are calculated
- ODOT cited 40 CFR 93.106 for reference
- NOACA will follow up with EPA to determine if 2045 is needed
- AMATS stated that in the last TIP, the budget year for ozone was 2030. For PM2.5 it was 2022
- All parties agreed to concur later regarding the budget years
- Parties agreed to use MOVES 4.0
- Parties confirmed the geographic division for the analysis
- NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
- ODOT and AMATS will work together to run the analysis for Portage and Summit Counties
- ODOT will also do the additional analysis for Ashtabula County
- Parties agreed on county representation for conformity analysis
- NOACA will use Lorain County as its model
- ODOT will use Summit County as its model for AMATS
- NOACA will work with ODOT to complete post processing
- NOACA will complete the conformity documentation after post processing
- NOACA stated that the first draft of TIP will be uploaded for USDOT review January 31. Draft STIP and TIP will include all components for review
- All parties agree on dates for conformity analyses that will be provided for consideration by their Technical Advisory and Policy Committees for approval. NOACA will distribute the conformity analyses
- AMATS by January 16, 2025 for their February 6 Technical Advisory Committee and February 13 Policy Committee
- EPRC by January 16, 2025 for their January 23 Policy Committee
- NOACA agreed to complete the conformity documentation and submit it for approval
- ODOT needs final Board resolutions
- The Public Involvement Period takes place March 11-April 11. NOACA explains that the draft TIP will be completed, but Board approval will not take place until March 14th, 2025
- ODOT agreed to speak to NOACA about their options moving forward outside this meeting
- ODOT agreed to assist NOACA with post processing
- ODOT asked for clarification regarding questions concerning TIP budgets
- OEPA will investigate appropriate TIP budgets
- ODOT stated that Columbus, Cincinnati, and Dayton will also inquire about TIP budgets
- OEPA did not anticipate Columbus and Dayton going into nonattainment for PM2.5
- OEPA stated that Canton will be recommended not to be designated as nonattainment under the new standard. An exceptional events demonstration will be submitted for the wildfire smoke influence days of 2023



- NOACA clarified that this will be sent out to partners who were unable to attend the meeting
- NOACA and OEPA agrees to look into budget years
- The IAC call concluded at 3:41pm

Addendum

After the November 13th IAC call, AMATS and NOACA coordinated with the planning partners to get concurrence on the following outstanding issues:

The appropriate analysis and budget years for ozone and PM_{2.5}; and whether to include 2027 (serious area attainment year for ozone) in this year’s TIP and remove 2024.

The planning partners concur that the budget and analysis years as input to the SFY 2026-2029 TIP are as follows:

Ozone	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
PM _{2.5}	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions

The budget and analysis years apply to all the ozone and PM_{2.5} standards. These include the following:

OZONE 2015 8-hour ozone standard (serious nonattainment area)

2008 8-hour ozone standard (maintenance area)

PM_{2.5} 2006 Annual Standard (maintenance area)

2012 Annual Standard (maintenance area) - this only includes the areas of Cuyahoga and Lorain Counties, OH



Appendix B | Public Outreach

This ad appeared in the Akron Beacon Journal on 1/30/2025.

Join us virtually Feb. 6

You are invited to join us virtually in a meeting of the Citizens Involvement Committee (CIC) of the Akron Metropolitan Area Transportation Study (AMATS).



The CIC will present a preliminary look at the Greater Akron area's four-year *Transportation Improvement Program (TIP)* and the long-range regional transportation plan, *Transportation Outlook 2050 (TO2050)*.

The *TIP* is the four-year program of highway, public transit, and active transportation projects scheduled to receive federal funds from Fiscal Year 2026 through Fiscal Year 2029. *TO2050* identifies transportation needs and presents recommendations for projects to meet identified needs over the next 25 years.

The CIC will meet at **6:30 p.m., Thursday, Feb. 6**. Please go to **amatsplanning.org/cic-meeting-registration** to join this meeting or call **330-375-2436**. Meeting materials will be available at **amatsplanning.org**.

AMATS is committed to ensuring that individuals with disabilities are able to participate fully in public programs, services, and activities. Anyone who needs an accommodation from AMATS is invited to contact AMATS Public Information Coordinator Kerry Prater at 1 Cascade Plaza, Suite 1300, Akron, OH 44308, (voice) (330) 375-2436 as soon as possible. If you require TDD phone service call Ohio Relay at 800-750-0750 and they will assist in contacting AMATS at (330) 375-2436.

AK-41059458



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, February 6, 2025 – 6:30 p.m.**

Meeting Summary

Attendees:

Rick Bohan
Ron Brubaker, TASCforce, Inc.
Austen Rau
Bill Sepe

Staff:

Curtis Baker, AMATS Planning Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Jeff Gardner, Transportation Planner
Amelia Hoffmeier, GIS Planner
Matt Mullen, Transportation Planner
Matt Stewart, Planning Administrator

I. Welcome

Matt Stewart welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Mr. Stewart** presented Attachment 5B – Draft FY 2026-2029 Transportation Improvement Program – Project List.

Austen Rau stated that he was pleased that the two Veterans Trail projects were still programmed in Fiscal Year 2027 of the current Transportation Improvement Program (TIP). **Mr. Rau** asked whether AMATS had learned of any new developments to move those projects to an earlier date in the Draft TIP. **Curtis Baker** said that the projects are rescheduled to a later date for fiscal constraint purposes in the draft program, but the Stow portion of the trail would be returned to the program if the project's contract is sold. **Mr. Baker** said that AMATS has not heard of any new developments regarding the Veterans Trail project. **Mr. Baker** noted that the federal funding situation is in a state of transition and should be clearer when the new transportation secretary issues guidance.

Mr. Rau asked if AMATS was seeking a \$1.5 million loan on Transportation Alternative Set-Aside (TASA) Program grants. **Mr. Baker** said yes and noted that the agency was notified by the Ohio

Department of Transportation (ODOT) that the Rubber City Heritage Trail Corridor would miss its fourth quarter funding benchmarks. **Mr. Baker** said that AMATS plans to discuss the issue with ODOT and Akron officials soon.

Mr. Brubaker asked for a clarification regarding the scheduling of the trail projects. **Mr. Baker** explained that AMATS must demonstrate that the TIP is in fiscal constraint and may only “over-program” the TIP by 15 percent above available funding. **Mr. Baker** noted that, as additional funding becomes available, the TIP may be amended to include select over-programmed projects.

Mr. Brubaker said that the Boston Heights Village Council cancelled funding for the Heights-to-Hudson Trail in December. **Mr. Brubaker** asked whether AMATS funding was programmed for this project. **Mr. Baker** said that AMATS, while supportive of the project, did not program funding for the project. **Mr. Brubaker** asked whether the \$500,000 Clean Ohio grant and \$250,000 in additional state funding that were committed to the project could be made available to AMATS for other purposes. **Mr. Baker** said that the grant would be returned to the Clean Ohio Program and that the state funding would likely remain unused before being released by the state.

B. Mr. Stewart introduced AMATS GIS Planner Amelia Hoffmeier as a new member of the agency staff.

C. Mr. Stewart presented Attachment 5C – Draft *Transportation Outlook 2050*.

Mr. Rau said that he was pleased to see the Veterans Trail/Akron Secondary included on the TO2050 list of Bike & Pedestrian Recommendations. **Mr. Rau** said that he would like the trail’s southern terminus link to the Northside Station rather than end at the Freedom Trail. The attendees discussed the Veterans Trail and its potential linkage to the Northside Station. **Mr. Brubaker** described a proposed linkage supported by TASCforce, Inc. **Mr. Stewart** said that he would forward the attendees’ and the TASCforce, Inc.’s stated support for a link to city of Akron officials.

D. Mr. Baker presented Attachment 6B – Resolution 2025-02 – Supporting the Region’s Efforts to Develop Intercity Passenger Rail Service to the Greater Akron Area.

The attendees discussed the potential of intercity passenger rail service in the Greater Akron area and the three rail corridors – the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor, Cleveland-Toledo-Detroit Corridor, and Chicago, Fort Wayne, Columbus, and Pittsburgh – currently being studied.

Rick Bohan asked whether it was the Ohio Department of Transportation (ODOT) that indicated that it would be difficult to add Akron to the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor for a potential rail study. **Mr. Baker** said that former ODOT Director Jack Marchbanks stated so in a letter. **Mr. Baker** described the various proposed rail line corridors and connections. **Mr. Baker** said that there are concerns regarding Akron-Cleveland intercity ridership levels. **Mr. Baker** noted that intercity rail service would require a significant local, state and

federal investment. **Mr. Baker** said that the level of state investment required would not be known until the various rail study corridors are complete.

Mr. Bohan asked about the proposal for a station at the Akron-Canton Airport. **Mr. Baker** said that Ohio Rail Development Commission (ORDC) officials indicated that an airport station is ineligible as it is not considered a viable terminus or a connection for intercity passenger rail service.

E. Mr. Stewart presented a Transportation Funding Update.

Mr. Stewart said that AMATS is sorting through the various executive orders issued by the Trump administration and their potential implications on project funding. AMATS has been corresponding with the Federal Highway Administration (FHWA) and ODOT for guidance. The agency does not anticipate any changes to AMATS' currently funded programs and is moving ahead to sell FY 2025 projects. The agency does anticipate changes in the agency's planning process, with a de-emphasis on environmental justice and environmental-related issues. Transportation Secretary Duffy published a memorandum identifying several emphasis areas.

Mr. Baker said that AMATS does not anticipate any funding issues stemming from policy changes under Trump administration executive orders as the agency's funds are largely from suballocated sources. However, communities that have received discretionary funds from programs like Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets for All, or Reconnecting Communities program funds might experience changes.

Mr. Bohan asked for a clarification as to how community birth rates may be a consideration in the federal project funding allocations to the Greater Akron area. **Mr. Baker** referred to a USDOT order issued by Transportation Secretary Duffy. The order updates and resets the principles and standards underpinning USDOT policies, programs, and activities to mandate reliance on rigorous economic analysis and positive cost-benefit calculations and ensures that all DOT grants, loans, contracts, and DOT-supported or -assisted state contracts bolster the American economy and benefit the American people. The attendees discussed the implications of this order on area project funding.

Mr. Rau asked if the agency was scheduled to update the *AMATS Funding Policy Guidelines* this year. **Mr. Baker** said yes. **Mr. Rau** asked how changes in federal guidance may affect the guidelines update. **Mr. Baker** said that the agency will likely receive the guidance prior to the agency's update process, which will provide clarity at that time.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, March 20, 2025.**



This YouTube video was posted to our channel on 2-28-25

<https://www.youtube.com/watch?v=0PN042O0Yd4>

Two Paths to the Future and You!

AMATSPlanning
62 subscribers

Subscribe

1 Like

Share

Save

36 views Feb 28, 2025

Soon, the Akron Metropolitan Area Transportation Study (AMATS) will present the area's four-year Draft Transportation Improvement Program (TIP) and long-range Draft Transportation Outlook 2050 for public review and comment.

The TIP is the four-year program of highway, public transit, and active transportation projects within the Greater Akron area scheduled to receive federal funds from Fiscal Year 2026 through Fiscal Year 2029. Transportation Outlook 2050 (TO2050) is the area's long-range plan that identifies regional transportation needs and presents recommendations for projects to meet identified needs over the next 25 years.

The TIP and TO2050 are key elements of the regional transportation planning process within Portage and Summit counties and northeastern Wayne County.

AMATS will soon present these two items to the public for their insights. Additional details will be available on the agency website - amatsplanning.org - in the coming days.



This ad appeared in both the Akron Beacon Journal and Record Courier on 3-4-25

AMATS presents two views of the area's transportation future

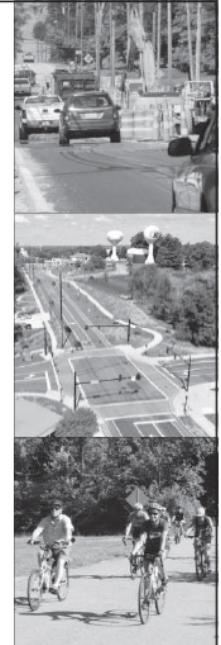
If you're interested in what the future holds for transportation in the Greater Akron area, then highlight **March 11** through **April 11** on your calendar. That's when the Akron Metropolitan Area Transportation Study (AMATS) will present the area's four-year Draft *Transportation Improvement Program* (TIP) and long-range Draft *Transportation Outlook 2050* for public review and comment.



The TIP is the four-year program of highway, public transit, and active transportation projects within the Greater Akron area scheduled to receive federal funds from Fiscal Year 2026 through Fiscal Year 2029. *Transportation Outlook 2050 (TO2050)* is the area's long-range plan that identifies regional transportation needs and presents recommendations for projects to meet identified needs over the next 25 years. The TIP and TO2050 are key elements of the regional transportation planning process within Portage and Summit counties and northeastern Wayne County.

The Draft TIP and Draft TO2050 will be available for public comment from **March 11** through **April 11** at amatsplanning.org, the AMATS X and Facebook pages - [@AMATSPanning](https://www.facebook.com/AMATSPanning), and the AMATS office in downtown Akron. The **March 20** virtual meeting of the **AMATS Citizens Involvement Committee** will present these draft items at **6:30 p.m.** To join this meeting, please visit amatsplanning.org/cic-meeting-registration or call **330-375-2436** for more information.

AMATS is committed to ensuring that individuals with disabilities are able to participate fully in public programs, services, and activities. Anyone who needs an accommodation from AMATS is invited to contact AMATS Public Information Coordinator Kerry Prater at 1 Cascade Plaza, Suite 1300, Akron, OH 44308, (voice) (330) 375-2436 as soon as possible. If you require TDD phone service call Ohio Relay at 800-750-0750 and they will assist in contacting AMATS at (330) 375-2436.





This press release was posted on our website and covered by Downtown Akron partnership on 3-4-25

Explore Work Live Do Business Get Around

< VIEW ALL NEWS

Release Date: March 4, 2025

AMATS Presents Two Views of the Future

March 3, 2025, Akron, OH – If you’re interested in what the future holds for transportation in the Greater Akron area, then highlight **March 11** through **April 11** on your calendar. That’s when the Akron Metropolitan Area Transportation Study (AMATS) will present the area’s four-year Draft *Transportation Improvement Program* (TIP) and long-range Draft *Transportation Outlook 2050* for public review and comment.

The TIP is the four-year program of highway, public transit, and active transportation projects within the Greater Akron area scheduled to receive federal funds from Fiscal Year 2026 through Fiscal Year 2029. *Transportation Outlook 2050 (TO2050)* is the area’s long-range plan that identifies regional transportation needs and presents recommendations for projects to meet identified needs over the next 25 years. The TIP and TO2050 are key elements of the regional transportation planning process within Portage and Summit counties and northeastern Wayne County.

The Draft TIP and Draft TO2050 will be available for public comment from **March 11** through **April 11** at amatsplanning.org, the AMATS X and Facebook pages - @AMATSPlanning, and the AMATS office in downtown Akron. The **March 20** virtual meeting of the **AMATS Citizens Involvement Committee** will present these draft items at **6:30 p.m.** To participate in this meeting, please visit amatsplanning.org/cic-meeting-registration or call **330-375-2436** for more information.

Public meetings regarding the Draft TO2050 are also scheduled at the following dates, times, and locations:

Wednesday, April 2, 2025: 5:30-6:30 p.m.

Akron-Summit County Public Library, Main Library, Meeting Room 1

60 S High St, Akron, OH 44326

Thursday, April 3, 2025: 5:30-6:30 p.m.

Kent Free Library, 2nd Floor Meeting Room

312 W Main St, Kent, OH 44240

For more information about the TIP, TO2050 and the regional transportation planning process, please click [here](#).



Appendix C | Self Certification Resolution

Attachment 6C

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2024-12 - Certification of the Urban Transportation Planning Process

DATE: May 1, 2024

In order to remain a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. One requirement is for the Policy Committee to certify that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Every four years, the US DOT certifies whether AMATS is operating the planning process according to federal guidelines. Two years ago, AMATS underwent its federal certification review. At that time, US DOT certified that AMATS may continue to conduct the planning process for another four years, at which point the US DOT will return for another certification review.

One federal requirement pertaining to Title VI of the Civil Rights Act of 1964, requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment. The area’s regional transportation policies, plans, and programs contained in the Regional Transportation Plan (*Transportation Outlook*) and the Transportation Improvement Program are also compliant with Title VI of the Civil Rights Act of 1964.

The Staff recommends that Resolution 2024-12 be approved.



RESOLUTION NUMBER 2024-12

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, and the Chippewa Township and Milton Township areas of Wayne County, as evidenced in the Agreement of Cooperation, Number 32963, between ODOT and the City of Akron finalized on April 5, 2019; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2024-11, signed and dated May 16, 2024; and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

- a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the *Bipartisan Infrastructure Law (BIL)* (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;



RESOLUTION NUMBER 2024-12 - Continued

- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs; and

WHEREAS, in accordance with the *Bipartisan Infrastructure Law (BIL)*, formally known as the *Infrastructure Investment and Jobs Act (P.L. 117-58)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.
2. That this Committee authorizes the Staff to implement and provide copies of the AMATS Title VI Civil Rights Program Procedures and Documentation, as amended.
3. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

5/16/24

Date



Appendix D | Funding Policy Guidelines

FUNDING POLICY GUIDELINES

Revised September 2023

**Akron Metropolitan Area Transportation Study
Suite 1300 One Cascade Plaza Akron, Ohio 44308**

This document was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and a portion of Wayne County.

The contents of this document reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This document does not constitute a standard, specification or regulation.



Table of Contents

Section 1 | Introduction D-4

Section 2 | Policy Guidelines..... D-5

Program AdministrationD-5

General Project EligibilityD-5

Surface Transportation Block Grant (STBG).....D-8

 DescriptionD-8

 Eligibility.....D-8

 Program PoliciesD-8

Transportation Alternatives Set Aside (TASA)..... D-9

 Description.....D-9

 Eligibility.....D-9

FY2024/2025/2026 TASA Supplemental Funding Pilot Program..... D-10

 Program PoliciesD-10

AMATS Resurfacing Program..... D-12

 Description.....D-12

 Eligibility.....D-12

 Program PoliciesD-12

Carbon Reduction Program (CRP) D-14

 Description.....D-14

 Eligibility.....D-14

 Program PoliciesD-14

Pavement Repair & Sidewalk Ramp Program..... D-15

 Description.....D-15

 Eligibility.....D-16

 Program PoliciesD-16

FTA Urbanized Area Formula (Section 5307) Program D-16

 Description.....D-16

 Eligibility.....D-16

 Program PoliciesD-17

FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program .. D-17

 Description.....D-17

 Eligible Projects.....D-18



Program Policies	D-18
FTA Bus and Bus Facilities (Section 5339) Program	D-18
Description	D-18
Eligibility	D-19
Program Policies	D-19
Section 3 TIP Project Selection and Implementation Process	D-20
Duties of the Technical Advisory Committee	D-20
Duties of the TAC TIP Subcommittee	D-20
Section 4 Project Evaluation Criteria	D-21
Section 5 Appendix	D-25

Section 1 | Introduction

Planning, design and construction of major transportation capital investment projects, such as major highway relocations and transit service expansions, are costly and time-consuming. Even relatively minor improvements require a substantial investment of time and resources. To implement transportation projects in a systematic manner, proper planning is essential.

The Akron Metropolitan Area Transportation Study, also referred to as AMATS, is one of the 17 transportation-planning agencies in Ohio. These, and similar agencies throughout the United States, were established as a result of the 1962 Federal Aid Highway Act. This Act requires urban areas of more than 50,000 in population to have a cooperative, continuous and comprehensive (or "3-C") planning process in order to receive federal aid for transportation improvements.

A primary responsibility of AMATS is to prepare and maintain a Transportation Improvement Program (or TIP) that meets the travel needs of people and businesses in Summit and Portage Counties and portions of Wayne County. The TIP is a four-year comprehensive listing of transportation improvements scheduled for implementation with federal or state funds. A project must be included in an area's TIP in order to receive funding assistance from the Federal Highway Administration or the Federal Transit Administration.

As part of preparing the TIP, the AMATS Policy Committee has the lead responsibility for programming transportation projects under the Federal Highway Administration's Surface Transportation Program and Transportation Alternatives Program and the Federal Transit Administration's Urban Formula, Bus and Bus Facilities, and Elderly and Disabled Programs.

The purpose of this report is to document the funding policy guidelines established by the AMATS Policy Committee for these programs and the process to select projects for the TIP. These guidelines reflect the goals outlined in the Regional Transportation Plan that make preserving the existing transportation system the highest priority while continuing to improve safety and reduce congestion. It also includes a procedure to continuously monitor funding programs. It has four main sections.

Section 2 describes the policy guidelines for the programming of federal transportation funds. Section 3 describes the process to select projects for the TIP as well as the process to expedite the implementation of these projects in a timely manner. Section 4 describes the evaluation criteria for each funding program for which the AMATS Policy Committee has the lead responsibility and lastly a map of the federal-aid system and a list of definitions is included.

Section 2 | Policy Guidelines

The AMATS Policy Committee has established a set of Funding Policy Guidelines to be used in selecting projects using federal funding directly attributable to the AMATS area for the TIP. The purpose of this section is to describe these policy guidelines. They are grouped into three categories - Program Administration, General Project Eligibility and Funding Programs.

Program Administration

1. Responsibility – The Technical Advisory Committee is responsible for monitoring the federal funding programs attributable to AMATS and making recommendations to the Policy Committee.
2. Project Review Meetings – Quarterly project review meetings are scheduled to monitor the status of programmed projects. Project sponsors or their representatives are required to attend.
3. Project Lockdown – Sponsors must have their associated project milestone dates finalized by December of each year for projects that are scheduled in the next fiscal year.
4. Reservoir Projects – A project that is scheduled in the fourth quarter (April to June) of a fiscal year may be assigned as a reservoir project. This means that the project may sell in either the current fiscal year or the first quarter (July to September) of the next fiscal year and not incur any adverse penalty. Regardless of which fiscal year the project sells in, the project’s Plans, Specifications, and Estimate or PS&E package must still be submitted in the current fiscal year.
5. Funds Management – If a significant funding balance remains at the end of the current fiscal year, one or more of several options will be pursued to avoid a shortfall of funds. These options include but are not limited to moving reservoir projects as needed, applying funds to remaining projects in that year subject to the funding policy cap and a limit of a 15% increase, or trade/transfer funds with ODOT, County Engineers Association of Ohio, or another MPO.
 - a) If a shortfall in funds in one funding program is a concern, the funding source of one or more projects may be switched or split into two funding sources for items that are eligible for those funds.
 - b) AMATS receives suballocated funds at the discretion of ODOT and US DOT. If ODOT’s or US DOT’s current funding policy changes in regard to amount of funds suballocated or the elimination of a funding program, AMATS assumes no liability in funding projects that have been affected by these changes.
6. Fair Share Distribution – Several AMATS funding programs use equitable distribution of funds as an evaluation criterion. This criterion uses a target budget for each community in the AMATS area. The target budget is based on the community’s percent of the population compared to the total funds spent and programmed by AMATS since 1972. The community’s percent population for the target budget is calculated using the percent urban population from the 1980 and 1990 Census and total population from the 2000, 2010 and 2020 Census. AMATS’ funds programmed for a project in a community is attributed to the community regardless of project sponsor.

General Project Eligibility

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes

related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures, including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2022-14 (approved August 11, 2022)

3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.
4. If a project sponsor feels that their project cannot wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.
5. Maximum Projects Awarded per Sponsor – The number of STBG and Resurfacing projects awarded to one sponsor shall be three projects per funding category per funding cycle. There is no limit to the number of TASA projects that may be awarded to a sponsor. There is no limit to the number of project applications that a sponsor may submit.
6. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
7. Ineligible Items – Preliminary engineering and plan development costs, including the development of right-of-way and construction plans are the responsibility of the project sponsor and are not eligible for AMATS funds (except for TASA projects).
8. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
9. Contiguous Projects – Project sponsors that have contiguous projects, such as a phase one and two, may combine their projects after the original approval for funding by AMATS. Combining of projects is subject to the availability of funds and approval by AMATS. AMATS funding for the combined project is not to exceed the sum of the individual project caps that were originally approved for funding.
10. Project Programming Package – Project sponsors must submit a Programming Package to ODOT within 45 days of notification of Policy Committee’s action to approve funding for the project. Failure to do so may result in cancellation of project.

11. Local Let Projects - AMATS funded projects may be ODOT Let or Local Let with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure they comply with all federal and state laws, regulations and policies. Local Programs staff provides training in the LPA Qualification Process via ODOT's eLearning system administered through LTAP. Training must be taken every five (5) years. Once the training is complete, the LPA may complete the LPA Participation Requirements Review Form. This form will need updated every four (4) years or in the event of a change in key personnel.
12. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
13. The Project Delivery Incentive Program (PDIP) - The purpose of PDIP is to incentivize project sponsors to deliver their projects in a specified time window. If projects are delivered within that time window their local match will be reduced to 10 percent of the amount of federal funds awarded by AMATS (instead of the traditional 20 percent). The maximum reduction shall be capped at \$100,000. The reduction in the local match will be paid for using Toll Revenue Credits (TRC). Typically AMATS has only used TRC to eliminate the local match for planning studies and air quality funding. Currently AMATS is guaranteed access to its TRC through FY2027. The PDIP program will be completely voluntary for project sponsors. As part of the AMATS application process the community can request to take part in the program by marking a box on the project application. There will be no penalty for failing to meet the project delivery goal other than the sponsor will not receive the additional 10 percent benefit. To meet the project delivery goal, the project sponsor must ensure its PS&E document is submitted to ODOT District 4 by the date outlined in the PDIP. If AMATS is not able to fund the project due funding not being available, the project will still receive the reduction of local share of 10 percent when it can be bid.
 - a) Timeline for the PDIP program is as follows:
 - i) Resurfacing program – 2 years from AMATS Resolution Approval
 - ii) STBG program – 4 years from AMATS Resolution Approval
 - iii) TASA program – 2 years from AMATS Resolution Approval
 - b) Project applicants that select to participate in the PDIP will be notified after project funding approval of the timeline for completing their project in order to receive the incentive.
14. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

Surface Transportation Block Grant (STBG)

Description

The Surface Transportation Block Grant (STBG) provides flexible funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities. Funding for STBG projects is assigned to MPO areas by Congress and, in addition, ODOT sub allocates a portion of their statewide STBG funding to Ohio MPOs.

Eligibility

STBG funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Regional Transportation Plan. STBG funds can be used on any federal-aid roadway classified above a local road or a rural minor collector and bridge projects on any public road.

STBG projects can include highway projects and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), transportation system management, public transit capital improvement projects, commuter rail, carpool projects, bus terminals and facilities, bikeways, pedestrian facilities and planning studies.

The AMATS TAC TIP Subcommittee, with consultation from the AMATS staff, reserves the right to consider project applications under another funding program that it deems better suited for the application.

Program Policies

1. Federal Participation
 - a) The maximum federal share for projects under the STBG program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b) Federal funding for STBG projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a) The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of the AMATS federal funding with a maximum reduction of \$100,000.
 - b) The local share for STBG projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
3. Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
5. STBG Funding Cap – STBG projects have a combined right-of-way and construction cap of \$6,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$7,500,000. Any cost above this amount is the responsibility of the local sponsor.

6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
7. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - a) If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
 - b) Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
 - c) If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
8. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
9. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
10. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
11. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

Transportation Alternatives Set Aside (TASA)

Description

The Transportation Alternatives Program (TASA) provides funding for bicycle and pedestrian facilities. Funding for TASA projects is assigned to MPO areas by Congress and, in addition, ODOT sub allocates a portion of their statewide TASA funding to Ohio MPOs.

Eligibility

All TASA projects must relate to surface transportation and must address a transportation need, use, or benefit. Project categories include pedestrian and bicycle facilities including Safe Routes to School infrastructure projects. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for SRTS District-wide Travel Plans and only if the sponsor has first pursued and secured funding from ODOT's SRTS program. TASA applications for shared use paths or sidepaths (i.e. trails) must have a feasibility study for the project completed by the time funding is awarded by Policy Committee resolution. AMATS



recommends using an ODOT prequalified consultant found under the Bicycle Facilities and Enhancement Design area at the following link:

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/contracts/prequal-cert/welcome>

The feasibility study must include the following:

- Reasonable assurance that the preferred alignment conforms to AASHTO standards
- Certified cost estimate
- Planning level analysis to identify concerns (i.e. red flags) regarding environment, rights-of-way, slope, soil and historical/cultural impediments

The AMATS TAC TIP Subcommittee, with consultation from the AMATS staff, reserves the right to consider project applications under another funding program that it deems better suited for the application.

FY2024/2025/2026 TASA Supplemental Funding Pilot Program

The purpose of the TASA Supplemental Funding is to develop a reservoir list of projects that could use additional TASA funding to deliver a project in the upcoming fiscal years of 2024, 2025, 2026. To qualify for TASA Supplemental Funding an existing AMATS project must have TASA eligible elements included in the current project. AMATS staff will score projects based on the existing TASA criteria. AMATS staff will develop a rank scoring for supplemental funding and funding will be awarded based on funds availability.

Supplemental funding will only be awarded if AMATS staff determines there will be a balance of TASA funding in that fiscal year. If a balance exists, AMATS staff will award additional TASA funding to the project based on the rank scoring of the funding round by fiscal year.

Any existing federally funded project is eligible for TASA Supplemental Funding (if it contains TASA eligible components) and the additional funding will not count towards the project funding cap of the originally awarded AMATS funds. The maximum supplemental funding award is \$500,000.

Program Policies

1. Ownership – The proposed Alternative project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the proposal).
2. Cost Estimates – Cost estimates for TASA projects must be submitted by a professional engineer or architect.
3. Maintenance – Maintenance-type projects or work items, such as sidewalk replacement and bikeway resurfacing or regrading, are not eligible for TASA funding.
4. Upgrading – Upgrading trails (such as converting a granular-surfaced bikeway to asphalt or concrete) are eligible for funding except if previously funded with federal funds through AMATS. Sidewalks are eligible for upgrading if the project is taking a standard sidewalk and substantially widening it to accommodate multiple uses (ex. upgrading a 4-foot sidewalk to an 8-foot sidewalk to accommodate bicycle traffic)
5. Federal Participation

- a. The maximum federal share for projects under the TASA Program is 80% of total eligible project costs (excluding 100% local items). Federal funds are also capped at the approved amount shown in the current TIP.
 - b. Federal funding participation for TASA projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
6. Local Participation
- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum TASA funding by AMATS of \$1,000,000).
 - b. The local share for TASA projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning is not considered as local share.
7. Planning – The planning funding approved for a SRTS Plan is that Plan’s funding cap. Any unused funds cannot be transferred to a SRTS Plan’s recommended infrastructure project. Up to 10% of the annual TASA allocation may be set aside to fund SRTS District-wide Plans.
8. Preliminary Engineering – The preliminary engineering funding may be adjusted from the original amount approved as long as the project’s total cap is not increased (see 11 below). Up to 25% of the annual TASA allocation may be set aside to fund preliminary engineering.
9. Right-of-Way
- a. The right-of-way funding may be adjusted from the original amount approved as long as the project’s total cap is not increased (see 11 below).
 - b. Right-of-way acquisition may be included only as a part of the cost for the entire project, not as a stand-alone project.
10. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved for funding as long as the project’s total cap is not increased (see 11 below).
11. TASA Funding Cap – TASA projects have a combined preliminary engineering, right-of-way and construction cap of \$1,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$1,250,000. Any cost above this amount is the responsibility of the local sponsor.
12. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
- a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee,

- with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
13. Major Changes to Project Funding – Projects which have already received federal TASA funds through AMATS are not eligible to apply for additional TASA funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
 14. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

AMATS Resurfacing Program

Description

Resurfacing projects on non-state routes using AMATS STBG funds.

Eligibility

Eligible routes for resurfacing include principal and minor arterials, urban collectors and major rural collectors that are not on a state route. Minor rural collector and local roadways are not eligible for federal funding. In order to be consistent with the ODOT Urban Paving Program, the eligibility of an item will be as outlined in ODOT’s Urban Paving Policy with the exception of full and partial depth pavement repair and ADA sidewalk ramps, which are eligible for AMATS funding. Work items not directly related to the pavement resurfacing are not eligible for funding such as culvert replacement, street trees and guardrail. Roadways with a Pavement Condition Rating (PCR) of greater than 80 are also not eligible for funding.

The AMATS TAC TIP Subcommittee, with consultation from the AMATS staff, reserves the right to consider project applications under another funding program that it deems better suited for the application.

Program Policies

1. Resurfacing – Resurfacing is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. Geofabric is eligible. Concrete roadways are not eligible unless being overlaid with asphalt.
2. Reconstruction – Pavements in need of reconstruction are not eligible for AMATS Resurfacing Program funds. A project is considered roadway reconstruction and not resurfacing when over 25% of the pavement surface area within the project limits needs repaired or replaced.
3. Structures – Any work on structures beyond the asphalt type overlay as mentioned above is not eligible for funding.
4. Frequency of Resurfacing – Sponsors are responsible for maintaining their roadways so that the pavement does not deteriorate prematurely. AMATS will only provide funding for resurfacing at a minimum of 10-year intervals if the previous resurfacing involved federal funds. The 10-year interval begins on the date the last resurfacing was completed and does not include temporary overlays.
5. Federal Participation
 - a. The maximum federal share for projects under the Resurfacing program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.

- b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
 - c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.
- 6. Local Participation
 - a. The minimum local share is 20% of total eligible costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum Resurfacing funding by AMATS of \$800,000).
 - b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
- 7. Right-of-Way – the right-of-way phase is not eligible for funding.
- 8. Resurfacing Funding Cap – Resurfacing projects have a construction cap of \$800,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$1,000,000. Any cost above this amount is the responsibility of the local sponsor.
- 9. Project Delays – Funding for STBG projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
- 10. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
 - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
- 11. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be

reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.

12. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

Carbon Reduction Program (CRP)

Description

The Infrastructure Investment and Jobs Act (IIJA) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Eligibility

Eligible routes for the CRP include principal and minor arterials, urban collectors and major rural collectors that are not on a state route. Minor rural collector and local roadways are not eligible for federal funding.

CRP funds may be used to establish new or expanded transportation projects that reduce carbon emissions. Projects eligible for CRP funds include roundabouts, operational projects that improve traffic flow, clean fuel bus purchases, and bicycle and pedestrian projects.

The AMATS TAC TIP Subcommittee, with consultation from the AMATS staff, reserves the right to consider project applications under another funding program that it deems better suited for the application.

Program Policies

1. Federal Participation
 - a. The maximum federal share for projects under the CRP program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding for CRP projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
 - b. The local share for CRP projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
3. Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of- way and construction cap (see 5 below).
4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).

5. CRP Funding Cap – CRP projects have a combined right-of-way and construction cap of \$2,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$2,500,000. Any cost above this amount is the responsibility of the local sponsor.
6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
7. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
 - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
8. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
9. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

Pavement Repair & Sidewalk Ramp Program

Description

ODOT's Urban Paving Program includes participation in resurfacing state and US routes within municipalities. In accordance with ODOT's Policy, ODOT District 4 requires that all partial and full depth pavement repairs within the project limits be completed before or in conjunction with a resurfacing project that has been scheduled under its paving program. Municipalities are responsible for funding these pavement repairs.

In accordance with the Americans with Disabilities Act of 1990 (ADA), ODOT District 4 also requires that all sidewalk ramps within the project limits meet the current standards and be completed before or in conjunction with



a resurfacing project that has been scheduled under the paving program. Municipalities are also responsible for all sidewalk ramps costs.

Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. The first step in this compliance is the development of an ADA transition plan. The ADA transition plan should include:

1. A list of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.
2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
3. The schedule for taking the necessary steps to achieve compliance with Title II.
4. The name of the official responsible for the plan's implementation.

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. AMATS requires that all of its members have an ADA Transition Plan, and certify this as part of the project funding application process.

Eligibility

Resurfacing projects on State and US routes within municipalities scheduled under ODOT's Urban Paving Program.

Program Policies

AMATS may participate in funding these partial and full depth pavement repairs and sidewalk ramps with STBG funds at an 80% share. The AMATS staff has the authority to make funding decisions of up to \$150,000 in federal funds per project for a combination of both the pavement repairs and ADA ramps. This action is subject to the availability of funds. The AMATS Policy Committee will make funding decisions for projects that require more than the \$150,000 federal share for these items.

FTA Urbanized Area Formula (Section 5307) Program

Description

The Federal Transit Administration (FTA) Section 5307 Program funding is apportioned to each Urbanized Area as a transportation block grant. These funds are flexible and may be used for a variety of transportation projects. However, these funds tend to be used for transit projects such as bus replacements and other transit capital projects. For urbanized areas over 200,000 in population, such as Akron, Section 5307 funds may only be used for capital expenses. The exceptions to this restriction include expenses for preventive maintenance, the capital cost of leasing, planning, and complementary ADA paratransit service. The funding participation rate is generally 80% federal and 20% local. See the FTA circular for program guidance.

Eligibility

Grants under the Urbanized Area Formula Program are available to finance planning and capital projects. Capital projects include acquisition, construction, improvement, and maintenance of facilities and equipment for use in

public transit. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul or rebuilding of buses, security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications and computer hardware and software. All preventive maintenance costs are considered capital costs.

Program Policies

1. Designated Recipients – Currently, the only designated recipients of Section 5307 funds in the AMATS area are METRO RTA in Summit County and PARTA in Portage County. Both METRO and PARTA receive the bulk of their Section 5307 funds from the Akron Urbanized Area’s apportionment and receive smaller suballocations from the apportionment to the Cleveland Urbanized Area. Medina County Public Transit (MCPT) serves a portion of the Akron Urbanized Area, in and adjoining the Wadsworth area. As a result, MCPT will receive a portion of these formula funds as described in the Memorandum of Understanding signed in 2013 (AMATS Policy Resolution 2013-15; September 25, 2013). NOACA serves as the Metropolitan Planning Organization for MCPT.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5307 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region’s Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5307 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with the Section 5307 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all the Cleveland Urbanized Area Section 5307 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the Section 5307 Program.

FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program

Description

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. This competitive grant program is administered by the ODOT Office of Transit as the Specialized Transportation Program. See the FTA circular for program guidance.

To receive FTA Section 5310 funding, an area must develop and maintain a locally developed coordinated transportation plan, as mandated by federal guidance. Local projects must be consistent with the AMATS Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), as well as the region’s Transit



Asset Management (TAM) planning activities. The current Coordinated Plan was approved by the AMATS Policy Committee on May 10, 2018 (see Resolution 2018-11).

Eligible Projects

Grants under the FTA Section 5310 program are available to finance capital and, on a limited basis, operating expenses. Funding may be awarded to qualified public agencies, regional transit authorities and for-profit providers of shared-ride transportation. Eligible projects include (but are not limited to):

- Capital Rolling Stock & Related Equipment – accessible buses, vans and other vehicles, on-board communications equipment, and computer hardware and software to aid in the efficiency and coordination of transportation for the elderly and those with disabilities.
- Capital Projects to Increase Access to Transportation – public transportation projects exceeding ADA requirements, construction of accessible shelters, infrastructure to improve access to transit stops that are not currently accessible, etc.
- Operating Assistance – feeder services to provide access to fixed-route bus stops, new service to meet the needs of seniors and the disabled in areas where existing services are insufficient, inappropriate or unavailable and alternatives to public transportation.

Program Policies

1. Designated Recipients – METRO RTA and PARTA are direct recipients of FTA funds, and are eligible to receive Section 5310 funds. Social service agencies are also eligible to receive Section 5310 funds, and will receive those funds through ODOT acting as the designated recipient of funds. ODOT's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA Section 5310 funds. The PMP is discussed in the ODOT Coordinated Public Transit – Human Services Transportation Plan. The PMP also describes the competitive selection process.
2. Administrative Expenses Reimbursement – Per the FTA Section 5310 program provisions, the designated recipient (ODOT) may set aside up to 10% of total program funds for the reimbursement of administrative, planning and technical assistance expenses.
3. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Plan. ODOT Office of Transit maintains evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements. ODOT will evaluate and prioritize all projects in coordination with AMATS, in keeping with the recommendations established within the Coordinated Plan and in consideration of the total funding available. Projects that are not consistent with the Coordinated Plan will not be scored or considered for funding. The AMATS Policy Committee will be responsible for final approval of the projects that receive Section 5310 funding.
4. Program Funding Cap – There is no funding cap for the FTA Section 5310 program.

FTA Bus and Bus Facilities (Section 5339) Program

Description

The Federal Transit Administration (FTA) Bus and Bus Facilities (Section 5339) Program provides capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Several years ago federal surface transportation legislation created this program to replace the FTA Section 5309 Bus and Bus Facilities Program.



Funds will be formulaically allocated to the Akron urbanized area (UZA), in accordance with the grant requirements established by the FTA Section 5307 program. The designated recipients of program funding are operators of fixed-route bus services, which include METRO RTA and PARTA in the AMATS region. Public agencies or private non-profit organizations engaged in public transportation are eligible subrecipients. The funding participation rate is 80% federal and 20% local.

Eligibility

Grants under the Bus and Bus Facilities program are available to finance capital projects. Eligible activities include the replacement, rehabilitation and purchase of buses, vans, and related equipment, and the construction of bus-related facilities.

Program Policies

1. Designated Recipients – As the AMATS region’s two operators of fixed-route bus service, METRO in Summit County, and PARTA in Portage County are the designated recipients for Section 5339 funding. Both METRO and PARTA receive the bulk of their Section 5339 funding from the Akron Urbanized Area’s apportionment and may receive smaller sub allocations from the apportionment to the Cleveland Urbanized Area.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5339 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region’s Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5339 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the FTA Section 5339 program.

Section 3 | TIP Project Selection and Implementation Process

Final selection of STBG, TASA, Resurfacing, FTA Section 5307 Urban Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Section 5339 Bus and Bus Facilities projects is the responsibility of the AMATS Policy Committee. The Policy Committee has assigned specific duties to the Technical Advisory Committee (TAC) and the TAC TIP Subcommittee. In this section, the assigned duties of the TAC and the TAC TIP Subcommittee are listed. In addition, the steps included in the process to select projects for funding are described.

Duties of the Technical Advisory Committee

The Policy Committee has assigned to the Technical Advisory Committee the following duties in the development and monitoring of the STBG, TASA, Resurfacing and FTA Sections 5307, 5310 and 5339 funding programs:

- a. Review project schedules, project costs and funding programs and provide a periodic TIP Status Report to the Policy Committee.
- b. Appoint a TIP Subcommittee to monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include the Policy Committee Chairperson, one representative from each city with a population of over 20,000, a representative from a city with a population between 10,000 and 20,000 appointed by the Policy Committee Chairperson, a representative from a city with a population between 5,000 and 10,000 appointed by the Policy Committee Chairperson, a village representative appointed by the Policy Committee Chairperson, the Summit and Portage County Engineers, Portage Area Regional Transportation Authority and METRO Regional Transit Authority. Each member of the Subcommittee has one vote. The chairman can only vote if his or her community is not otherwise represented. Policy Committee Chairperson appointments will be made before a round of AMATS funding begins. The appointees will serve for two years until the next round of funding.
- c. Provide recommendations to the Policy Committee for the purpose of adding, deleting or altering TIP projects. In developing its recommendations, the TAC will consider the results of an evaluation of project applications, TIP Subcommittee project funding recommendations, the goals and objectives of the AMATS Regional Transportation Plan, project development schedules, funding availability through other federal programs, anticipated availability of AMATS attributable federal funds, and an equitable distribution of funding among communities or agencies.

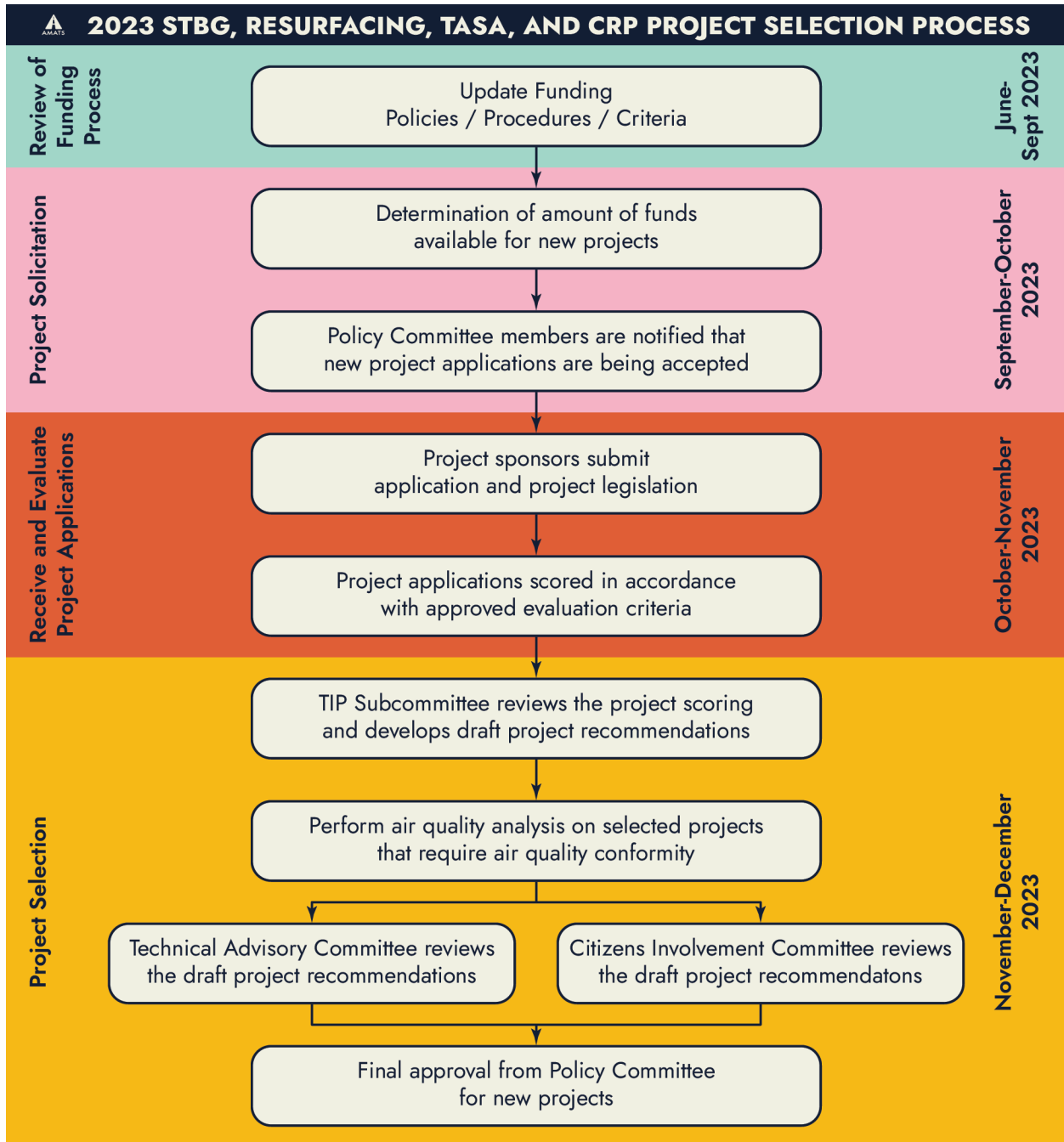
Duties of the TAC TIP Subcommittee

The Policy Committee has assigned the TAC TIP Subcommittee the following funding policies and programming procedures activities. Staff assistance will be provided to the TAC TIP Subcommittee in performing these duties.

- a. Conduct quarterly project review meetings to monitor the status of projects selected for funding.
- b. Provide periodic TIP Status Reports to TAC. The report will include an update of project schedules, project costs and funding availability.
- c. Solicit project applications based on the availability of federal funds.
- d. Conduct a preliminary review of proposed projects.



- e. Review project applications, apply project criteria, and provide to the TAC a listing of project funding recommendations.
- f. Complete air quality conformity evaluations as needed.





Section 4 | Project Evaluation Criteria



Surface Transportation Block Group Program (STBG)		
Roadway Condition (Maximum 30 Points)		
<i>PCI Value</i>		Points
0-50		30
50-60		25
61-70		20
71-80		15
81-100		0
<i>Bridge Condition</i>		
0-4		20
Signal Upgrade		20
Roadway Safety (Maximum 25 Points)		
Project location identified on AMATS SS4A Plan High Injury Network		25
Bridge / Road Closed		25
High crash location listed on AMATS Traffic Crash Report		15
Bridge Load Restricted		15
Documented Landslide Endangering Road		15
Delay Reduction (Maximum 10 Points)		
Recommended Capacity Improvement in the 2020 CMP		10
Weighted Average Daily Traffic (Maximum 15 Points)		
15,000 or more		15
0 to 14,999		ADT / 1000
Project Readiness (Maximum 15 Points)		
Stage 3 Plans complete (Traditional or Non-Traditional LPA)		15
ODOT LPA Project Scope Form submitted to AMATS		5
Complete Streets Components (Maximum of 15 Points)		
	Partial	Full
<i>Transit</i>		
Bus Signal Priority / Preemption	2	4
Enhanced Bus Shelters	2	4
Dedicated Transit Lane	2	4
Bus Rapid Transit Lanes	2	4
ADA Sidewalk Extensions at Bus Stops	2	4
Other Transit Enhancements	2	4
<i>Bicycle and Pedestrian</i>		
Cycle Track / Shared Use Path	2	4
New Sidewalks	2	4
On Street Bicycle Lane	2	4
Rapid Flashing Beacon, Pedestrian Refuge Island, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacon	2	4
Connecting Communities Project		
Project recommended in Connecting Communities Planning Grant		5
Equitable Distribution of Funds		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
<i>Percentage</i>		
0-50		10
51-60		9
61-70		8
71-80		7
81-90		6
91-100		5
101-110		4
111-120		3
121-130		2
131-150		1
Greater than 150		0
Priority Project Selection		
Priority Project Selected by Sponsor		5



Transportation Alternatives Set-Aside Program (TASA)		
Facilities (Maximum 25 Points)		Points
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)		
Secondary Trail / Sidewalk / Bike Lane		25
Project Type (Maximum 25 Points)		
Project connects two existing bike/ped facilities		25
FY 2024/2025/2026 existing projects supplemental funding		25
Project Connects to one existing bike/ped facility		20
Project is sidewalk replacement or bike/ped safety infrastructure		20
Project is a stand-alone project		15
Project upgrades trail surface from limestone to asphalt		5
Level of Use (Maximum 20 Points)		
How much use is the facility projected to have		0-20
Consistency with Plans (Maximum 35 Points)		
Recommended as part of an Ohio SRTS Travel Plan		10
Recommended in Connecting Communities Planning Grant		5
Recommended in Transportation Outlook 2045		5
Is on an existing transit line		5
History of bike/ped crashes		5
Rapid Flashing Beacon, Pedestrian Refuge Island, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacon		15
Equitable Distribution of Funds (Maximum 10 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-100		7
101-150		3

AMATS Resurfacing Program		
Pavement Condition Index (Maximum 30 Points)		Points
<i>PCI Value</i>		
0-60		30
61-80		90 - PCI
Equitable Distribution of Funds (Maximum 25 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		25
51-60		24
61-70		23
71-80		22
81-90		21
91-100		20
101-110		19
111-120		18
121-130		17
131-140		16
141-150		15
Greater than 150		0
Weighted Average Daily Traffic (Maximum 15 Points)		
0 to 14,999		ADT / 1000
15,000 and above		15
Maintenance Performed by Sponsor (Maximum 10 Points)		
Chip and Seal		10
Strip Paving		7
Crack Sealing		5
Patching		3
Priority Project Selection (Maximum 15 Points)		
Priority project selected by sponsor		15

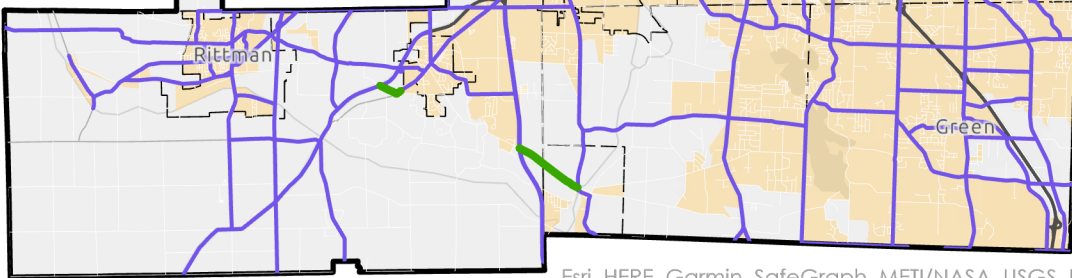
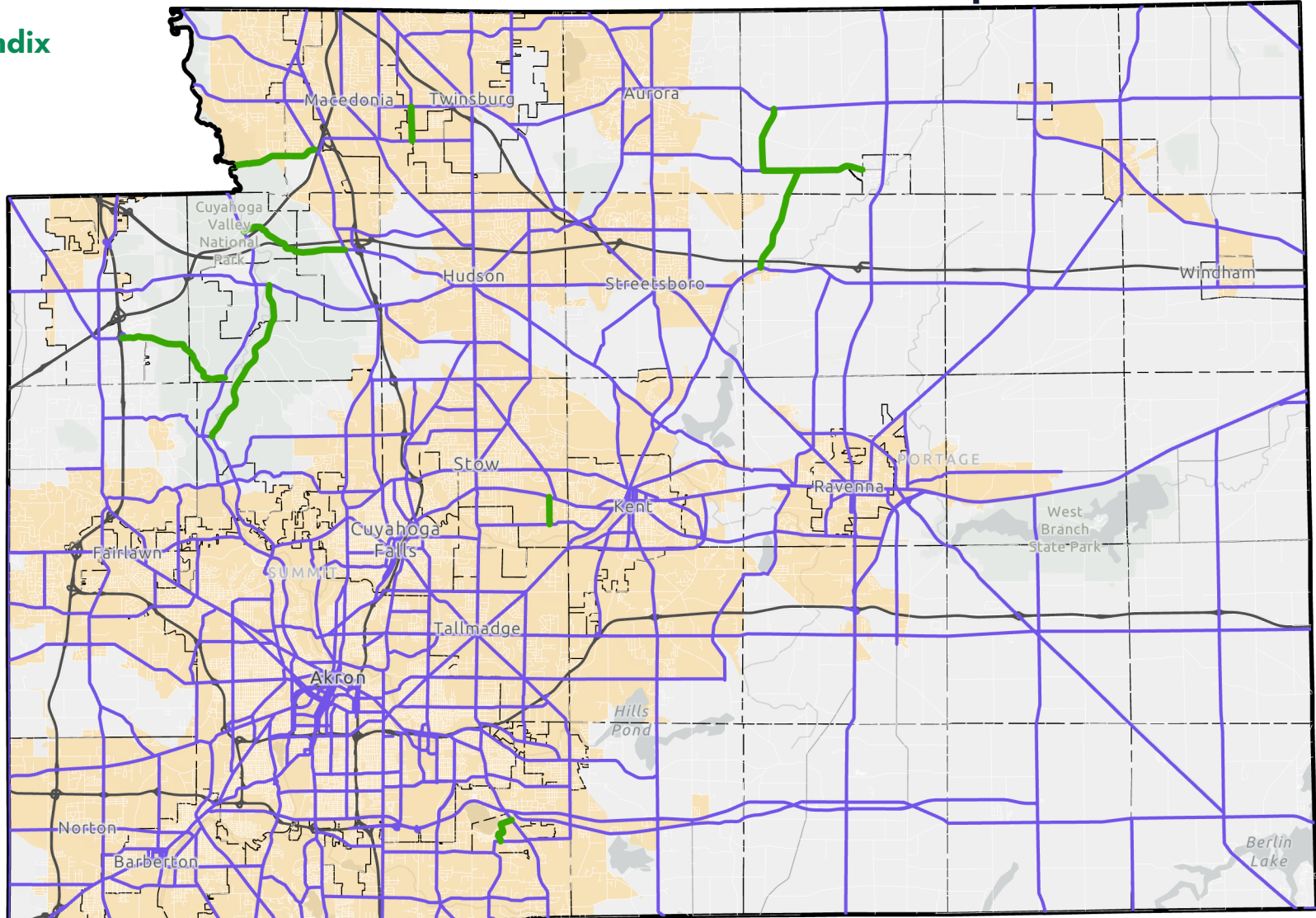


Carbon Reduction Program (CRP)		
Project Type (Maximum 15 Points)		Points
Roundabout		15
Other traffic flow improvements (signal improvements, TWLTL)		10
Alternative Fuel Bus Purchase		15
Bicycle/Pedestrian Improvements		7
Project Delivery (Maximum 10 Points)		
Project Delivery in FY 26 or sooner		10
Project Delivery after FY 26		5
Safety (Maximum 10 Points)		
Project Identified in SS4A Plan High Injury Network		10
Project includes SS4A Proven Safety Countermeasure or Location Identified on AMATS Annual High Crash Report		5
Equity (Maximum 5 Points)		
Project within a disadvantaged community according to the Equitable Transportation Community Explorer		5
Impact on Emissions (Maximum 15 Points)		
Consistent reduction in idling time/emissions		15
Intermittent reduction in idling time/emissions		5
Limited reduction in idling time/emissions		5
Equitable Distribution of Funds		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-60		9
61-70		8
71-80		7
81-90		6
91-100		5
101-110		4
111-120		3
121-130		2
131-150		1
Greater than 150		0






Section 5 | Appendix

TRANSPORTATION IMPROVEMENT PROGRAM | FY2026-2029



Highways Eligible for Federal Funding

-  To Be Submitted for Approval
-  Eligible Roads
-  Urban Area/Cluster

Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



Appendix E | Ohio STIP Revisions Guidelines



OHIO STIP REVISIONS GUIDELINES

Introduction

In accordance with the provisions found in Title 23 Code of Federal Regulation Part 450 and Title 49 Code of Federal Regulation Part 613, this document establishes the guidelines for revising the Ohio Statewide Transportation Improvement Program (STIP). Ohio STIP revisions will be processed in accordance with the applicable federal provisions, adhere to the approved public involvement procedures, ensure reasonable fiscal constraint is maintained, and adhere to the appropriate conformity determination procedures. The Ohio STIP Revisions Guidelines will be included in the STIP by reference.

Each Metropolitan Planning Organization (MPO) may elect to follow these guidelines without change or implement more restrictive Transportation Improvement Program (TIP) revision procedures. In all cases, MPO procedures for TIP revisions shall be developed under the guidance of 23 CFR 450, 49 CFR 613, and this document. The TIP revision procedures shall be included in the MPO TIP directly or by reference.

Additional information on Ohio’s STIP processes may be found in the Ohio S/TIP Development Guidance on the STIP website.

STIP Revisions

A STIP revision is a change that is made between full updates of the STIP. ODOT coordinates project data with MPOs and Regional Transportation Planning Organizations (RTPOs) per an established schedule to assist in identifying needed S/TIP revisions. There are two types of STIP revisions: (1) amendments and (2) administrative modifications.

1. STIP Amendment

A STIP amendment is a major revision that requires federal review and approval, public review and comment, redemonstration of fiscal constraint, and as applicable in nonattainment and maintenance areas conformity determination. Amendments include:

Highway (FHWA Projects)

- **Addition/removal of project/phase from STIP period** - e.g. Add project or phase to individual STIP list, move project or phase funding into or out of current 4-year STIP period, cancel project, etc.;
- **Addition/removal of STIP group** - e.g. New MPO group added, etc.;
- **Phase/group funding revision over threshold** (see *Figure 1*) - e.g. \$10M phase or group estimate increases to \$12.1M, etc.;
- **Air Quality change** - i.e. Exempt to/from Analyzed/Non-Exempt
- **Design/scope change** (add/remove transportation feature) - e.g. Bridge work added to resurfacing project; changing from a pavement maintenance to an intersection expansion; etc.;
- **All other major changes to highway projects or STIP document**

Transit (FTA Projects)

- **Addition/removal of project from STIP period** - e.g. Add PID to individual STIP list, move PID funding in/out of the current 4-year STIP period, cancel PID, etc.
- **Addition/removal of STIP group** - e.g. new Transit group added, etc.
- **Project funding revision over threshold** (see *Figure 1*) - e.g. \$5M PID estimate increased to \$6.6M, etc.
- **Air Quality change** - i.e. Exempt to/from Analyzed/Non-Exempt
- **Addition/removal of scope** - e.g. scope 111-00 activities removed, scope 114-000 activities added, etc.
- **All other major changes to transit projects, groups, and/or STIP document**

Amendment Procedures

ODOT will revise the STIP by amendment in coordination with MPOs and RTPOs per the established quarterly schedule or as otherwise needed. ODOT will send STIP amendments to the applicable federal agency - Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) - for review and approval. Once federal approval is received, the amendment will be incorporated into Ohio's STIP.

Ohio STIP Revisions Guidelines

- a. **Amendments in MPO Regions:** Inside MPO Regions, ODOT on behalf of the Governor will review and approve MPO TIP revisions for inclusion in the next STIP amendment.
- b. **Amendments Outside MPO Regions:** Outside MPO Regions, ODOT will process STIP amendments for major project changes in coordination with applicable RTPPO agencies.

2. Administrative Modification

A STIP administrative modification is a minor revision that does not require federal review and approval, public review and comment, redemonstration of fiscal constraint, or conformity determination. Administrative modifications include:

Highway (FHWA Projects)

- **Revision to projects in STIP group(s)** – e.g. group project added/removed, funding changed, scope revision, etc.
- **Phase funding revision within threshold** (see *Figure 1*) – e.g. \$50,000 phase estimate revised to \$1.55M; etc.
- **Revision to STIP Fund Type or SFY within STIP period** – e.g. Preservation to Safety; State to Safety; funds moved out a year but are still within 4-year STIP period etc.;
- **Minor termini, scope, design, description, project name change** (does not add/remove transportation feature) – e.g. minor revision to log points; etc.
- **Sponsoring Agency revision** – e.g. Local Agency to ODOT District, etc.
- **Combining/Splitting of project/phase** – e.g. combine project/phase with another project/phase; split one project into two or more projects, etc.
- **All other minor changes to projects, groups, and/or STIP document** – e.g. clerical/bookkeeping errors or updates, etc.
- **Project/phase carried forward** – unobligated projects/phases included in STIP carried forward as part of next full STIP update

Transit (FTA Projects)

- **Revision to projects in STIP group(s)** – e.g. group project added/removed, funding changed, scope revision, etc.
- **Project funding revision within threshold** (See *Figure 1*) – e.g. PID estimate total from \$1M to \$1.3M, etc.
- **Revision to STIP Fund Type or SFY within STIP period** – e.g. 5310 to 5307, 5307 to local, funds moved out a year but are still within current 4-year STIP period, etc.
- **Addition/removal/revision of Activity Line Items (ALI)** – e.g. ALI 11.12.01 revised to 11.13.03, etc.
- **Quantity revision** – e.g. 8 buses to 10, etc.;
- **Minor revision to project name or description** - (no scope added or removed)
- **All other minor changes to projects, groups, and/or STIP document** – e.g. clerical/bookkeeping errors or updates, etc.
- **Project/phase carried forward** – unobligated projects/phases included in STIP carried forward as part of next full STIP update

Administrative Modification Procedures

ODOT will revise the STIP by administrative modification in coordination with MPOs and RTPPOs on an established monthly schedule or as otherwise needed.

- a. **Administrative Modifications in MPO Regions:** Inside MPO Regions, ODOT will process STIP administrative modifications for minor changes in coordination with the MPOs.
- b. **Administrative Modifications Outside MPO Regions:** Outside MPO Regions, ODOT will process STIP administrative modifications for minor changes in coordination with applicable RTPPOs.

Ohio STIP Revisions Guidelines

Figure 1: Threshold Table

Highway

STIP Estimate *(Phase or Group)	Amendment Needed If Estimate Changes More Than:
\$1 to \$3M	\$1.5M
\$3 to \$5M	50%
\$5M to \$10M	30%
\$10M and above	20%

Transit

STIP Estimate (Project or Group)	Amendment Needed If Estimate Changes More Than:
\$1 to \$600,000	\$300,000
\$600,000 to \$1M	50%
\$1M to \$5M	30%
\$5M and above	20%

*Phases are identified as PE Environmental (ENV), PE Detailed Design (DD), Right of Way (RW), Construction (CO), Other (OTH), SPR Planning (SP), SPR Research (SR), and Transit (TRN).

Dispute Resolution

If a question arises on the interpretation of the definition of an amendment or administrative modification, ODOT, the MPO, FHWA, and/or FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment or administrative modification, the final decision rests with the FHWA for highway projects and the FTA for transit projects.

Approved by ODOT, FHWA, and FTA

 9/10/2021

Jack Marchbanks, Ph.D. Date
ODOT Director

LAURA S LEFFLER

Digitally signed by LAURA S
LEFFLER
Date: 2021.09.07 14:59:48 -04'00'

Laura S. Leffler Date
FHWA Division Administrator

**KELLEY
BROOKINS**

Digitally signed by KELLEY
BROOKINS
Date: 2021.09.01 07:19:11
-05'00'

Kelley Brookins Date
FTA Regional Administrator

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Draft Transportation Outlook 2050

DATE: March 13, 2025

Every four years, AMATS is responsible for completing a Regional Transportation Plan. AMATS' latest Plan, *Transportation Outlook 2050 (TO2050)*, is scheduled to be completed in May of 2025. *TO2050* must contain project recommendations for the greater Akron region that are fiscally constrained, meaning AMATS must forecast sufficient future funds which will be available for these project recommendations. All projects must be consistent with the Plan to receive funding through the *Transportation Improvement Program*. As in the last Plan, preservation, safety and operational improvements are considered consistent with the Plan. If a project will add additional capacity to an existing roadway it must be listed in the Plan.

TO2050 recommends over \$8.9 billion in recommendations between now and 2050, focusing the area's limited transportation funding resources primarily on preserving the existing transportation system. Recommendations include highway, transit, and active transportation investments. The recommendations contained in this document are financially constrained and analyzed for air quality.

The Draft TO2050 plan will be available for public comment through April 11. AMATS encourages its members to help AMATS promote TO2050's public comment period. Various approaches to providing comments include:

- Providing written/online comments through the online comment form on the AMATS TO2050 page or by mailing comments to the AMATS office.
- Attending the March 20th Citizens Involvement Committee meeting. The virtual meeting will be held at 6:30pm via Microsoft Teams
- Attending one of two in-person meetings:
 - Wednesday, April 2, 2025: 5:30-6:30 p.m.
Akron-Summit Co. Public Library, Main Lib., Meeting Room 1 - 60 S High St, Akron, OH 44326
 - Thursday, April 3, 2025: 5:30-6:30 p.m.
Kent Free Library, 2nd Floor Meeting Room - 312 W Main St, Kent, OH 44240

AMATS also encourages committee members to review the Draft TO2050 plan and reach out to Matt Stewart (mstewart@akronohio.gov or 330-375-2436, x3567) with any concerns or questions.

The Draft TO2050 plan is posted on the AMATS website and can be reviewed by clicking: <https://www.amatsplanning.org/sites/default/files/docs/reports/DRAFT%20Transportation%20Outlook%202050.pdf>

AMATS recommends approval of the Draft TO2050 plan during its March meetings.



DRAFT

Transportation Outlook 2050

MARCH 2025

This report is the product of a study financed (in part) by the U.S. Department of Transportation's Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

The contents of this report reflect the views of the Akron Metropolitan Area Transportation Study which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

Cooperative transportation planning by the Village, City and County governments of Portage and Summit Counties and the Chippewa and Milton Township areas of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
1 CASCADE PLAZA, SUITE 1300 | AKRON, OH 44308

Table of Contents

Section 1 Introduction	1
AMATS Service Area	2
Section 2 Planning Process	3
2050 Goals and Objectives	3
Outreach Process	4
Overview	4
Ongoing Efforts to Collaborate and Inform	5
Creating a Plan with Public Insight	8
Section 3 Existing Conditions and Future Directions.....	10
Socioeconomic Variables.....	10
Population (2 Scenarios)	11
2050 Population Change (Current Trends Scenario)	12
.....	12
Employment	13
2050 Employment Change (Current Trends Scenario)	14
Emerging Trends	15
Conclusion	16
Section 4 Regional Transportation System	17
Roadways	17
Classification and Overview.....	17
Federal Functional Classification of Roadways	18
Safety and Security.....	19
Top 50 High Crash Segments	22
Top 50 High Crash Intersections	23
Safe Streets for All High Injury Network.....	25
Condition and Preservation of the Existing System	26
2024 Pavement Condition Index.....	27
Congestion.....	29
Peak Percent of Congestion.....	30
Freight.....	34

Roadway Freight Network	35
Job Hubs and Freight Profiles	35
AMATS Job Hubs.....	36
Recommendations.....	37
Active Transportation	38
Bicycle Network	38
AMATS Existing Bicycle Network	40
AMATS Sidewalk Inventory (2015-2017)	42
Micromobility	43
Safety	43
AMATS Bicycle Related Crashes (2021-2023)	45
AMATS Pedestrian Related Crashes (2021-2023)	46
Public Transit	47
Existing System Coverage and Performance.....	47
Capital Assets and Facilities.....	48
Challenges facing public transit	49
Goals and Strategies.....	50
Rail	50
Classification and Overview.....	50
Railway Ownership	51
Rail Safety.....	52
High-Volume At-Grade Crossings	53
Rail and Congestion	54
Expanded Passenger Rail Opportunities	54
Aviation	55
AMATS Area Airports	57
Tying it All Together—Context Sensitive Solutions.....	58
Complete Streets	58
Context Sensitive Design.....	58
Section 5 System Performance: Transportation Performance Measures.....	60
Introduction	60

Travel Time Reliability	65
Chapter 6 Recommendations.....	74
Highway Recommendations.....	74
Overview	74
Funding	74
General Recommendations	76
Project Recommendations.....	77
Active Transportation Recommendations.....	79
Overview	79
Funding	79
General Recommendations	80
Project Recommendations.....	82
Transit Recommendations	83
Overview	83
Funding	83
General Recommendations	84
Appendix A Air Quality Analysis.....	A-1
Introduction	A-1
Methodology.....	A-1
Results	A-2
Addendum	A-10
Appendix B AMATS Financial Plan.....	B-1
Highway Recommendation Methodology	B-1
Transit Recommendation Methodology.....	B-3
Bicycle and Pedestrian Recommendation Methodology	B-4
Appendix C Demographics	C-1
Recently examined demographic groups based on ACS-2019-2023 Data	C-1
Elderly Population	C-2
Minority Population	C-4
Low Income Population	C-6
Carless Households	C-8

Disabled Population	C-10
Recently examined demographic groups based on ACS Data	C-11
Birth Rates	C-12
Marriage Rates	C-14
Appendix D Environmental Mitigation	D-1
Air Quality	D-2
Water Resources and Wetlands	D-2
Water Resources and Wetlands	D-4
Threatened and Endangered Species	D-5
Section 4(f) Parkland	D-6
Parkland	D-8
Stormwater Management.....	D-9
Wastewater Prescription Areas	D-10
Social and Economic Impacts	D-13
Safety Infrastructure	D-14
Economic Infrastructure	D-15
Cultural Resources.....	D-16
Social Infrastructure	D-17
Environmental Vulnerability Impacts.....	D-18
Flood Hazard Areas	D-19
Environmental Mitigation.....	D-20
Appendix E Public Involvement	E-1
Appendix F Resolution of Approval	F-1

Section 1 | Introduction

Thank you for your interest in the Draft *Transportation Outlook 2050 (TO2050)* Long Range Transportation Plan! This document is still a work in progress, although the most essential components are available for review.

Between now and May, TO2050 will undergo several important developments:

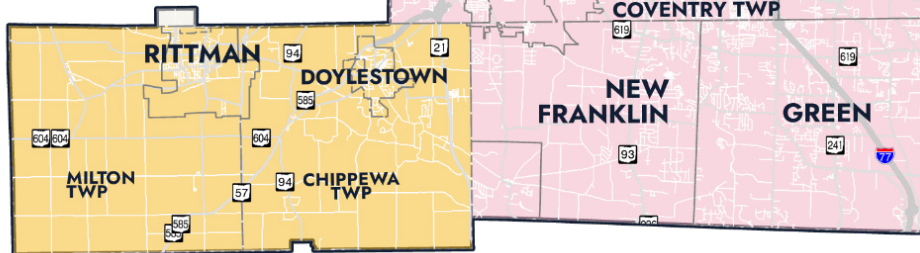
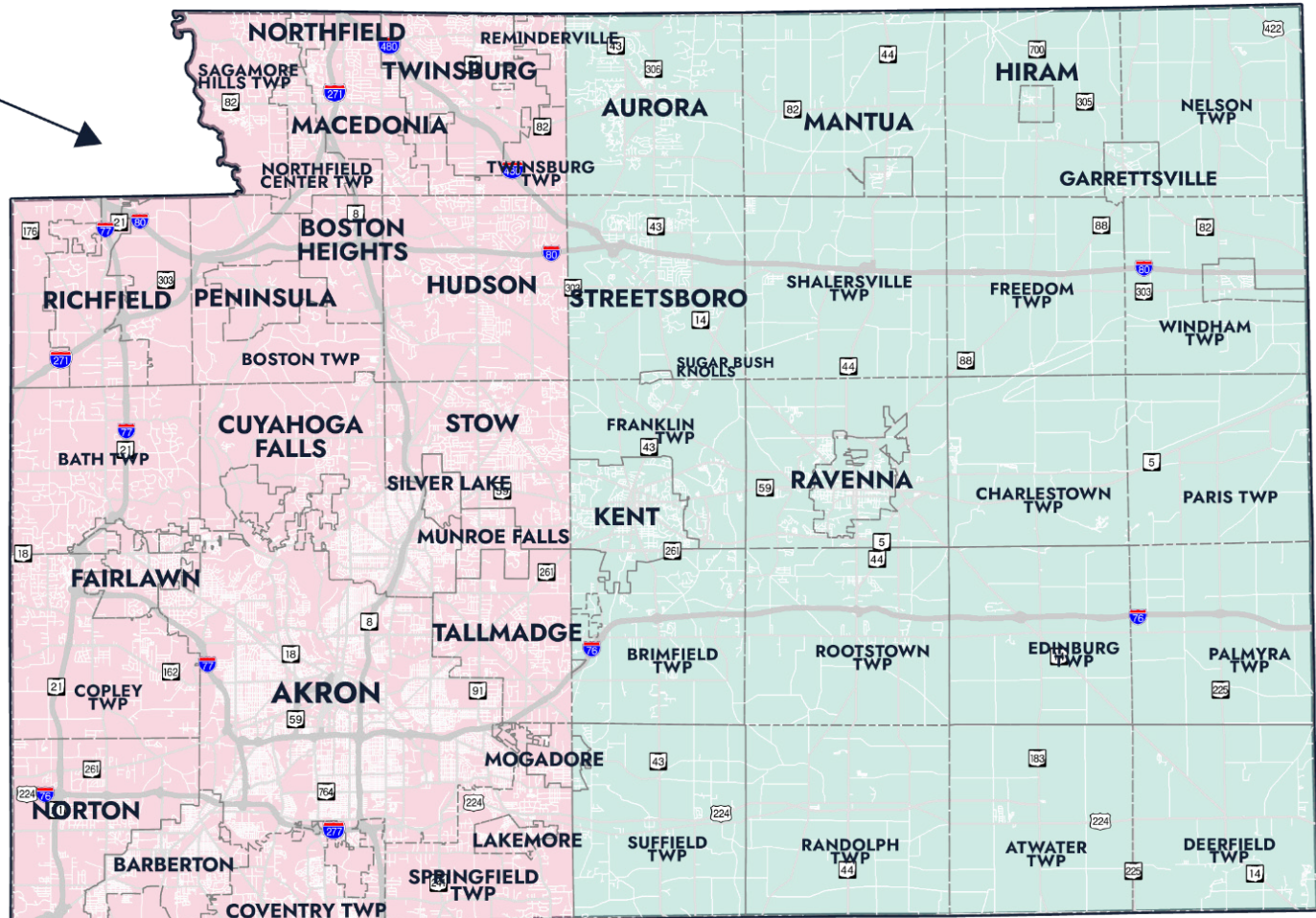
- TO 2050 will undergo a design process (the current draft is just a MS Word document with maps pasted in) to conform to the AMATS report template. This will include additional images. Most tables and graphs are included in this draft, but some additional tables and graphs may be placed into TO2050.
- All comments received during the Public Involvement (PI) period (March 11-April 11) will be reviewed and any resulting changes will be incorporated into the final document. An online comment form is on AMATS website, and comments can also be made by calling the AMATS office or stopping by during regular business hours.
- TO 2050 will undergo a detailed internal quality assurance process. Although this document has been checked for obvious errors and to ensure general consistency, more thorough reviews will occur both during and after the PI period.
- Narrative text will be added or modified as needed. This Section (Section 1) has yet to be written, and some subsections of other Sections may have small portions that are incomplete. Substantive content, including fiscally constrained project recommendations, however, is complete.

Note: Section 1 will be written during the public involvement period and finalized once the public involvement period is complete.



TRANSPORTATION OUTLOOK 2050

AMATS Service Area



Date: March 11, 2025
 Source: AMATS (Akron Metropolitan Area Transportation Study)

Section 2 | Planning Process

Transportation Outlook 2050 was developed through a robust planning process informed by federal guidance, state input and local outreach. As part of the planning process, AMATS develops a set of goals and objectives to lay a foundation for Transportation Outlook 2050. The goals were developed with consideration to the federal planning factors and reviewed by the AMATS Citizen Involvement Committee, Technical Advisory Committee and approved by the Policy Committee in March of 2025 [March approval anticipated; will revise if the goals/objectives change or approval dates change based on committee input].

2050 Goals and Objectives

Maintain the existing transportation system

- Give priority to resurfacing, restoration, and rehabilitation, improvements in the development of regional transportation plans and programs
- Give priority to transit vehicle replacements, preventive maintenance, and facility rehabilitations in the development of regional transportation plans and programs

Maintain a safe, secure, efficient and integrated transportation system

- Minimize highway accidents and provide safe travel routes
- Minimize pedestrian, bicycle, train, and vehicle conflicts.
- Improve the safety of transit facilities and operations
- Improve the security of the transportation system
- Minimize traffic congestion

Integrate all modes of the transportation system where appropriate

- Encourage service coordination among METRO, PARTA, and the neighboring transit operators
- Encourage system operating efficiencies through the development of projects that provide direct connections between modes
- Encourage the development of a balanced, integrated, multimodal transportation system that includes highways, transit, bikeways, pedestrian, rail, and air facilities

Increase mobility for all persons

- Encourage a public transit system that provides basic mobility for transit dependent persons and provides an alternative to automobile usage
- Encourage the development of a regional network of bicycle routes.
- Encourage the placement of sidewalks and other pedestrian facilities where they are appropriate
- Implement complete streets principles

The transportation system should support the economic vitality of the region

- Develop a transportation system that will provide superior mobility for the movement of freight and goods
- Encourage the implementation of transportation improvements that will promote sound economic growth

Encourage proven regional land use strategies and development patterns

- Coordinate the development of transportation facilities and land use
- Minimize the adverse effects of transportation facilities on land use, in order to protect and preserve neighborhoods and communities
- Minimize the adverse effects of land use changes on the transportation system
- Transportation and land use infrastructure should consider adverse environmental impacts

These goals and objectives inform AMATS policy and project recommendations in Transportation Outlook 2050. They also inform AMATS planning work during the four-year planning period that culminates in Transportation Outlook 2050.

AMATS planning processes are summarized, by transportation issue, through Needs Reports. During the planning process, AMATS develops reports on roadway preservation, safety, transit, active transportation, freight and congestion. These reports aid in the identification of policies and programs that are recommended in Transportation Outlook 2050. For example, the Preservation Needs Report documents the region's preservation needs at \$6.86 billion through the life of the plan. These costs inform AMATS policy recommendation to "fix it first" in Transportation Outlook 2050. Section 4 of Transportation Outlook will explore in more detail the Needs reports and their relationship to project recommendations.

Outreach Process

Overview

The ability for the public to engage in the transportation planning process is of paramount importance. AMATS has developed a robust public engagement approach with the intent to reach as many of the region's residents as possible. The staff uses both traditional and non-traditional methods to increase public participation in the planning process.

Since the previous Plan (TO2045) was completed in 2021, AMATS has continued to employ many of its proven public participation strategies but has built upon this foundation by launching new initiatives and improving the ways in which AMATS informs the public and obtains valuable public feedback. Together, these strategies and initiatives are used by the agency to encourage members of the public to become active and informed participants within Greater Akron's regional transportation planning process.

Ongoing Efforts to Collaborate and Inform

AMATS' Public Participation Processes

AMATS utilizes various strategies to engage and empower the public throughout the regional transportation planning process. These are outlined within AMATS' Public Participation Plan, also commonly referred to as its "3P." The 3P is updated during the planning cycle to ensure that the agency's methods are up-to-date, relevant, and innovative. The 3P was last updated in 2024. Recent iterations of the 3P recognize the changing demographic composition of the Greater Akron area and define how the agency will communicate with these populations.

The AMATS 3P was crafted based upon the following guiding principles:

- AMATS recognizes that every major public policy decision or implemented transportation project significantly affects someone.
- If the agency's decision-making process is open, objective and considers all viewpoints, then policies, programs and projects are usually much more willingly accepted and embraced by affected communities.
- By utilizing a variety of public outreach techniques in multiple formats to provide planning information, the agency will gain a wide audience and solicit input from a greater number of people.
- Coordination and collaboration among as many as transportation stakeholders as possible during the planning process produces the most effective and balanced transportation solutions.

To view the AMATS 3P, visit <https://www.amatsplanning.org/sites/default/files/docs/DRAFT-3P-Public-Participation-Plan-2022-Update.pdf>

Website and Social Media

In 2024, AMATS launched a new website, designed to be more intuitive and user-friendly. AMATS actively maintains the website to ensure that information is kept up to date. Features of the site include:

- News items, including the release of new reports and important processes are posted onto the website in places where they can be easily seen.
- An interactive Transportation Improvement Program (TIP) project listing, which provides details about AMATS-funded projects and includes map images of TIP project locations.
- Visitors can determine dates and times for upcoming Policy Committee, Technical Advisory Committee (TAC), and Citizens Involvement Committee (CIC) meetings. Visitors can also view the most recent committee meeting packet, listen to an MP3 meeting podcast, or review past meeting minutes.
- All reports and web maps developed by AMATS are easily accessible and can be refined by category (e.g. safety, pedestrian) or keyword.

AMATS also maintains an active presence on social media.

- **Facebook:** <https://www.facebook.com/AMATSPlanning>

- **X:** <https://x.com/AMATSPlanning>
- **YouTube:** <https://www.youtube.com/user/AMATSPlanning>

Preparation of Input Documents

Prior to the development of TO2050, AMATS prepares various reports that help inform the Plan's development. At a minimum, each of these reports is presented to all three AMATS Committees, and approved by the AMATS Policy Committee. Many of these reports undergo additional steps including public surveys, additional presentations, press releases. Input Documents include:

- Planning Data Forecast
- Freight Plan
- Active Transportation Plan
- Transit Plan
- Highway Preservation Needs Report
- Congestion Management Processes Report
- Annual Crash Report
- SS4A Action Plan

Surveys

During the development of the *Safe Streets for All Action Plan* and the *Active Transportation Plan*, AMATS utilized ARC GIS's Survey123 platform to develop web-based surveys. A key feature of both surveys was the ability to provide location-specific comments. Both surveys yielded high response rates and provided valuable feedback that helped inform planning processes. Comments were brought to the consideration of relevant decisionmakers as well.

Connecting Communities Process

AMATS developed Connecting Communities - A Guide to Integrating Land Use and Transportation as a way to better understand the relationship between land use and transportation. The program encourages the pursuit of transportation projects which support vibrant, healthy and inclusive places by communities and project sponsors. The purpose of the Connecting Communities Planning Grant Program is to include connectivity principles during the development of transportation plans that will lead to projects eligible for AMATS funds. The program focuses on integrating the following principles:

Connecting Communities principles:

- Increase alternative transportation options to connect people and places.
- Promote Complete Street principles to create vibrant and safe places for all users.
- Leverage transportation projects to develop places which support alternative transportation and complete streets through land use and design.

Since its launch in 2010, the Connecting Communities Planning Grant Program initiative has funded 15 connectivity studies throughout the Greater Akron area. Various recommendations from these studies have been implemented, representing several million dollars of investment into the connectivity of places.

Community Events

AMATS staff looks forward to organizing and attending events within the community, as this provides an opportunity to interact with citizens in environments outside of a public meeting. Since 2021, AMATS has participated in several events, including but not limited to:

Bike-n-Brainstorm Events — AMATS developed the Bike-N-Brainstorm concept in 2012 to serve as a tool for public outreach by engaging cyclists in a chosen bike route for the purpose of improving biking conditions in a local community. In a Bike-N-Brainstorm, participants meet for a ride along a designated route in a community. At the end of the ride, cyclists share their thoughts on how to make a community more bike and pedestrian friendly.

Approximately 85 cyclists have participated in five Bike-N-Brainstorm events between 2021 and 2025. AMATS continues to partner with other communities in encouraging the development of bicycle infrastructure to make cycling a viable and safe active transportation option.

Bicycle Community Events — AMATS attended and/or provided handouts to various community events promoting bicycle safety around the region. Most of these events have been geared toward children and youth. These events can be a good opportunity to directly be involved in cycling safety through activities and conversations. They also allow AMATS to hand out bicycle LED lights, bicycle bells, AMATS bike maps, water bottles, and various other AMATS branded giveaways.

Project Walking Tours — AMATS periodically attends community walking tours or ribbon cuttings upon the completion of major projects. In 2021, AMATS attended a walking tour of the Cleveland-Massillon Road corridor improvement project and Aurora's citywide traffic signal improvement project. In 2024, AMATS attended the opening ceremony for the first phase of the Rubber City Heritage Trail.

Jane's Walk — Jane's Walk is a global walking initiative held annually on the first weekend in May. The initiative began in Toronto in 2007 to honor the legacy and ideas of urban planner Jane Jacobs. Every year, cities around the world participate in the Jane's Walk festival of free walking tours that get people to explore their cities, tell stories about their neighborhood and connect with neighbors.

Because AMATS promotes connectivity principles in transportation planning, the agency relies on these events as a planning resource. AMATS most recently participated in several Jane's Walk events in 2022 around the City of Akron.

Creating a Plan with Public Insight

In addition to the perpetual public and stakeholder engagement described above, TO2050's process necessitates its own series of specific outreach. This process is described below.

Meetings with Communities and Agencies

In the fall of 2024, AMATS began meeting with its members who represent communities, county engineering offices, park districts and transit agencies. The point of these meetings was to touch-base with AMATS members and to hear about their transportation issues, needs, goals, and projects they have in mind.

Each meeting was intentionally informal in order to allow for flexibility on areas of focus and the order in which the conversations flowed. However, a general set of questions was developed based upon TO2050's goals:

Goal 1: Maintain the existing transportation system

- Do you have any large or expensive maintenance concerns in your jurisdiction (bridges needing to be replaced, major road overhauls)?

Goal 2: Maintain a safe, secure, efficient and integrated transportation system

- Do you have specific safety concerns within your jurisdiction, either high-crash areas or places with potential safety concerns? Do you have any ideas of how to improve these locations?
- Do you have any areas of congestion? If so, where are they and do you have strategies in mind of how to deal with these areas?

Goal 3: Integrate all modes of the transportation system where appropriate

Goal 4: Increase mobility for all persons

- Do you have any transit-related concerns within your jurisdiction? Areas where service is inadequate, where better facilities (such as bus shelters) are needed, etc.
- Are there areas not accessible for pedestrians or bicyclists that should be?
- What are some of the highest priority areas you would like people to walk or bike?
- Are there any plans in the works to build new or improved trails or sidewalks?
- How important is it, compared to other pressing needs, to make your jurisdiction more friendly to non-automotive transportation?

Goal 5: Support the economic vitality of the region

- Are there any freight choke points within your jurisdiction?
- Are there any areas you foresee improved economic development (either commercial or industrial), and are there any plans in the works to improve transportation networks within these areas?

Goal 6: Encourage smart regional land use strategies and development patterns

- Are you seeing or do you foresee any adverse environmental impacts that relate to the transportation system, e.g. stormwater issues, sprawl, air quality concerns?

- What, if anything, is your jurisdiction doing to promote smarter land use strategies and improved development patterns?

General Questions:

- Do you have any specific projects in the works? How, when, and why do you intend to pursue them? What negative issues, if any, do you foresee as these projects are planned, e.g. public controversy, community character changing, etc.
- What plans (if any) do you have that AMATS should be familiar with?
- Do you have any questions about AMATS funding programs and funding policies?

Some meetings followed this framework rather closely while others had a much more organic, conversational flow. In all cases, the conversations that occurred allowed staff to understand what was most important to each community and agency.

Reporting on Progress

AMATS kept each of its committees—including the Citizens Advisory Committee—apprised of TO2050s progress at each scheduled meeting during the Plan’s development. *[insert sentences about approval of draft in March and final approval in May, assuming these both occur as planned]*

Public Involvement Period

A 30-day public involvement (PI) period began on March 11, 2025. To help broadcast the draft plan’s completion, AMATS staff developed newspaper advertisements, wrote press releases, posted content on its social media accounts, and created new web content on its website. AMATS communicated that public comments on the draft TO2050 plan could be provided in several ways *[this section will be expanded after the PI period is complete and AMATS can report on the feedback received]*

By attending Meetings:

- March 20, 2025 Citizens Involvement Committee meeting
- Public Open House Meetings on April 2 (Akron) and April 3 (Kent)

Providing written or verbal comments:

- An online comment form, hosted on www.amatsplanning.org, was developed as an easy way to provide comments. The public could also call the AMATS office, email AMATS staff, or stop by the AMATS offices during regular business hours.

Section 3 | Existing Conditions and Future Directions

It's critical of any long-range transportation plan to analyze existing trends and conditions. This analysis is used to develop strategies and policies for the future that create a stronger transportation system.

The region, like any other metropolitan area, encompasses a diverse array of communities with varying density, land uses, and numerous other physical and human geographical traits. The region's population trend mirrors that of current Midwestern "rust belt" cities with an industrial history, showing a declining population in a large centralized downtown city. Surrounding cities either shrink or remain stable and most growth occurs within the suburban areas further from the city center.

Using Census data from 2020, the City of Akron is Ohio's fifth largest city, containing a population of 190,469. The city's population peaked in 1960 at 290,351, subsequently declining in population as deindustrialization and suburbanization negatively affected most midwestern population centers. Although Akron has lost about one-third of its population since its peak, surrounding Summit County has grown modestly during this same period: 513,569 to 540,428 (1960 to 2020). However, Summit County is modestly down from its peak population (1970) of 553,371.

Portage County grew much more rapidly during the last half of the twentieth century and, in fact, may have hit its population peak in 2020. For comparison, Portage County had a population of 91,798 in 1960 compared to a 2020 population of 161,791. Although it is still growing, the 2020 Census indicates that this growth appears to have leveled off; the county only grew 0.2% between 2010 and 2020.

Socioeconomic Variables

One of the most fundamental steps in the long-range transportation planning process is the collection, organization and analysis of existing planning-related data. Using this data, AMATS can determine where the region has been (from a social-economic standpoint), the current conditions, and perhaps most critical to any planning effort, in what direction the region is heading.

Although the most used data (ex. population or employment data) are gathered and analyzed on an ongoing basis, a greatly expanded effort is undertaken in preparation for each upcoming long-range transportation plan. The AMATS 2050 Planning Data Forecast was completed in 2024 as a necessary precursor to *Transportation Outlook 2050*.

The Planning Data Forecast analyzed socio economic variables in the base year of 2020 and the planning period year of 2050. The 2020 data generally came from either the most recent U.S. census or from American Community Survey (ACS). Using forecasting methodology, described in the Planning Data Forecast document, this 2020 data is projected out to the plan year of 2050. The AMATS 2050 Planning Data Forecast projects a number of variables, each of which has a direct impact on local traffic and is therefore required for input into the regional travel demand model.

Population (2 Scenarios)

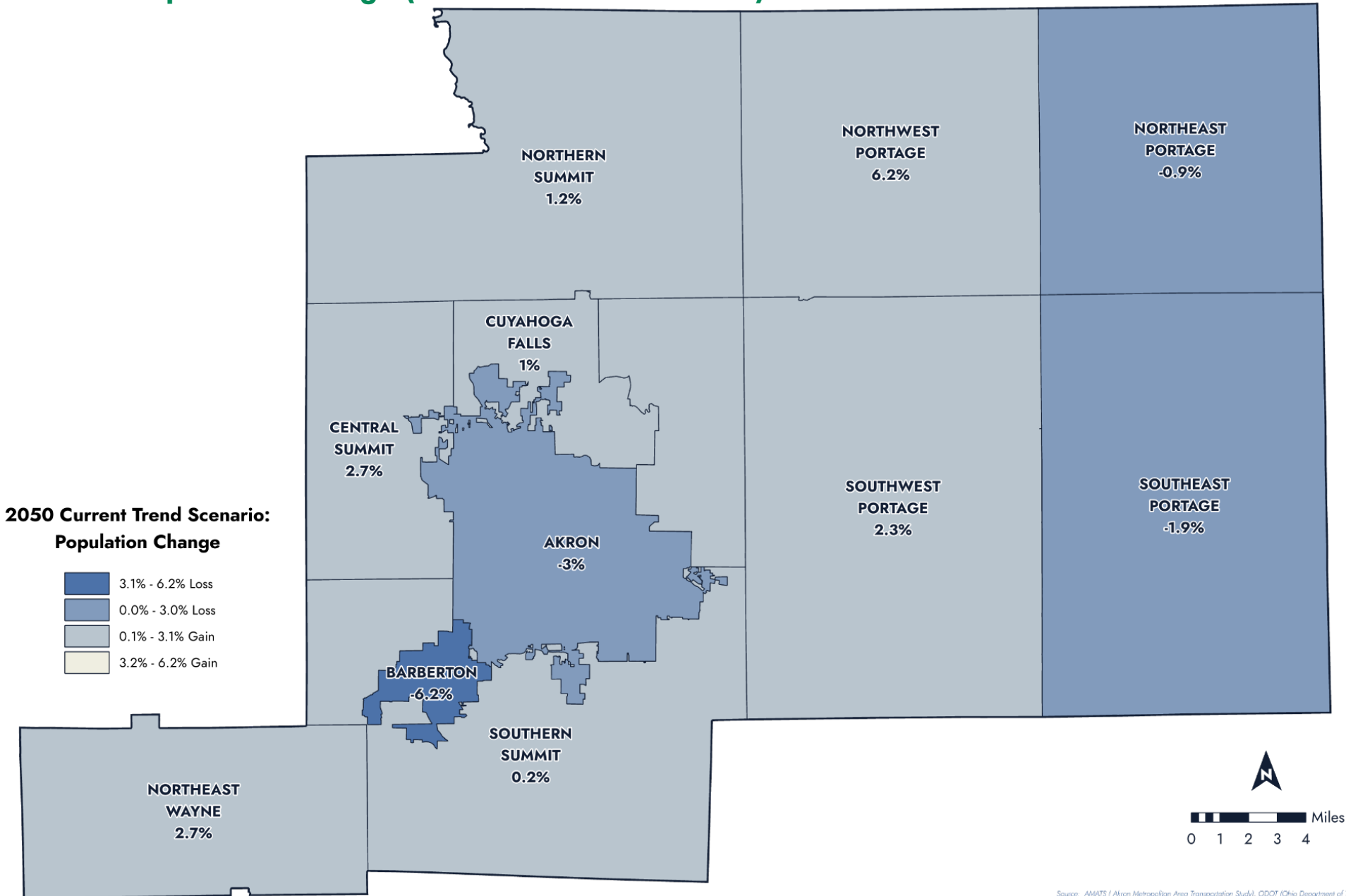
The AMATS Planning Data forecast developed two planning scenarios for population change in 2050. The Ohio Department of Development Scenario is based on aligning the 2050 population totals with the Ohio Department of Development’s (ODOD) county-level population forecasts for Ohio. This scenario is based on the Ohio Department of Development methodology that looks at births, death, in migration and outmigration. The Current Trends Scenario is based on analyzing population trends over the last 20 years to extrapolate future population projections.

Table 3-1 Reflects the differences between to the two scenarios for key variables from the Planning Data Forecast. While the ODOD’s scenario does appear bleaker from a population perspective, the Current Trends scenario paints only a slightly better picture. Greater Akron is not expected to see much population growth, except in very localized areas. Some areas can also expect to see population declines.

The ramification of either of the two scenarios lead to similar policy outcomes. AMATS must continue to focus on preserving the region’s existing system and use that system to improve citizen quality of life with investments that improve safety and pedestrian and bicycle infrastructure. It also emphasizes the fact that traffic is not anticipated to grow regionwide. Traffic is not expected to continually increase through the life of the plan. In fact, the region should anticipate some reductions in traffic.

Population Forecast						
	ODOD Scenario			Current Trends Scenario		
	Base Year 2020	Base Year 2050	% Change	Base Year 2020	Base Year 2050	% Change
Population	720,087	612,750	-14.9%	720,087	722,064	0.3%
Households	304,094	274,482	-9.7%	304,094	322,855	6.2%
Population Under 18	146,339	124,664	-14.8%	146,339	146,584	0.2%
Vehicles	538,456	486,949	-9.6%	538,456	571,355	6.1%
Workers	356,805	303,822	-14.8%	356,805	357,941	0.3%

2050 Population Change (Current Trends Scenario)

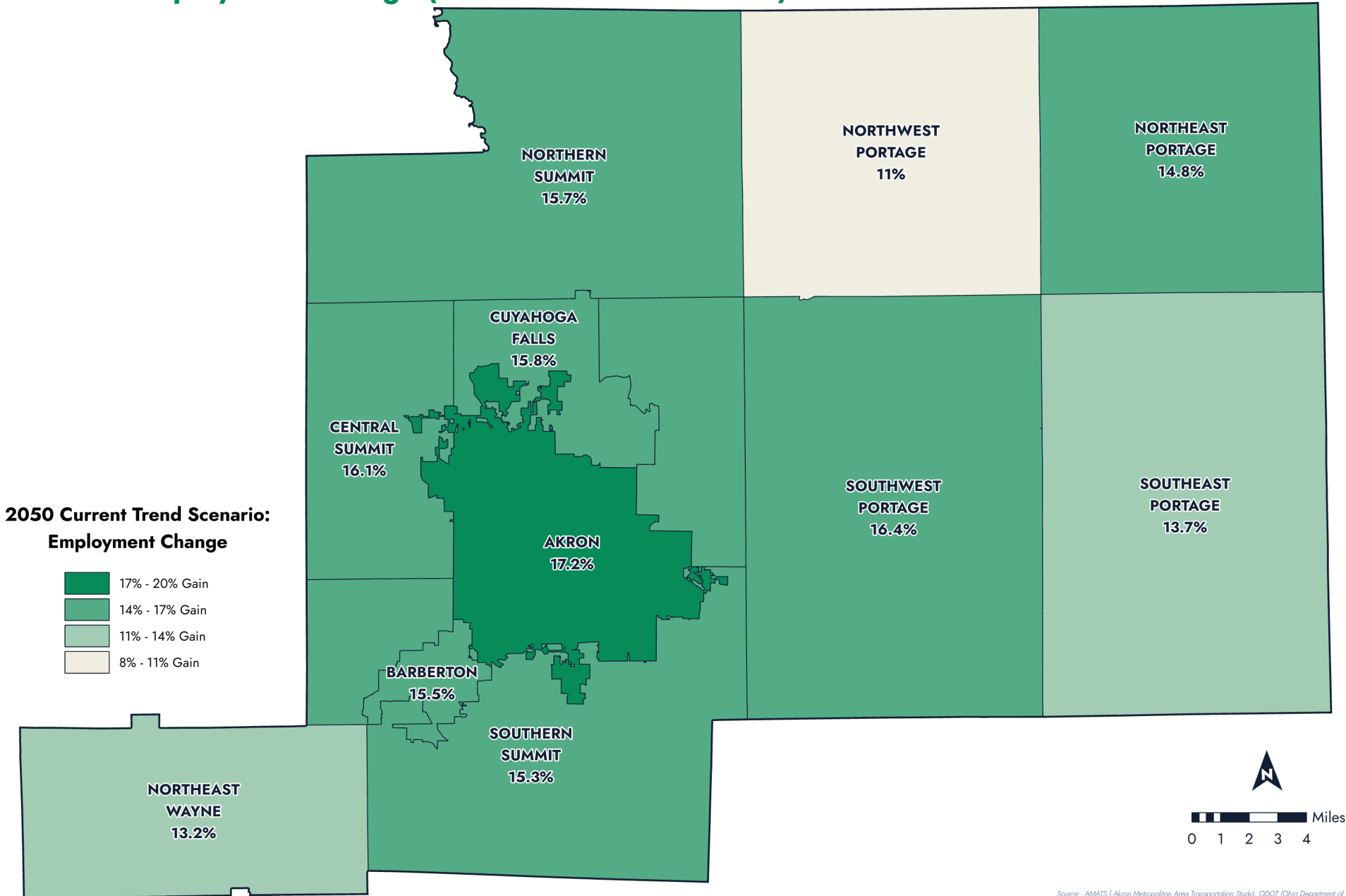


Employment

While population is anticipated to decline, greater Akron’s employment is anticipated to increase. Employment industries expected to grow the most between now and 2050 are transportation and warehousing, health care, and arts, entertainment and recreation. Some declining industries identified included manufacturing, retail trade, and utilities. Overall, the region’s employment is expected to grow by 16.4 percent. This growth in employment combined with the reduction in the region’s population would mean that it is likely that employees are coming from outside greater Akron to satisfy the region’s employment needs. It could also point to increase in the number of jobs that are filled with remote workers. TABLE 3-2 details employment growth in all employment trades.

Employment Forecast (Current Trends Scenario)				
Sector Code	Base Year 2020	Base Year 2050	% Change	Sector Description
NAICS 11	440	495	12.5%	Agriculture, Forestry, and Hunting
NAICS 21	373	487	30.6%	Mining
NAICS 22	1,582	1,241	-21.6%	Utilities
NAICS 23	13,191	14,885	12.8%	Construction
NAICS 31-33	39,470	39,103	-0.9%	Manufacturing – Aggregated
NAICS 42	15,468	15,792	2.1%	Wholesale Trade
NAICS 44-45	34,812	31,342	-10.0%	Retail Trade – Aggregated
NAICS 48-49	14,370	19,364	34.8%	Transportation and Warehousing – Aggregated
NAICS 51	5,221	5,260	0.7%	Information
NAICS 52	10,448	10,695	2.4%	Finance and Insurance
NAICS 53	3,327	3,505	5.4%	Real Estate and Rental and Leasing
NAICS 54	15,107	18,123	20.0%	Professional Scientific and Technical Services
NAICS 55	14,242	16,618	16.7%	Management of Companies and Enterprises
NAICS 56	15,966	18,287	14.5%	Administrative Support, Waste Management and Remediation
NAICS 61	27,086	31,911	17.8%	Education Services
NAICS 62	53,036	69,812	31.6%	Health Care and Social Assistance
NAICS 71	5,459	9,722	78.1%	Arts, Entertainment, and Recreation
NAICS 72	28,620	42,056	46.9%	Accommodation and Food Services
NAICS 81	9,592	11,050	15.2%	Other Services (except Public Administration)
NAICS 92	9,245	9,170	-0.8%	Public Administration
NAICS 99	12	12	0.0%	Other
Total Employment	317,067	368,930	16.4%	

2050 Employment Change (Current Trends Scenario)



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Emerging Trends

As the region has recovered from the COVID-19 Pandemic that began in 2020 it is not difficult to identify some of the ways things have changed. Online retail continues to dominate the marketplace, remote work continues in many employment sectors, and downtowns are transitioning from being hubs of business to hubs of residential and retail activity.

These trends impact the transportation system in several unique ways. Freight traffic, for example, is up throughout the state. The Ohio Department of Transportation's (ODOT) Statewide Freight Plan published in 2022, projects an increase in truck freight tonnage of 34 percent. As more trucks use the transportation system, it is likely that roadway preservation will be critical to ensure pavement conditions are maintained.

The region's job hubs are also impacted. Large distribution facilities are locating near highways, but outside the traditional city center. How can the region ensure employees are able to access employment centers? Good local transit is critical to making sure the region's residents can get to good paying jobs consistently and conveniently.

As downtowns transition to centers of residential activity, the transportation needs also change. Residents that choose to live in a downtown want safe walkways and bikeways. They are choosing the convenience of being close to activities versus needing to rely on an automobile. Understanding this trend helps identify what types of projects are better suited to the future downtowns.

Technology Trends

Transportation technology is an area of growing interest and investment. Fully integrated innovative technologies including self-driving cars, connected vehicles, drones, and smart sensors have captivated government, business and citizen interest with optimism that these technologies can improve the transportation network. Many believe that technology being developed today could reduce traffic fatalities, crashes and congestion. It could also help with issues such as parking and transit last mile connections. Further, there are numerous commercial applications that will bolster the economy. The state of Ohio has been very active in promoting transportation technology.

Some of these emerging technologies have been applied throughout the state of Ohio in larger urban areas such as Columbus, which received a \$40 million dollar smart cities grant in 2016 to develop and test these technologies to improve functionality of the city. Some of the [Smart Columbus](#) projects have included self-driving automated shuttles, connected vehicle environments where, devices called on-board units are installed on public and private vehicles to allow vehicles to "talk" to each other and receive in-car alerts like blind spot detection or rear-end collision warning. Projects that are also geared towards people who have first-mile-last mile challenges are "smart mobility hubs" where shared amenities such as bike racks, electric scooter and bike charging station, EV charging and park and ride transit options bring urban transportation options together in a single location that help people that rely on alternate modes of transportation have been implemented as a program or pilot program to test these scenarios and offer as a guidebook for implantation.

The State of Ohio has been promoting these trends for the past 10 years through [DriveOhio](#), which was an initiative of ODOT, "serving as the state's hub for smart mobility technology on the ground and in the air." DriveOhio has

supported the study, funding and development of autonomous and connected vehicle technology and implementation and believe this advanced technology will help make the roads safer and more efficient to travel.

Locally, within the AMATS region some of these technologies which are being explored and implemented are traffic signal preemption technologies. Traditionally pre-emption technology allows for emergency vehicles priority at main intersections, which has been implemented throughout the region but in most cases involves manual operation using radio signals from a fixed location. Newer signal pre-emption technologies are being explored locally that utilize connected vehicles like public transit buses and city operated vehicles to allow for safe passage through busy intersections. Another method being implemented by cities such as [Hudson](#) is “adaptive signal” technology. This technology utilizes Hudson’s high speed fiber-optic cable broadband to adjust the timing of traffic lights in real-time to control the flow of traffic and reduce travel times. As this project develops AMATS and the region will have more data to examine how this specific pre-emptive signal project method impacts safety and congestion.

To better understand the current state of all of the region’s traffic signals AMATS has elected to pursue the development of a Regional Traffic Signal Inventory (RTSI) for the entire AMATS planning area that will be used to both inform policy decisions and address policy issues. AMATS is seeking to understand these traffic signal systems/networks and explore what options the region might already have regarding inter-jurisdictional coordination and/or what improvements could be made to help facilitate these efforts. While the timeline of widespread technological adoption is uncertain, the future direction of transportation is at a crossroads where policy and technical guidance play an especially critical role in shaping change. AMATS will continue to monitor the trends in innovation and carefully consider their role in transportation planning in the future.

Conclusion

In today’s age of technology and instant feedback, some trends arrive quickly but also retreat quickly. Other trends can be just as abrupt but permanent. While it is still impossible to predict the future, the Greater Akron area will be prepared for it by focusing on a transportation system that works for all users and preserves the strong system currently in place.

Section 4 | Regional Transportation System

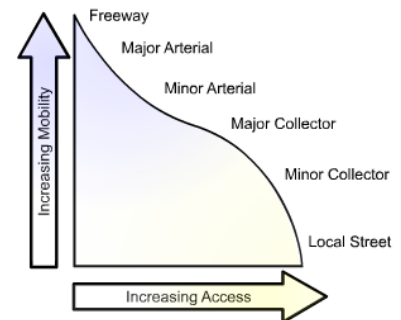
Like any metropolitan area, the Greater Akron area contains a comprehensive network of roadways, railroad lines, bicycle and walking trails, sidewalks, and airports. This section summarizes the existing regional transportation system by mode:

- Roadways
- Active Transportation
- Public Transit
- Rail
- Aviation

Roadways

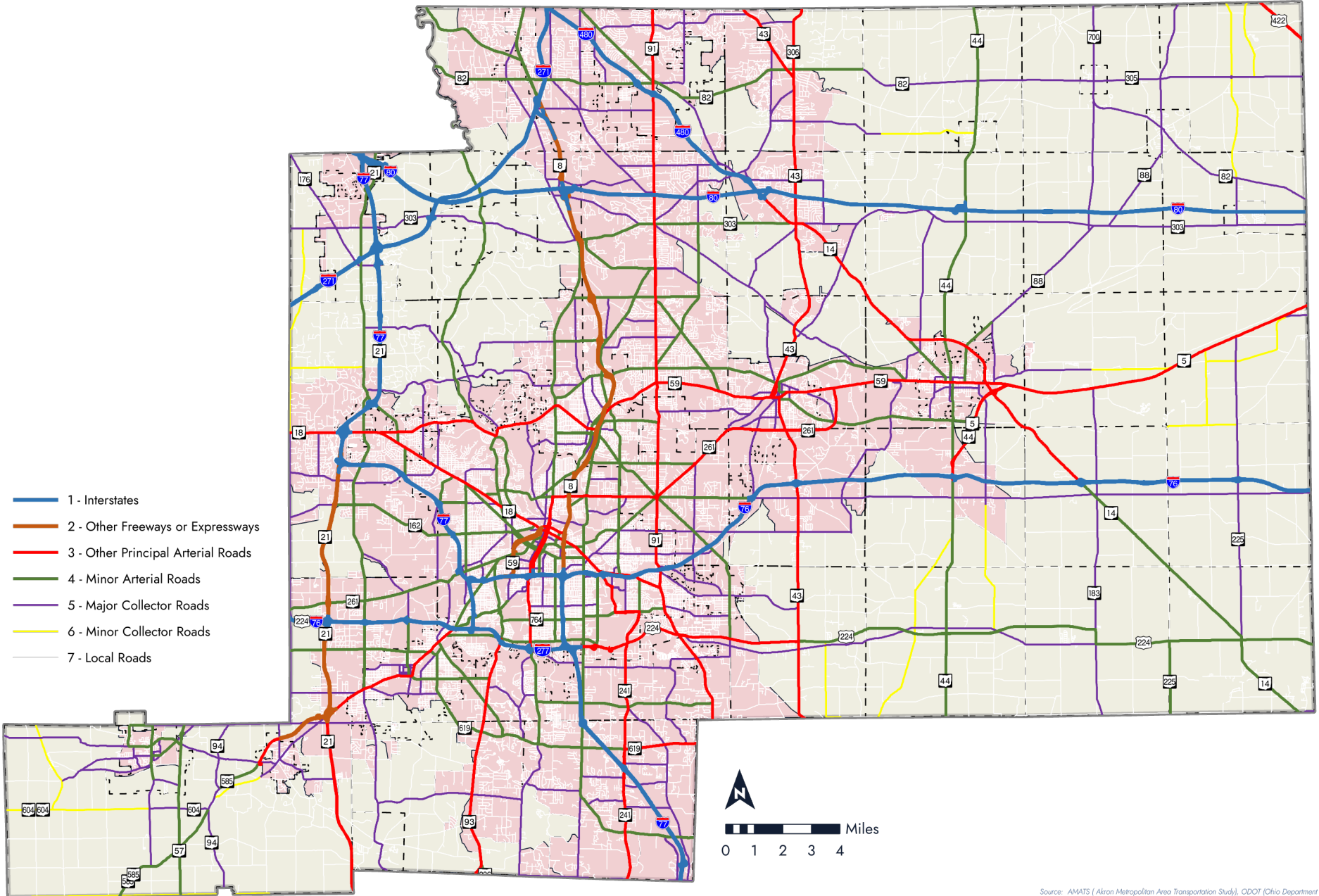
Classification and Overview

Roadways within the Greater Akron area are organized into several roadway types. The classification system follows a framework used throughout the United States known as Federal Functional Classification. MPOs, Departments of Transportation, and the Federal Highway Administration collectively work to classify all roadways based on their function and importance. Roadways include low-volume local streets, collector roads, arterial roads, and limited-access freeways—Interstates, other expressways, and tolled-highways (Ohio Turnpike). Some classifications are also broken down into major and minor categories, and rural and urban categories.



A roadway’s Federal Functional Classification is important because it dictates whether federal funding can be utilized toward its improvement. Local roadways and Rural Minor Collector roadways are ineligible for federal funding. Eligible funding classifications come with specific design criteria or may be more or less likely to receive AMATS or ODOT funding sources. The [chart below](#) and [Map ##\[FFC Map\]](#) illustrate the AMATS Planning Area’s FFC Network. More information about the Federal Functional Classification can be found at <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

Federal Functional Classification of Roadways



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Federal Functional Classification of AMATS Roadways			
Functional Class	Length (in Miles)	Number of Lane Miles	Lane Mile % of Overall System
Interstate	106	493	4.62%
Expressway	33	164	1.54%
Ohio Turnpike (I-80)	34	204	1.91%
Principal Arterial	194	585	5.48%
Minor Arterial	354	969	9.08%
Major Collector	547	1,165	10.92%
Urban Minor Collector	6	12	0.11%
Rural Minor Collector	71	142	1.33%
Local	3,452	6,935	65.00%
Totals:	4,797	10,669	100.00%

Safety and Security

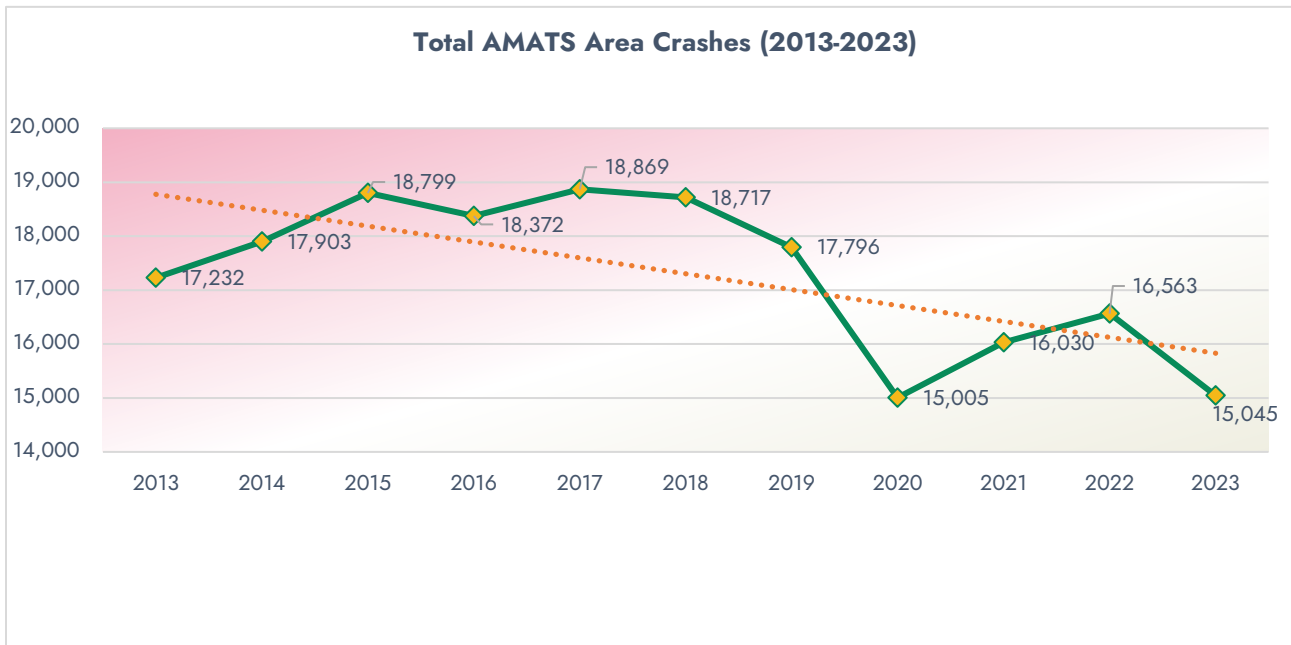
Safety

Improving the safety of the regional transportation network is among the most important goals of TO2050. A significant portion of AMATS’ yearly workload is devoted to analyzing crash data and reporting on safety through two studies: the **Annual Crash Report (ACR)** and the **Safe Streets for All (SS4A) Action Plan**. These studies were used as evaluation criteria for selecting projects for funding and the recommendations of the SS4A Action Plan were incorporated into the development of transportation recommendations for TO2050.

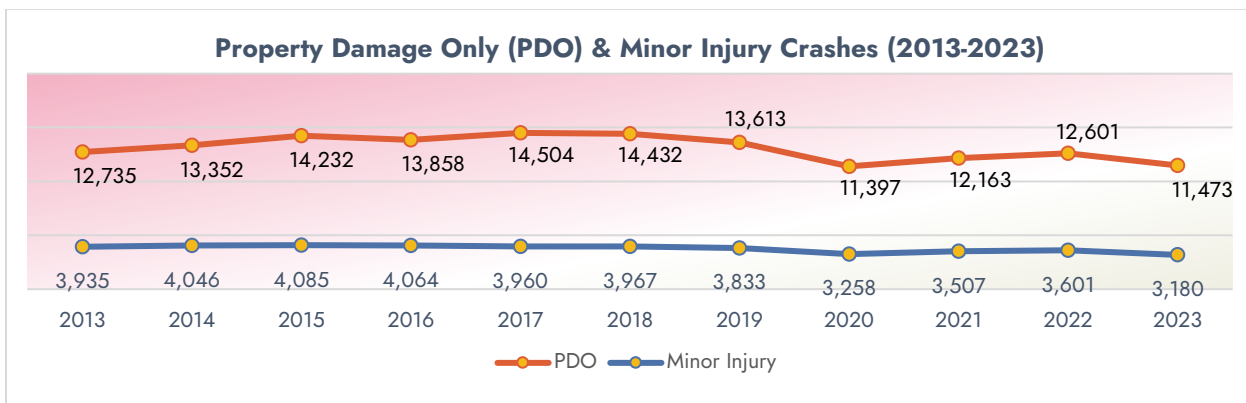
AMATS creates *Annual Crash Reports (ACRs)* that have long served as an important tool for the area’s community leaders in assessing safety. The ACR helps decisionmakers understand where and why crashes occur and the annual ranking of its high-crash locations has direct impacts on funding availability. The agency’s *Funding Policy Guidelines* have incentivized the improvement of numerous high-crash locations over the past two-plus decades.

AMATS’ ACRs have evolved over time. The most dramatic change occurred around 2021, when the methodology of ranking crash locations was altered to provide more weight to the area’s most serious crashes. This is in line with changes made at the state level to emphasize Fatal and Serious Injury (FSI) crashes. Specifically, at least 30% of a specific location’s crashes must be fatal or injury related to be included on a High Crash Section or Intersection list.

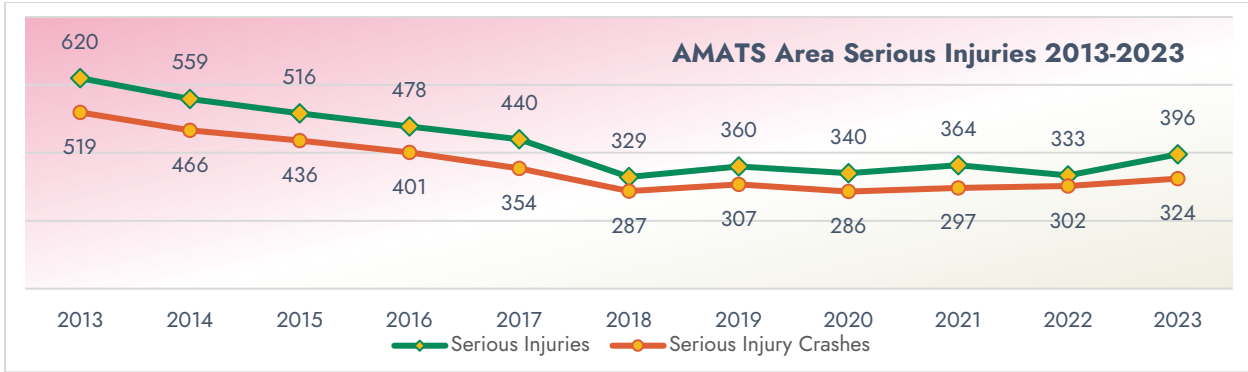
The 2021-2023 ACR reported, in most cases, a continuation of existing trends. The total number of crashes within the AMATS area has continued to trend downward over the past decade. 2023’s number of reportable crashes within the AMATS planning area (15,045) is nearly as low as the 2020 level, which was an atypical time of lower travel and lower crashes due to the pandemic.



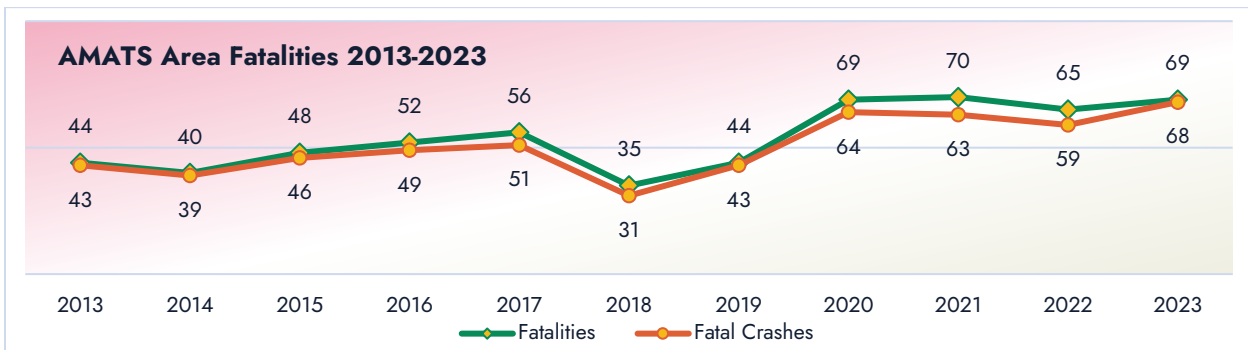
Less-severe crashes have also decreased over time. Areawide, PDO crashes in 2023 decreased by 1,128 (-9.0%) and Minor Injury crashes decreased by 421 (-11.7%) from the prior year (2022).



However, more serious crashes have continued to climb in recent years. Serious injury crashes, while significantly lower than a decade ago, rose significantly over the most recent year for which data was available (2023). Serious injury crashes increased by 22 (7.3%) from 2022 to 2023, and serious injuries increased more dramatically—63 (18.9%)—in the same timeframe.



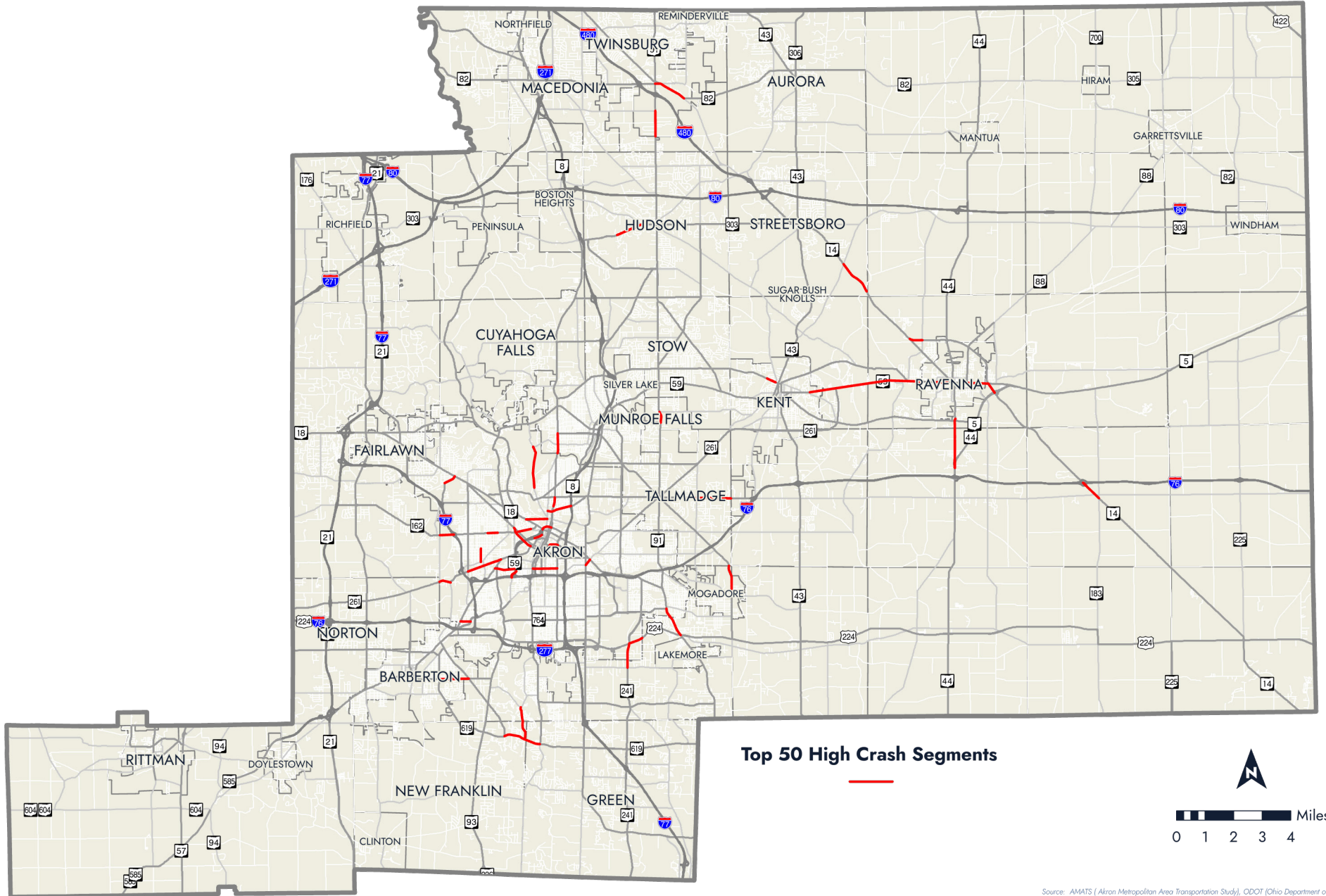
Fatalities increased significantly in 2020 and have remained high since. Although vehicles are becoming safer in both crash performance and prevention, distracted driving and other high-risk behaviors (such as alcohol and drug impairment) have increased both nationally and regionally. This has led to a much higher number of both fatalities and fatal crash events than what existed pre-pandemic.



The 2021-2023 ACR can be found at:

<https://www.amatsplanning.org/sites/default/files/docs/reports/2021-2023%20Annual%20Crash%20Report%20FINAL.pdf>

Top 50 High Crash Segments



As FSI crashes increased at both a regional and national level, AMATS and its members became interested in focusing more on reducing these more severe crashes. Concurrently, a new federal program known as *Safe Streets for All*, arose out of the Infrastructure Investment and Jobs Act (IIJA), aimed specifically at reducing FSI crashes. AMATS completed its first *SS4A Action Plan* in May 2023.

The *SS4A Action Plan* led to several new strategies to improve regional safety. Perhaps most notably, the Action Plan created a High Injury Network (HIN) that considers the locations of the area's highest FSI-crash locations. Similar to the *ACR*, the *SS4A's* HIN considers sections and intersections.

The *SS4A Action Plan* differs from the *ACR* in several ways:

- focuses more heavily—almost exclusively—on the most-severe crashes (via the HIN).
- considers a five-year reportable period for crashes versus the three-year period in an *ACR*. The 2023 *SS4A Action Plan* considers crashes between 2017-2021, although the plan will be updated later in 2025 to consider 2019-2023 data.
- Contains a highly detailed safety analysis that showed and described data relating to how, where, when, and why crashes occurred throughout the region.
- Includes several prioritized lists of recommendations. These included project-based recommendations in short, medium, and long-term timeframes; strategy recommendations to improve behavior and reduce risks through a variety of initiatives; and transit-specific recommendations of various types

The current AMATS *SS4A Action Plan* can be found at:

<https://www.amatsplanning.org/sites/default/files/docs/SS4A-Action-Plan.pdf>

The *SS4A* HIN webapp can be viewed at:

<https://akrongis.maps.arcgis.com/apps/webappviewer/index.html?id=d3b866db810e470fb3de4b6a1ab81784>

Security

Increasing the security of the transportation system for all users is a Federal Planning Factor, which AMATS must consider in its transportation planning process. AMATS coordinates with the Summit County Emergency Management Agency (EMA) and the Portage County EMA which are the two agencies responsible for emergency management, disaster preparedness and homeland security in the Greater Akron area. AMATS and the EMAs share mailings, meeting notices and information regarding critical infrastructure. Both METRO and PARTA are also required to address security in their planning efforts.

Condition and Preservation of the Existing System

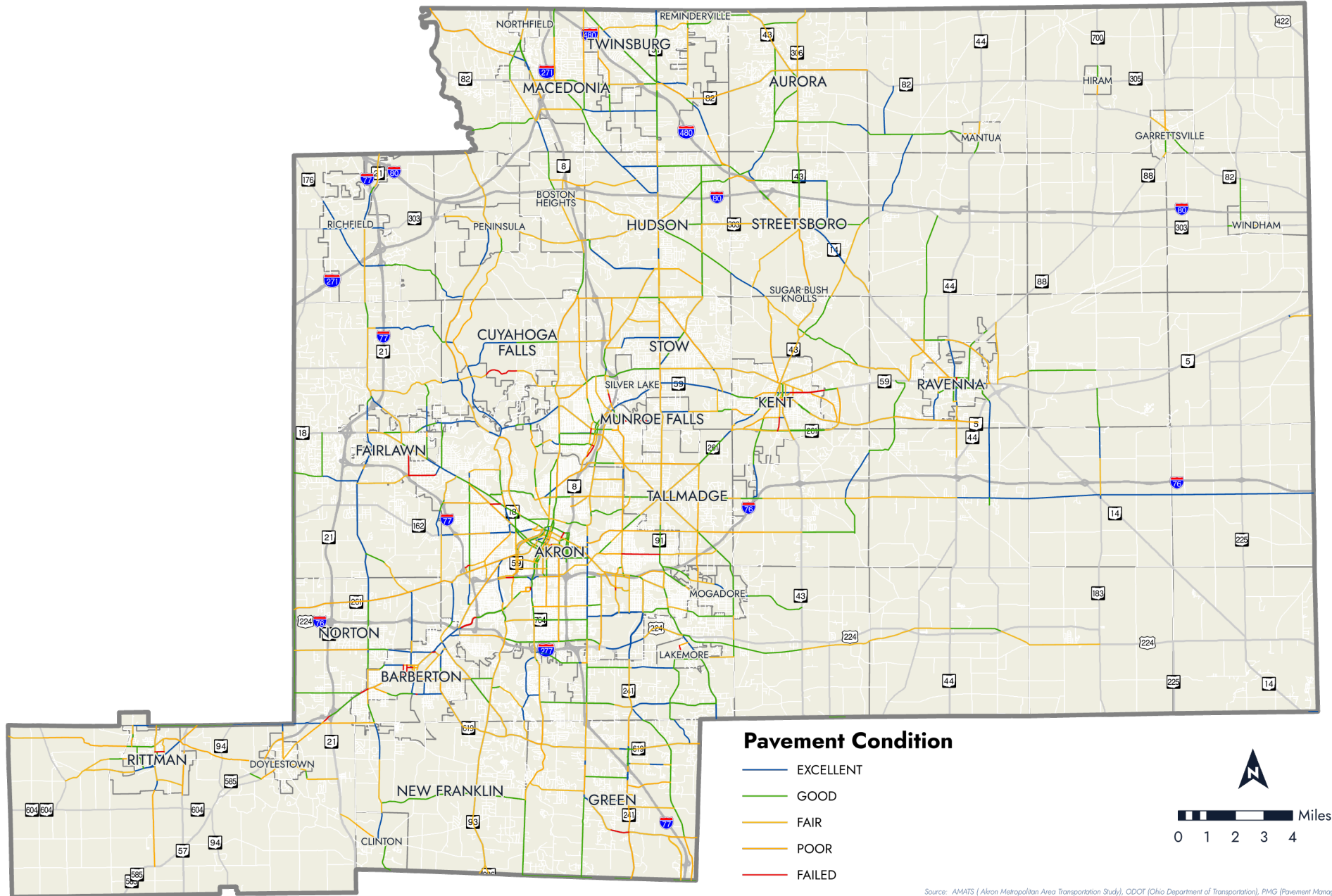
Another top priority for the region’s transportation decisionmakers is to maintain and preserve the existing highway system. AMATS has consistently maintained this policy over the last decade as the cost of system maintenance has continued to rise and the availability of funding for local communities has continued to fall. AMATS continues to focus on a “fix-it-first” policy in its allocation of resources, which prioritizes funding for projects that preserve the existing system.

AMATS allocates a considerable amount of funding toward the resurfacing of roadways, reflecting the desire of area communities to keep roadways in a good state of repair. To track the condition of the area’s pavements, AMATS collects pavement condition index (PCI) data on all federal-aid eligible roadways within the region. PCI considers the severity and extent of distress on a pavement surface at a given point in time. High resolution video is taken along area roadways and PCI is assigned for each segment. PCIs are ranked from 0 to 100, with 100 being freshly paved and 0 being complete failure of the pavement. Any location with a PCI of 80 or less is eligible for resurfacing if it hasn’t been resurfaced with federal funds within the last 10 years. PCI has become the new pavement grading standard for AMATS and is used for funding selection and performance tracking. The AMATS Pavement Management Dashboard, which shows each road segment’s PCI, can be found at <https://roadinsights.maps.arcgis.com/apps/dashboards/d1f87f5a3ee74df38c8a9e11c8788485>

Since the PCI data has been collected, the average areawide PCI has remained in the mid to upper 60s. AMATS’ goal is to raise the areawide PCI to 70 by focusing on roadway preservation.

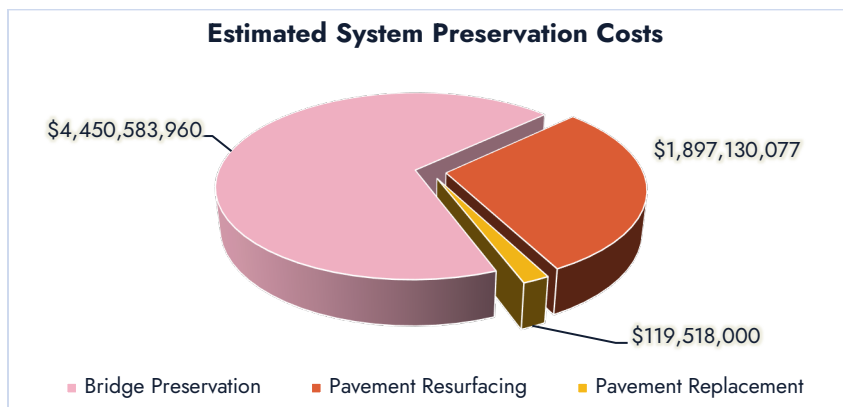
PCI Systemwide Averages and Roadway Quality Percentages							
		Roadway Quality	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
2019-2020 Average	67	Excellent / Very Good	22%	20%	25%	26%	16%
2020-2021 Average	65	Good	29%	27%	28%	24%	28%
2021-2022 Average	68	Fair	34%	35%	34%	33%	37%
2022-2023 Average	66	Poor	13%	13%	11%	14%	17%
2023-2024 Average	67	Very Poor / Fail	3%	5%	2%	4%	2%

2024 Pavement Condition Index



The resurfacing of pavement is an important and significant component of system preservation, but other components include pavement replacement (full-depth reconstruction) and the repair and replacement of bridges. AMATS completed its most recent *Highway Preservation Needs Report* in August 2024 to produce a high-level estimate of the federal funds that will be needed to preserve and maintain the region’s existing highway system through 2050 (in 2024 dollars). All highway system preservation projects on the federal aid system will be considered consistent with TO2050 and will be eligible for federal funding as it becomes available.

The report estimated that the total cost of preserving the existing system over the next 26 years would cost \$6.86 billion, valued in 2024 dollars. This cost estimate is approximately 71% higher than the amount estimated in the last (2019) system preservation report. As shown in the graph below, resurfacing needs are estimated to cost \$1.90 billion; pavement replacement would cost \$0.12 billion; and bridge preservation would cost \$4.45 billion.



An important component of the 2024 *Highway Preservation Needs Report* involved reviewing and right-sizing assumptions on the cycles for pavement and bridge maintenance activities. Had this not occurred, the increase from 2019 would have been an even more staggering 81% increase. The inflation of construction and material costs have both increased significantly since 2019 while the highway system’s size has remained very similar; road mileage length has only increased by 25 miles over the past five years. Therefore, the higher preservation cost is primarily due to increased construction costs for both pavement and bridge maintenance.

It is important to note that this analysis only includes the highways eligible for federal funds. Local roadways and rural minor collectors, which are ineligible for federal funds, account for almost exactly two-thirds (66.3%) of the region’s total lane miles. This means that the burden of most roadway maintenance falls on the shoulders of local public agencies such as communities, many of which struggle to find necessary funding for their transportation infrastructure.

Ultimately, the \$6.86 billion system preservation cost estimate exceeds the *total* predicted revenues the Greater Akron region can expect to receive until 2050. TO2050 must be fiscally constrained, and AMATS recognizes that system preservation is just one goal of the transportation system. Therefore, AMATS cannot possibly estimate the fulfillment of 100% of the system preservation need. This is not new—some past regional transportation plans have estimated the funding of less than 100% of the preservation need—but the gap is widening. Once TO2050 accounts for the specific non-preservation-based highway projects, this leaves approximately 65% of this system preservation costs that can be fulfilled. Without a significant additional infusion of funding, the region will fall

further behind in maintaining the transportation system. While this problem is widespread across the country and not unique to the Greater Akron area, it is concerning nevertheless.

Congestion

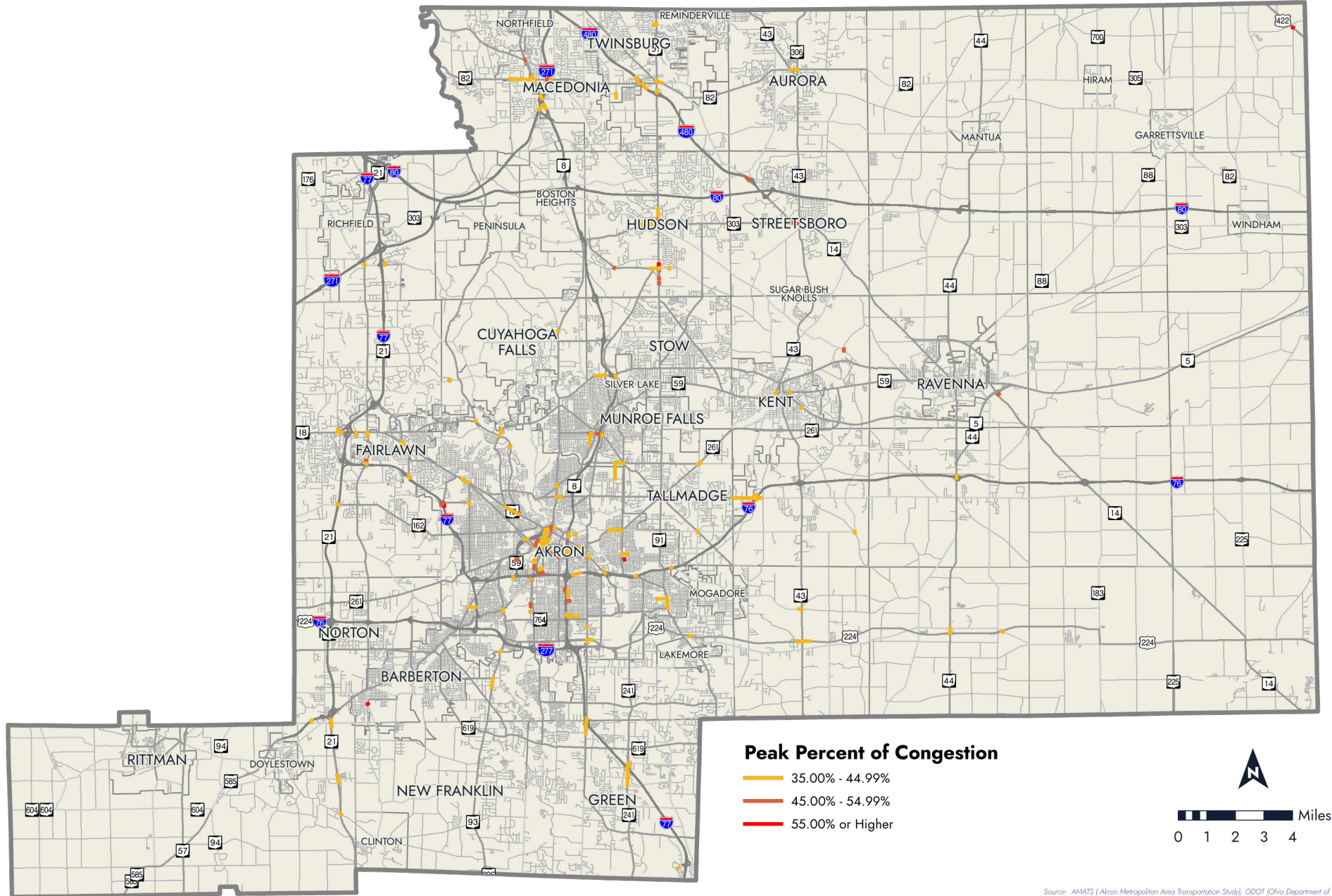
Vehicular congestion is, for most drivers, among the most frustrating aspects of driving. It is annoying for travelers to sit in traffic; and congestion also reduces travel time reliability for vehicles, buses and truck freight. It compromises the timely delivery of products and services, hinders the built environment, and can create barriers to pedestrians and cyclists. Congestion has myriad effects on the economy, the environment, and the population's well-being and quality-of-life.

Per federal regulations, large MPOs such as AMATS are required to create a Congestion Management Process (CMP) to understand a regional congestion picture and identify strategies to reduce congestion. Each CMP is required to:

- Identify methods to monitor and evaluate the performance of the multimodal transportation system
- Define congestion management objectives and performance measures
- Establish a coordinated program for data collection and system performance monitoring
- Identify and evaluate f anticipated performance and expected benefits of congestion strategies
- Create an implementation schedule, responsibilities and funding sources for each strategy
- Determine a process for periodic assessment of the effectiveness of implemented strategies

AMATS completed its most recent CMP in December 2024. The CMP first analyzed congestion along many higher classification roadways and all freeways. This network totals about 540 miles. [Map ?? on the following page](#) shows the CMP analysis network.

Peak Percent of Congestion



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Methodology

To measure congestion, AMATS obtained traffic data through the collection of cell phone and other GPS device location data. The Ohio Department of Transportation (ODOT) contracts with two data providers—INRIX and Streetlight—and shares access to this data with Ohio’s MPOs like AMATS. For the AMATS CMP, Streetlight data was used to evaluate the major arterial and lower federal functionally classified roads while INRIX data was used to analyze the freeway system. 2022 data was utilized for the CMP, as it was the most recent full year of data available for both INRIX and Streetlight at the time of the CMP’s preparation.

The congestion analyses focused on three time periods in order to capture the most common times of congestion:

- Morning from 6:00 AM to 10:00 AM
- Mid-day from 10:00 AM to 4:00 PM
- Evening from 4:00 PM to 8:00 PM

Congestion Management Strategies

AMATS has established generalized strategies that best match the Code of Federal Regulations (CFR), FHWA guidance, and regional transportation planning context. A strategy or combination of strategies that are appropriate for deficient corridors and segments are selected based on the type of congestion and their effectiveness and feasibility.

Like the previous CMP, AMATS categorized congestion management strategies into five tiers ranked generally by the efficacy and efficiency of mitigating congestion. The strategies in the top tiers, when possible, should be given priority over the lower ones.

Tier 1: Demand management

Tier 2: Traffic and roadway operational improvements

Tier 3: Public Transportation improvements

Tier 4: ITS Strategies

Tier 5: Capacity expansion

These strategies consider both the demand and supply of traffic. A strategy or combination of strategies that are appropriate for deficient corridors are selected based on the intensity of congestion and the other analyses completed in the CMP.

The congestion management strategies were evaluated based upon their effectiveness and feasibility. The effectiveness was determined by how well each strategy would reduce congestion in the AMATS area. To make this determination, the strategies were reviewed by examining regional characteristics, previous local success of the strategies and examples from other urban areas. Decisions on the effectiveness of each strategy were made based on the data collected and staff input. Feasibility was rated by the degree to which the strategy could be realistically implemented in the region. **Table ## below** lists these strategies along with their corresponding effectiveness and feasibility.

Congestion Management Strategies				
TIER	STRATEGY	BENEFITS	EFFECTIVENESS	FEASIBILITY
Tier 1: Demand Management	Telecommuting	Reduces traffic, especially during peak hours	Medium / High	Medium
	Flexible / Alternative Work Hours	Reduces traffic, especially during peak hours	Medium	Low / Medium
	Carpooling	Reduces traffic, especially during peak hours	Medium / High	Medium
	Employer Incentive Program	Reduces traffic, especially during peak hours	Medium / High	Low
	Alternative Modes of Transportation	Reduces traffic	Low / Medium	Low
Tier 2: Operational Improvements	Adding exclusive left turning lanes	Improves traffic flow / safety	Medium	Medium
	Access Management of roadway / driveways	Improves traffic flow / safety	Medium	Medium
	Variable speed limits	Improves traffic capacity / flow	Low / Medium	Low
	Variable message signs	Improves traffic flow and reduces additional congestion	Low / Medium	Medium
	Exclusive shoulder lanes for buses	Improves traffic flow / safety	Medium	Low
	Geometric improvements to road and intersections	Improves traffic flow / safety	Medium / High	High
	Channelization	Improves traffic flow / safety	Low / Medium	Medium
	Median barriers (moveable) to facilitate more capacity during peak period	Improves traffic capacity / flow	Medium / High	Low
	Traveler information	Improves traffic flow / safety	Low / Medium	High
	Complete Streets	Improves capacity for alternative modes of transportation	Low / Medium	Medium
Tier 3: Public Transit Improvements	Overpasses or underpasses at congested intersections or railroads	Improves traffic capacity / flow	High	Low / Medium
	Expanding transit services	Encourages transit use / reduces SOV vehicles.	Medium	Low
	Optimal control of headways by realigning transit service schedules and stop locations	Makes transit easier to use / reduces SOV vehicles.	Medium	Medium
	Providing real-time information on transit schedules and arrivals using various ITS strategies	Makes transit easier to use / reduces SOV vehicles.	Low	Medium
	Universal transit fare cards and incentives	Makes transit easier to use / reduces SOV vehicles.	Low / Medium	High
	Bus Rapid Transit	Makes transit easier to use / reduces SOV vehicles.	High	Medium
Tier 4: ITS Strategies	Prioritizing transit vehicles at traffic signals	Makes transit easier to use / reduces SOV vehicles.	Medium	Medium
	Traffic Signal Improvements	Improves traffic flow / safety	Medium / High	High
	Simulation models	Helps determine and fund projects with the most impact	Medium / High	Medium
	Cars Connected to Cars/Cars Connected to Infrastructure	Improves traffic flow / safety	Medium / High	Low
Tier 5: Capacity Expansion	Real-time traffic feedback	Improves traffic flow and reduces additional congestion	Medium / High	High
	Removing bottlenecks by constructing new lanes	Improves traffic flow / safety	Medium	Low
	Closing gaps in the existing network	Improves traffic flow / safety	Medium	Low
	Add travel lanes on major freeways and streets (including truck climbing lanes on grades)	Improves traffic flow / safety	Medium	Low

Congestion Management Recommendations

Freeways

The region's freeways are in the midst of a major overhaul, especially near Akron's downtown where many of the freeways converge. The Ohio Department of Transportation's Beltway project has included multiple ramp closures and detours over the last three years. The State Route 8 Bridge replacement project over the Cuyahoga Valley just north of Akron's downtown is also currently under construction. These large-scale construction projects that are ongoing make it difficult to recommend improvements for the region's congested segments because they include detours and closures that impact the surrounding freeway traffic. These concerns can be applied to every freeway segment AMATS identified in its 2022 scan. The 2024 CMP recommends continuing to monitor all 24 congested freeway segments while construction progresses.

Arterials

AMATS congestion analysis identified 84 congested segments on the arterial roadway network. None of the segments identified received a tier 5 recommendation for added capacity as none of the segments had congestion that would be appropriate for major widenings. As the roadway network continues to age, AMATS believes a prudent approach is to focus on travel demand, operational improvements, alternative modes of transportation and intelligent transportation strategies to reduce congestion.

Incident-Related Traffic Congestion

The CMP also considers incident-related traffic congestion, which is congestion that occurs due to a non-recurring incident such as a crash or a vehicle breakdown. While crashes can happen anywhere at any time, some locations are more prone to crashes than others. Locations with both frequent crashes and recurrent congestion will be significantly more congested. Effective transportation planning requires that incident-related congestion be analyzed.

Freeways

The analysis of freeway crashes in the AMATS area is done by the central office of the Ohio Department of Transportation (ODOT) in Columbus. ODOT's analysis of freeways is done using their own methodology which is derived from the Highway Safety Manual. The freeway system is divided into rural and urban classifications and is analyzed by examining segments that are one-tenth of a mile long.

To make data-driven decisions and determine operationally sensitive corridors throughout the state, ODOT has developed the Traffic Operations Assessment Systems Tool (TOAST). In TOAST, routes are segmented into the State Priority System with breaks at the urban area boundaries, interchange center points, and road functional class changes. The data categories that make up TOAST are listed below:

- **Travel Time Performance** – percent of time motorists can travel at or near (90%) of the reference speed (free-flow speed defined by data provider).
- **Bottlenecks** – A potential bottleneck is detected when speeds on a segment drop to 65% of reference speeds and cause at least a two-minute delay.
- **Incident Clearance** – The time from report of an incident until the entire scene is cleared.
- **Secondary Crashes** – percent of crashes that occurred as a result of a previous incident.

- Volume Per Lane – Calculated based on a weighted average for each segment.
- Freight Corridors – Weighted average of percent trucks (average daily truck volume ÷ average daily total volume).
- Safety Performance – A route’s potential for safety improvement by density based on its peer group.

Arterial Sections and Intersections

Areas of incident-related congestion are determined based on a composite score which considers both number of crashes and their severity to determine locations where incident-related congestion is most likely to occur. More information on how this composite score is determined can be found in the aforementioned [2021-2023 Annual Crash Report](#). Maps showing Top-50 High Crash Sections and Intersections can be found within that report and in the *Safety and Security* subsection above.

Other Considerations

The CMP also notes several other important considerations which are discussed in more detail elsewhere in TO2050. These include:

- Transit—route performance and most-used bus stop locations
- Freight—congested locations around job hubs and high volume at-grade rail crossings
- Performance Measures—related to travel time reliability and freight movement

The complete 2024 CMP can be found at:

<https://www.amatsplanning.org/sites/default/files/docs/reports/2024%20CMP.pdf>

Freight

The movement of freight is an important part of a fully functioning transportation system. The efficient movement of freight within and through a region is critically important to industry, retail commerce, agriculture, international trade, and terminal operators. Metropolitan areas with a higher density of development are especially affected by freight movement issues.

AMATS’ freight planning process includes three primary strategies:

- Developing and maintaining databases and analysis tools for decision-making
- Interacting with AMATS members and freight stakeholders to better understand the freight system, identify common issues, and build consensus
- Incorporating freight into the regional transportation planning process

The mechanism by which AMATS sets the stage for implementing these strategies is AMATS’ Regional *Freight Plan*. AMATS completed its most recent *Freight Plan* in September 2024, and its purpose is to identify the transportation systems that exist in the AMATS area used to move freight into, out of, and within the region. It addresses the factors and trends that affect traffic and the flow of freight, and outlines procedures used for planning and programming freight-related projects through the AMATS transportation planning process.

The plan analyzes the highway and rail freight networks (the rail freight network is discussed later in Section 4), considers the freight movement and efficiency of movement around various job hubs throughout the region, and makes recommendations related to freight.

Roadway Freight Network

Trucks move the majority of both Ohio’s and Greater Akron’s freight. The region is well-served by a particularly comprehensive network of limited-access freeways compared to many other similar regions. The construction of key highways, most of which were built in the 1950s through the 1970s, contributed to a significant development of industrial and commercial economic generators within proximity of freeway interchanges. Freeways including Interstates 76, 77, 271, and 277; The Ohio Turnpike (I-80); other limited-access freeways such as SR 8 and SR 21; and various beltways—most of which are in Portage County—including portions of SR 5, SR 14/44, SR 59, US 224, and SR 261 comprise this network and allow easy access to other roadways within the freight network.

While the Greater Akron area’s roadway freight network has allowed for a diversified economic base and other positive economic indicators, it also leads to a large number of trucks on the road. Trucks account for much of the wear and tear on roadways. A large, legally loaded truck weighing 80,000 pounds puts about the same wear and tear on a road as 9,000 to 10,000 cars. Furthermore, a large truck causes as much congestion as 2.5 to 3.5 cars on flat terrain and as much as 15 cars on uphill grades. This touches on both the importance of preserving roads and bridges and managing congestion, both of which were discussed earlier in this Section 4.

Job Hubs and Freight Profiles

In 2017, AMATS partnered with Fund for Our Economic Future (The Fund) to develop 14 Job Hubs in the AMATS area. More recently, and to adjust to changing economic conditions, two additional Job Hubs were added within the region, bringing the total to 16. These Job Hubs, [shown on Map##](#), are specific places of concentrated economic activity within the region and are defined and identified based upon the following criteria:

- **High concentration of traded-sector jobs:** We identified job hubs based on the number of traded-sector jobs in a particular area, with a focus on places with job density in the top 5 percent in the region. The research focused specifically on identifying clusters of employment in sectors of the economy like manufacturing or business consulting that can export (or trade) goods and services outside of Northeast Ohio.
- **Multiple traded-sector employers:** Job hubs represent “clusters” of business activity and other assets like roads, highways, transit, and utilities. Business clustering allows for efficient use of infrastructure and creates other spill-over benefits from the accumulation of human and physical capital.
- **Alignment with local development patterns:** Job hubs reflect local development patterns and the location of businesses, infrastructure, transportation assets, and land inventory in each place. This alignment with the built environment will hopefully facilitate local community planning discussions around potential land use policies, transportation investments or other strategies to enhance each job hub’s market competitiveness.
- **Alignment with civic priorities and economic development opportunities:** Beyond encompassing many existing businesses and jobs, job hubs also contain high-quality sites with existing infrastructure or office inventory that, if occupied, could further add density to the job hub.

The 2024 *Freight Plan* developed Freight Profiles centered around each of the 16 Job Hubs. Each Freight Profile within the *Freight Plan* contains:

- a general description of the corridor
- additional relevant information such as location, accessible Interstate / Freeway routes, the number of jobs and pavement conditions in and around the corridor.
- tables identifying safety and traffic issues in and around the corridor
- Maps showing the inbound and outbound truck traffic for the corridor

Recommendations

The highest priority needs in the AMATS area regarding freight movement involve improvements to the highway and rail systems. The AMATS Highway Preservation Needs Report and the Congestion Management Process Report (CMP) address the needs of the AMATS area in terms of highway improvements that streamline the flow of freight in the region. After studying existing and future levels of congestion, the CMP makes recommendations which are then considered for inclusion in the financially constrained Transportation Outlook 2050.

Freight movement, by way of trucks, is heavily concentrated on freeways and major state routes. The number of trucks on these roads range from 50 to 20,705 trucks per day, with I-271 in Macedonia being the busiest freeway for trucks. Highway improvements such as the Central Interchange project will help improve the efficiency of freight movement on the area's roadways. Recommended grade separations will reduce delays and eliminate conflicts between trains and automobiles.

Since the approval of the current 2020 Freight Plan in September 2020, ODOT has completed improvements to the South Main/Broadway interchange with I-76/77 just south of downtown Akron. This \$113 million project included removing interchanges at Wolf Ledges Parkway and Grant Street, and reconstructing access points and re-aligning Main Street and Broadway.

In addition, there are several ongoing and upcoming projects that will aid in the improvement of the overall freight network. These projects include:

- The SR-8 Bridge Replacement (SR-8 High Level Bridge over the Little Cuyahoga River Valley in Akron), a \$193.3 million project expected to begin construction in late 2023, finishing in 2028 (PID 91710).
- The widening of I-77 in Northern Summit County from SR 21 north to the Cuyahoga County line, including the replacement of several bridges, a \$132.2 million project currently under construction, expected to be completed in mid-2026 (PIDs 111404 and 111405).
- The I-76/77/SR 8 Akron Beltway Improvements in the City of Akron, beginning in 2021. This \$160 million project includes pavement replacement, additional lanes, and the realignment of several ramps (PID 102329). Estimated completion is expected in mid-2025.
- The I-76 Kenmore Leg Major Rehabilitation is a \$143.9 million project expected to begin construction in spring 2026, finishing in 2029 (PID 100713). This project includes full-depth road base replacement, widening, bridge replacements and noise walls.

TO2045 Recommends the prioritization of both safety and operational improvements near heavy freight corridors. These would include the entirety of the freeway network and roads within and serving Job Hubs around the region.

The 2024 AMATS Freight Plan can be found at:

<https://www.amatsplanning.org/sites/default/files/docs/reports/2024%20Freight%20Plan.pdf>

Active Transportation

Active Transportation is an increasingly important mode of transportation for many people. Communities around the region report that many residents consider active transportation planning to be highly important, and they desire more opportunities to safely and conveniently move about without reverting to motorized transportation. Walking and bicycling are what comes to mind when thinking of active transportation, but micromobility and transit have active components that require consideration. Active transportation users are not only those who walk or bike to work, but include those who walk to a parking garage, use a bike to get to a bus stop or anyone walking a dog. Additionally, active transportation includes those using trails or sidewalks for recreation.

Active Transportation users are the most vulnerable roadway users in a system where automobiles can appear ubiquitous. Whether people choose active transportation (for exercise and fun) or rely on non-vehicular transportation daily to get where they need to be, active transportation users typically have to interact within a transportation network that includes motorized transportation moving at higher speeds. When walking or bicycling cannot be done safely or conveniently, many may be deterred from being active, which may have ramifications for our area’s overall health and environment. Planning a connected system that considers all users of our roadways benefits everybody.

AMATS completed its most recent Active Transportation Plan (ATP) in May 2024. The ATP highlights what has been accomplished within the region and identifies additional recommendations for improving its active transportation network. Over the past decade, the AMATS Policy Committee has adjusted its funding policies to allow additional funding for bicycle and pedestrian projects. Because of these policy changes, the region has seen an increase in facilities for people who travel by foot, wheelchair, bicycle or scooter.

Bicycle Network

At the time of the ATP’s writing, the AMATS planning area’s bicycle network included 158 miles of shared use paths and 60 miles of bicycle lanes for a combined network 218 miles of bicycle infrastructure. This shows an increase of 46 miles of added infrastructure since the 2019 ATP.

Much of the shared-use path network is comprised of “bike and hike” trails that provide generally safe access because of limited interaction with the roadway network. Larger regional trail systems include:

- The Ohio and Erie Canal Towpath Trail—a 100+ mile primary trail; the AMATS region portion spans south to north in Summit County from Clinton to Sagamore Hills
- Summit Metro Parks Bike & Hike Trail—Multiple trails that span 34 miles throughout eastern and northern Summit County, a small portion of Portage County, and into Cuyahoga County.

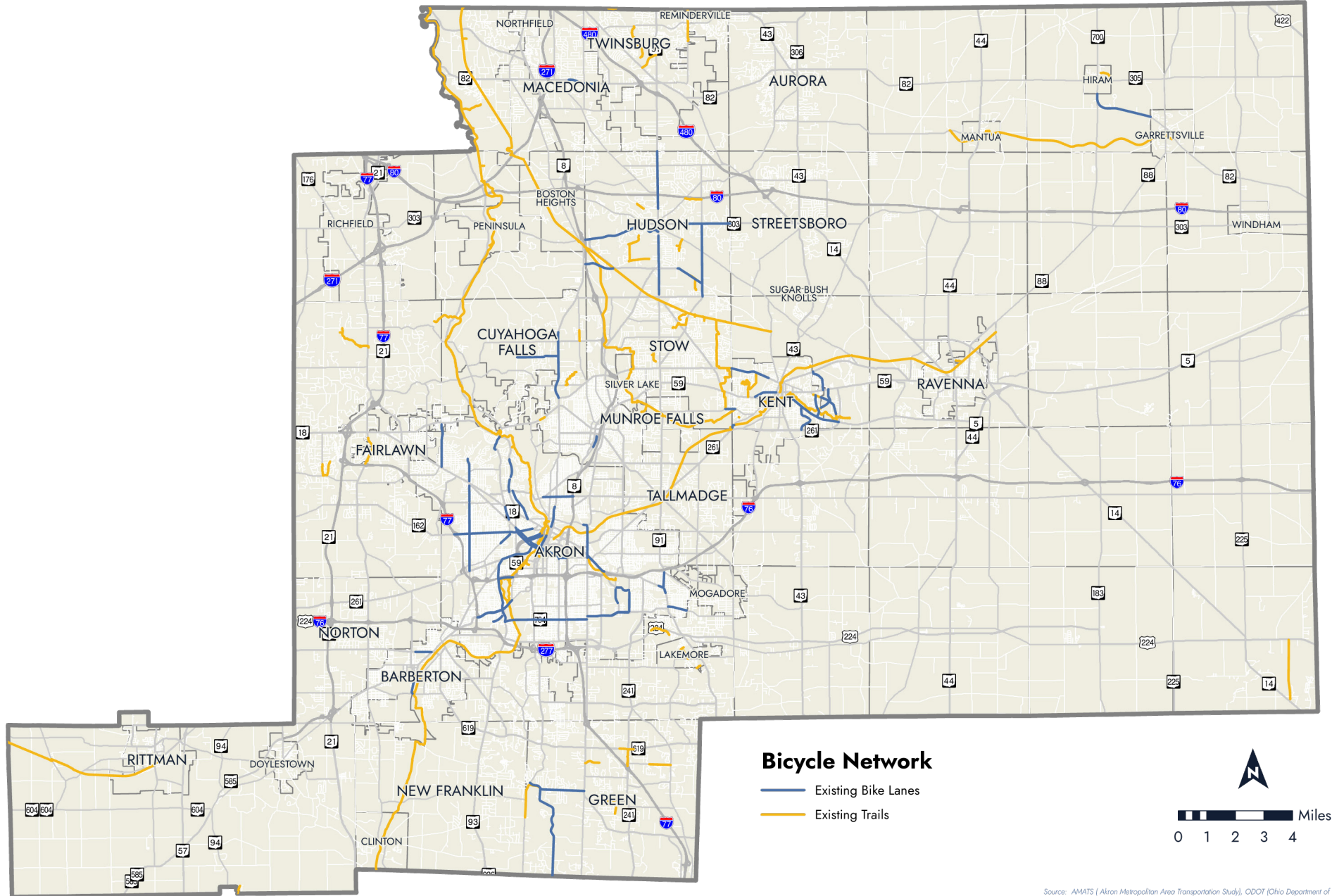
- Summit Metro Parks Freedom Trail—A trail from Tallmadge to downtown Akron; will eventually connect to The Towpath
- The PORTAGE Hike & Bike Trail—A trail from the end of The Freedom Trail (Tallmadge/Kent border) to Ravenna Township
- The Headwaters Trail—A trail from Mantua Township to Garrettsville; plans are in place to continue the trail to the west into Aurora and, eventually, Cuyahoga County
- The Heartland Trail—Begins in Wayne County (Orrville) and heads north into Marshallville; plans are in place to extend into Chippewa Township and eventually to connect to the Towpath in Clinton
- The County Line Trail—This trail runs from Creston (in Wayne County, just outside of Milton Township) into Rittman.

Smaller, community-specific connections are becoming more popular throughout the region. These trails, many of which have future expansions and connections into regional trails planned, include trails such as The Spartan Trail in Lakemore and Springfield, The Mud Brook Trail in Cuyahoga Falls, The Bath Nature Preserve Trail, Hudson’s Nicholson and Turnpike Trails, and Twinsburg’s Center Valley Park Trails.

Some cyclists, particularly longer-distance endurance cyclists, prefer to ride on roads, and poor pavement conditions are a barrier to on-road riding. Rough roads can be an annoyance in a vehicle but are potentially hazardous for cyclists. The pavement condition map shown previously highlights the current condition of area roadways.

In 2024, AMATS completed a comprehensive update of its [Bike Map](#), a resource that allows area bicyclists to see the bike network for the entire region. In addition to the shared-use path and bike lane networks, the map shows the locations of steep slopes, trailheads (parking and restroom locations), bicycle shops, hospitals, and other useful information. Print versions of the map are available in most area bicycle shops and in many other public locations. An [online version of the map](#) was completed in 2025 showing much of the same information but in a format that allows for easier viewing from a mobile device.

AMATS Existing Bicycle Network



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Pedestrian Network

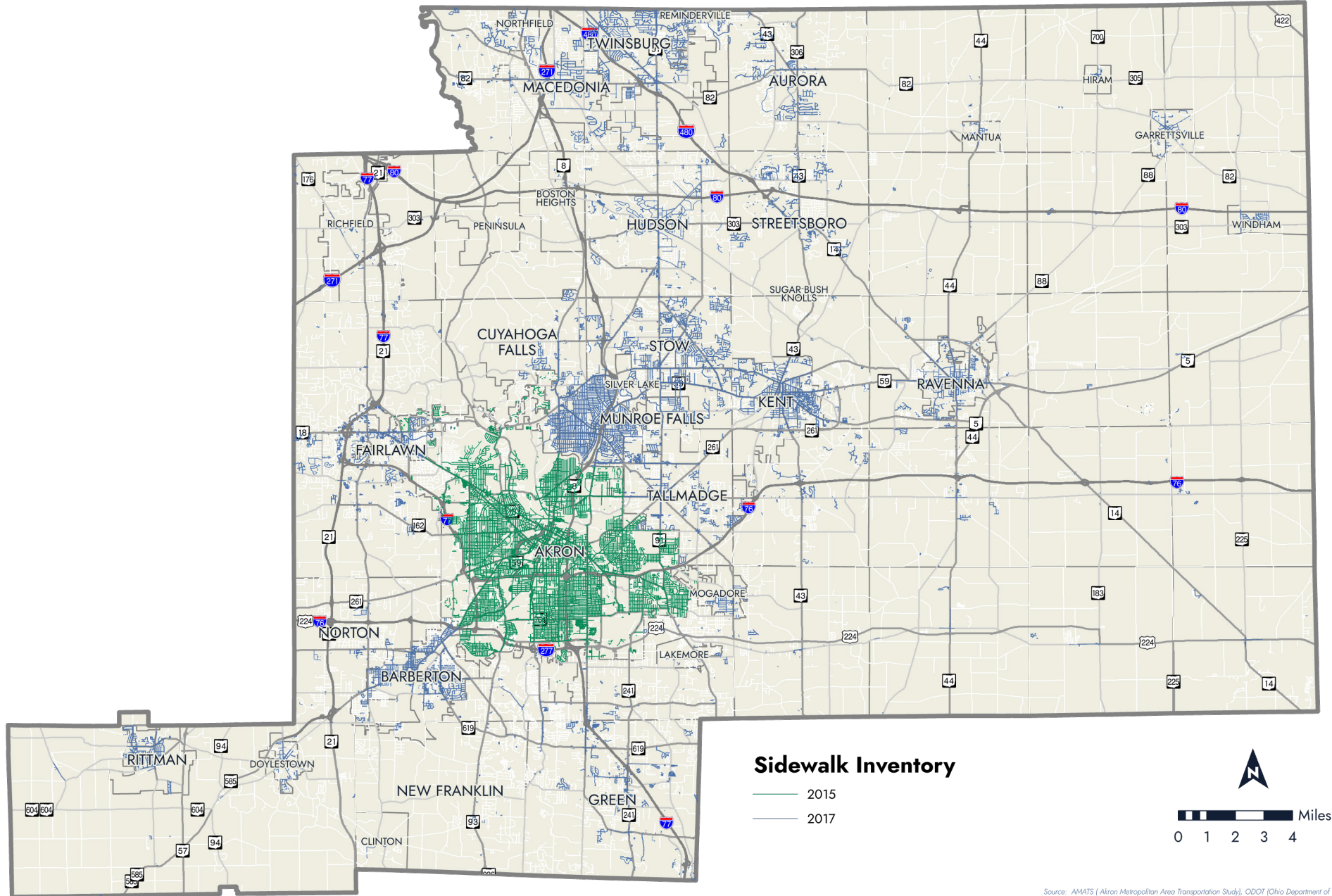
The AMATS region contains approximately 2,900 miles of sidewalks. A regional sidewalk inventory was taken by AMATS in 2015 and updated in 2017. This inventory, shown on [map ##](#), shows significant sidewalk coverage in most of the larger and denser communities, and considerably less sidewalk coverage in rural and low-density suburban areas. Each year, new sidewalks are constructed in areas where they did not previously exist, particularly in suburban communities that are seeking to retrofit post-WWII suburbs or newer suburbs into more walkable communities.

Although sidewalks are the primary facility for pedestrian travel, shared-use paths and trails (described in the previous subsection and shown on [map ##](#)) are heavily used by both pedestrians and cyclists. Although used primarily for recreation, bike/hike trails and shared use paths can be combined with sidewalks where connections exist to extend walking trips and allow pedestrians the option to walk to closer destinations.

The Greater Akron area is extremely fortunate to have numerous parks with more primitive hiking trails throughout the region. In addition to the large Cuyahoga Valley National Park within the region, the Summit Metro Parks and the Portage County Park District each contain myriad parks with hiking trails within. Many of the region’s municipalities also contain locally managed parks with hiking trails. These trails, most of which are used purely for recreational purposes, allow another option for those desiring to walk for physical or mental health benefits.

Having places to walk—sidewalks and trails—is necessary for active transportation to occur, but these alone do not guarantee a safe and accessible system. Other important components of a well-rounded pedestrian network include crosswalks, mid-block crossings, signs, pedestrian countdown timers, Rapid-flashing beacons and HAWK signals, illumination, benches, and connections to shared-use paths. These elements are becoming increasingly popular in areas where pedestrians have a higher likelihood of coming into conflict with automobiles (i.e. higher traffic roadways) or where past incidents have occurred.

AMATS Sidewalk Inventory (2015-2017)



Micromobility

Micromobility is defined by the Federal Highway Administration as “any small, low-speed, human, or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.” Micromobility can be an effective mode of transportation in dense downtown, urban core, college campuses and areas with high non-vehicular traffic.

Micromobility includes privately owned scooters and, more commonly, rentable scooters managed by private companies. Within the AMATS area, privately managed micromobility currently exists in two cities. *Spin*, a dockless e-scooter company, has provided micromobility options, primarily along key corridors of the city around downtown Akron and the University of Akron (UA) campus since 2020. *Spin* also formed a partnership with the city of Kent in early 2022 to provide e-scooters and e-bikes around downtown Kent and Kent State University (KSU) campus. Hundreds of these scooters have been seen in use throughout neighborhoods of Akron and Kent, particularly around college campuses and in downtown business districts.

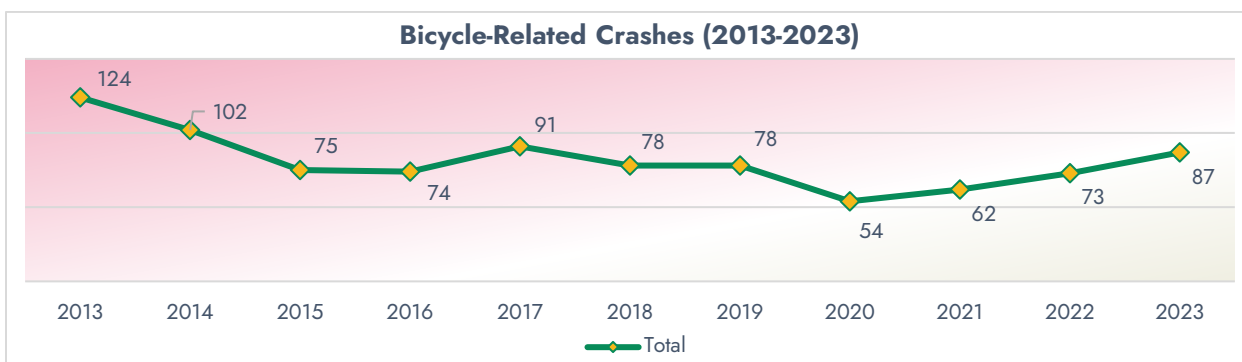


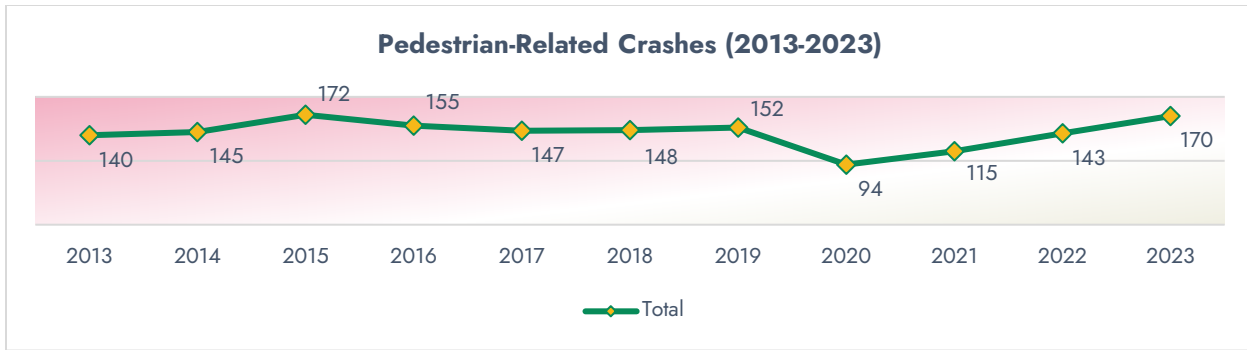
Safety

As bicycling and walking increase in popularity, there is growing concern about the safety of bicycle riders and pedestrians. Determining how and where these incidents occur can help plan for future bicycle lanes, sidewalks, lighting, and educational outreach. Bicycle and pedestrian-related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations to the same extent as vehicular crashes. A sound planning approach to counter this randomness is to pursue improvements along a corridor rather than a specific location.

Significant urgency to address bicycle and pedestrian safety exists because crashes involving these users result in a high percentage of injuries. Over the three-year period between 2021-2023, 91.9% of bicycle crashes and 96.5% of pedestrian crashes within the planning area resulted in some level of injury or a fatality.

AMATS analyzes bicycle and pedestrian safety within its two safety reports detailed earlier in this Section 4. According to the most recent (2021-2023) *AMATS Annual Crash Report*, bicycle and pedestrian crashes have increased each year since 2020. Bicycle crash incidents are still significantly lower than they were a decade ago but pedestrian crashes have grown to nearly match previous levels. **Charts ## and ## below** show the crash totals for bicycles and pedestrians from 2013 to 2023.





Both the *Annual Crash Report (ACR)* and the *Safe Streets for All Action Plan (SS4A)* report trends that vary relatively little year-to-year: Bicycle crashes typically spike in the summer when riders are most active, while pedestrian crashes almost always peak in October. For both pedestrians and cyclists, crashes are most likely to occur later in the afternoon; the spike for bicyclists being especially pronounced.

Maps ## and ## show the locations of bicycle and pedestrian crashes within the AMATS area between 2021 and 2023.

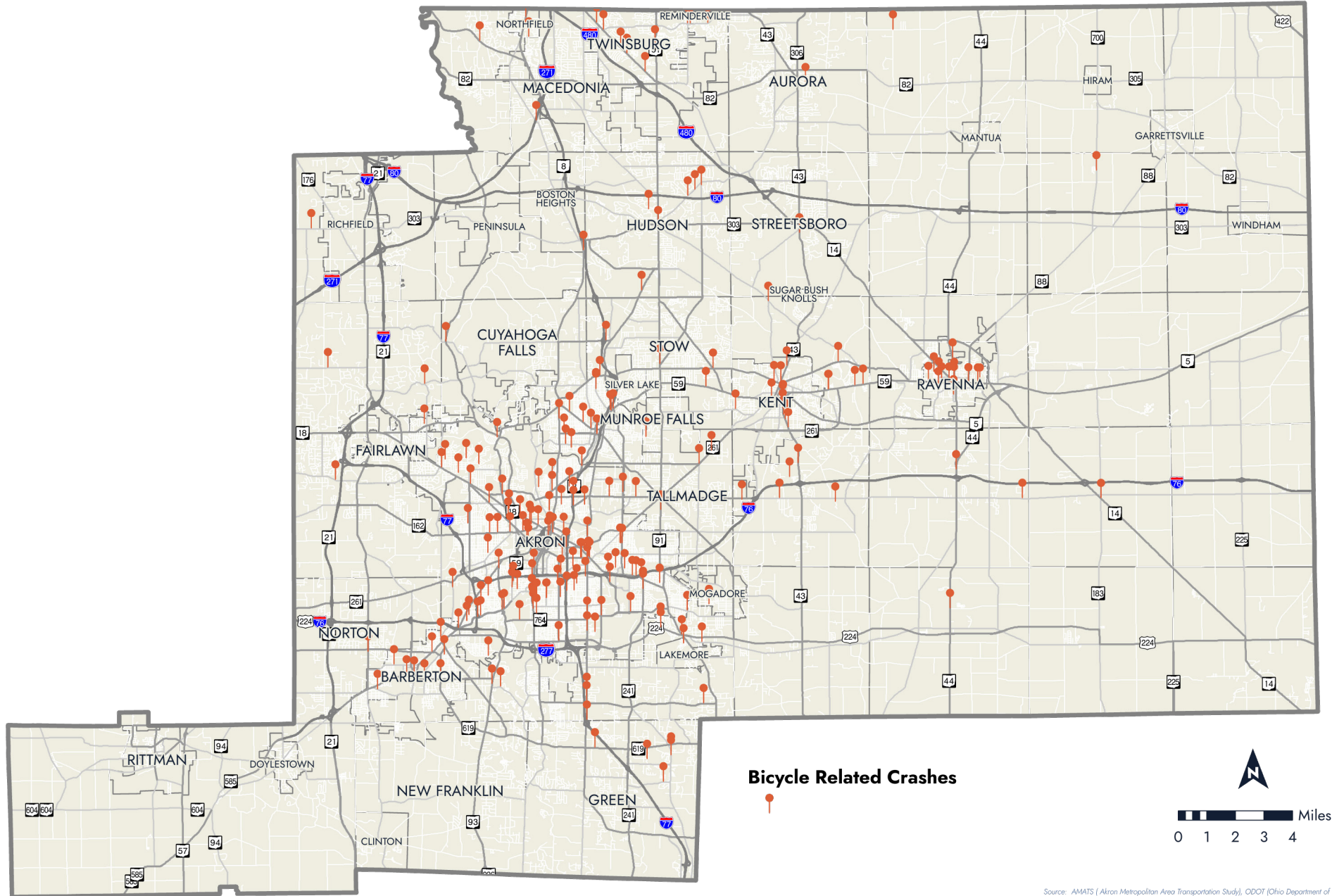
Goals and Strategies

The ATP provides numerous goals and strategies that support the vision of safe and comfortable places that matter. Goals are divided into two types:

- *Infrastructure-related*—Six goals and 13 strategies focused on how to build a better active transportation network. All these goals and strategies are project focused. They include building additional shared-use paths, bike lanes, and sidewalks, focusing specifically on safety, maintaining pavement conditions in a good state of repair, and creating environments more conducive to active transportation.
- *Outreach and Engagement-related*—Four goals and nine strategies focused on planning and promotion of active transportation. These goals and strategies are activity focused and many of them can be done without a monetary cost. Spreading awareness, educating citizens, and promoting various initiatives related to active transportation modes; and encouraging transit ridership through active transportation options are key points.

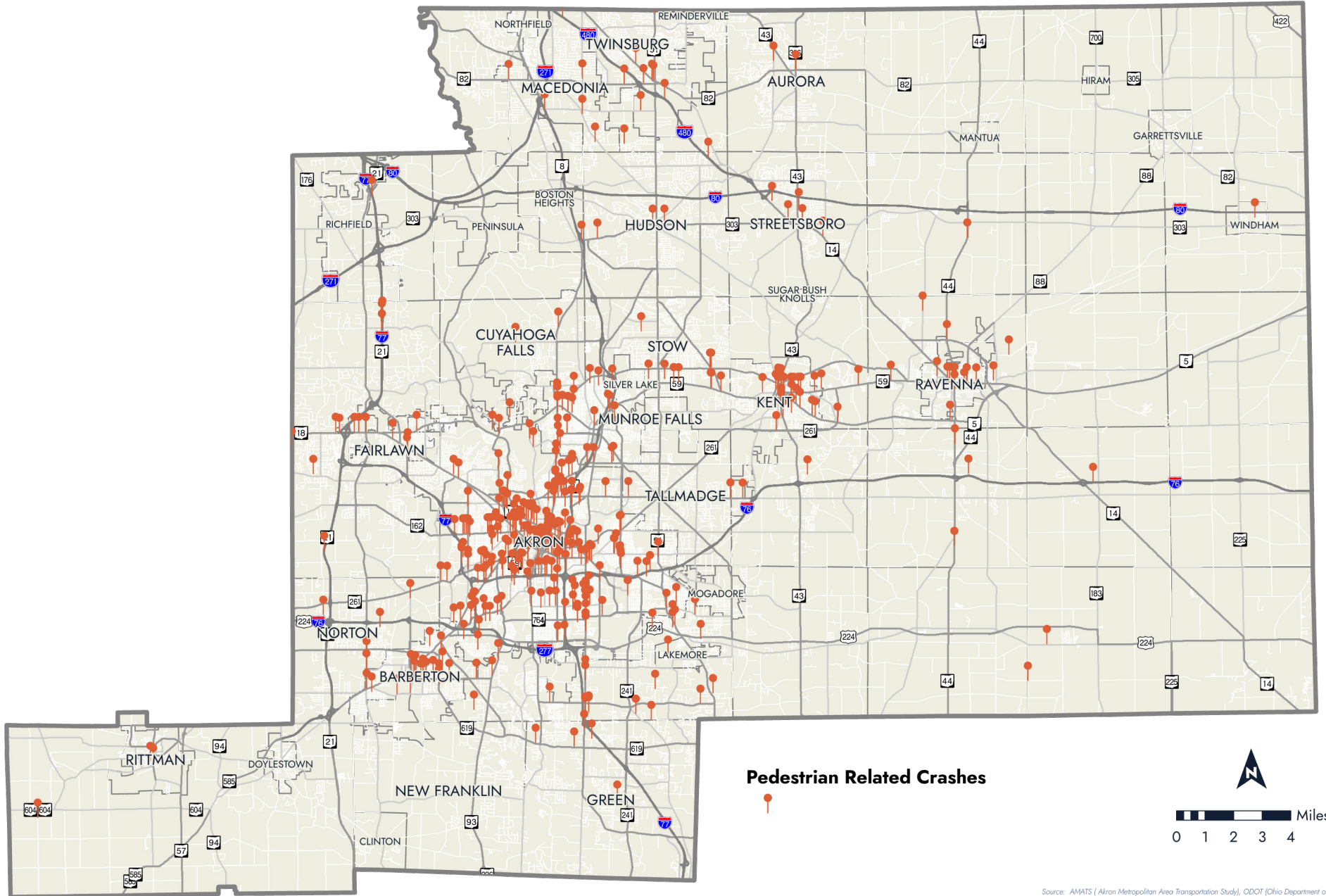
A matrix outlining and describing each of these goals and strategies, who can implement them, and how they get implemented, can be found in [Chapter 10 \(pages 40-41\) of the ATP](#). The ATP can be reviewed in its entirety at: <https://www.amatsplanning.org/sites/default/files/docs/reports/2024%20Active%20Transportation%20Plan%20%28ATP%29.pdf>

AMATS Bicycle Related Crashes (2021-2023)



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

AMATS Pedestrian Related Crashes (2021-2023)



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Public Transit

AMATS is responsible for ensuring comprehensive transportation planning for Summit and Portage counties and parts of Wayne County. This responsibility includes coordination with various agencies in Northeast Ohio, including two transit providers, METRO RTA in Summit County and the Portage Area Regional Transportation Authority (PARTA) in Portage County. The portions of Wayne County in the AMATS region are currently not served by a public transportation provider.

Existing System Coverage and Performance

Providing a strong and efficient transit system is essential for a dynamic region preparing for the future. METRO RTA and PARTA both provide traditional fixed-route service, operating a combined 39 routes. Both transit agencies also provide demand response services to seniors, individuals with disabilities and workforce trips with smaller buses and vans that operate as complementary service to fixed route service. METRO Regional Transit Authority (METRO), which operates primarily in Summit County with regional connections to Brimfield and an express route into downtown Cleveland. Portage Area Regional Transit Authority (PARTA), which operates primarily in Portage County, with an express route that serves downtown Akron and Cleveland, are the two public transit providers for the AMATS region.

METRO RTA

Fixed Route Service

METRO RTA updated their fixed route system in 2023, mainly to account for new travel patterns and to increase efficiency. METRO RTA operates fixed route service from the Robert K. Pfaff Transit Center located just south of downtown Akron, which consists of 24 fixed routes with the following key features: 1) five high-frequency 15 minute corridors and eight 30 minute routes, 2) streamlined service with increased route directness and more consistent weekend service, and 3) additional regional connections to Brimfield and Cuyahoga County and an express route to downtown Cleveland.

Demand Response Service

METRO's demand response services operate multiple programs including METRO ADA and Select.

- **METRO ADA:** Complementary Americans with Act (ADA) service for eligible persons with disabilities. Service is available at the same times as METRO fixed route service, with the pick-up location and destination no further than 3/4 of a mile from a fixed route. **METRO Select:** involves a variety of services based on qualifying factors.
- **METRO SCAT Service** for seniors and people with disabilities who live outside the ADA zone and qualify for service. Trips also include coordination and provision of transportation services for Medicaid eligible residents Non-Emergency Transportation (NET) trips to Medicaid eligible medical facilities, as well as Title III trips for eligible Direction Home (Area on Aging and Disabilities) participants. **METRO Call-A-Bus** zones is a workforce development program for making suburban connections that are difficult for fixed route to adequately serve. Areas include Macedonia, Twinsburg, Townships of Sagamore Hills, Twinsburg, and Northfield Center and the Villages of Northfield and Reminderville, or riders within the City of Green.

Ridership

METRO's fixed route ridership exhibited a significant decrease beginning in 2020 coinciding with the COVID-19 pandemic and reached its lowest point in 2021 at 53% of pre-covid (2019) ridership performance. Overall ridership showed a steady recovery and as of 2023 was at 74% of pre-covid boardings which mirror similar trends of mid-size transit agencies nation-wide. METRO's ridership has recovered to previous levels and in some areas have exceeded 2019 level ridership.

PARTA

Fixed Route Service

PARTA's fixed route service operates two divisions, county and campus. County service offers 10 fixed routes with the highest frequency route operating every 30 minutes. County routes operate Monday through Saturday with express service to Akron and Cleveland operating Monday through Friday. PARTA also has a contract with Kent State University to operate campus service. Campus service consists of 5 fixed routes with frequencies ranging between 9 and 15 minutes, Monday through Friday, and reduced service on Saturday and Sunday. PARTA offers complementary ADA paratransit service for individuals with disabilities whose pick-up location and destinations are no more than $\frac{3}{4}$ of a mile from a fixed route.

Demand Response Service

PARTA's ADA demand response service is available at the same time as PARTA's fixed route service, with the pick-up location and destination no further than $\frac{3}{4}$ of a mile from a fixed route. PARTA's door-to-door, dial a ride service (DART) operates Monday through Friday, 5:00 a.m. – 11:00 p.m. and Saturday, 8:00 a.m. – 7:00 p.m. Demand response service covers all of Portage County; however, some townships are limited to certain days of the week. For those who qualify, PARTA provides Title III trips for Direction Home (Area Agency on Aging and Disabilities).

Ridership

PARTA's fixed route ridership dipped to their lowest point in 2021 which accounted for 32% of pre-covid ridership. Ridership showed an increase to 54% in 2022 and reached 80% of pre-covid levels by 2023 and reached a full recovery as of 2024. This loss and recovery of ridership mirrored the same trend of other local agencies and national trends.

Capital Assets and Facilities

METRO has an active fleet of 222 vehicles comprised of 131 Large Fixed Route CNG and Electric buses and 91 Demand Response CNG/Electric/Gas/Diesel fuel vehicles. METRO's fleet is varied and includes 60-foot articulated, 40-foot CNG, electric, and 40-foot hybrid buses. Smaller vehicles including less than 30-foot gasoline and electric buses and transit vans for demand response services. All METRO fixed route buses are equipped with bike racks and all revenue vehicles are handicap accessible. METRO has multiple facilities including their maintenance and operations buildings as well as a public compressed natural gas (CNG) station located at 416 Kenmore Blvd. METRO fuels all vehicles gasoline, CNG and electric vehicles at their 416 Kenmore Blvd. facility. All of METRO's fixed route buses start and end their trips at their downtown Akron facility, the Robert K. Pfaff Transit Center located at 631 South Broadway. This is the main transit center for all METRO Fixed Route Buses and Connections with PARTA, SARTA and Greyhound services. METRO has two smaller transit centers. The Romig road transit center, located in the Amazon fulfillment center, 2450 Romig Rd. Akron, OH. which currently serves routes #3 and #9. Independence Transit Center, located on Independence Ave, across

from the old Chapel Hill mall which serves Routes #10, #19, #20 and #22. METRO also maintains two park and ride facilities; James L. Fisher Park and Ride at 499 Ghent Road, Akron, which serves the #X61 Express to Cleveland and the METRO RTA & ODOT Park and Ride Lot located at RT.303 and Chittenden Road which serves the #31 and a place for car-pool Rt. 8 travel.

PARTA deploys an overall active fleet of 62 vehicles. Of the total fleet, 31 large-40-foot buses (16 CNG and 15 Diesel and 3 small buses/light transit vehicles-LTVs) are used for PARTA's fixed route service. Additionally, PARTA has 23 Light Transit Vehicles (LTVs) and 5 vans/small transit vehicles (STVs) that provide demand response service all of which are gasoline fueled vehicles. All PARTA's large, fixed route buses are equipped with bike racks and all revenue vehicles are handicap accessible. PARTA's administration, CNG fueling station, maintenance, storage and washing bay facilities are located at 2000 Summit Road in Kent. PARTA's Kent Central Gateway, a multi-modal transportation facility in the heart of downtown Kent, offers a central point of operations for transportation in Portage County, in addition to a secondary hub at University Hospitals in Ravenna.

Challenges facing public transit

Aging of America: More elderly individuals will be looking for affordable demand response public transportation service to help age in place and promote more active lifestyle for the aging demographic.

Increased Cost of Transit Service: For all transit authorities costs of goods and services are on the rise and the need to maintain a state of good repair has become more difficult.

Understanding and adjusting to the workforce needs of the area: In general, transit authorities need to understand current workforce trends in the area in order to best maximize service.

Specific investment in TOD/BRT and need for increased local funding to support operations: Transit-Oriented Development (TOD) refers to the planning and development of transit-oriented communities that integrate housing, businesses, and amenities around transit stations, promoting walkability and ensuring easy access to transit stations on foot through well-designed pedestrian pathways. Current examples: Kent Central Gateway project being located downtown Kent in an area of growing mixed-use development. As well as, the Reimagining the Gateway, E. Main Street project is a City of Kent, Kent State University, ODOT, AMATS, and PARTA collaboration to make the most heavily used PARTA transit block safer, walkable and more accessible for all users. Bus Rapid Transit (BRT) is an advanced, high-quality transit system that delivers safe, fast, and comfortable service. Improvements typically found within BRT routes include fewer stops, traffic signal priority, off-board fare collection, and elevated platforms which create a better trip experience compared to typical bus service. AMATS supports investment in a corridor for Bus Rapid Transit service on high METRO ridership routes.

Areas that are currently not served by transit: While METRO and PARTA strive for continuous improvement in meeting the needs of all riders, it is not currently economically or logistically feasible to offer fixed route line service throughout all neighborhoods within each of their counties. Local municipalities who are currently underserved or not served need to voice their concerns to their respective transit authorities about potential transit coverage. Finally, even in areas where fixed route coverage exists, there are additional gaps created when the sidewalk infrastructure does not fully and safely connect destinations and bus stops.

Goals and Strategies

The 2024 Transit Plan provides numerous goals and strategies that support the vision of safe and convenient transit operations. Goals are divided into three types:

- *Collaboration-related*—Two goals and five strategies focused on improving upon the already positive partnerships between transit operators, AMATS, community officials, private developers, and other organizations.
- *Funding-related*—Every goal (7) within the Transit Plan relates to funding directly or indirectly. These goals outline various strategies to invest in a modern fleet, seek funding opportunities, optimize service, and improve the built environment to make transit more accessible.
- *Service-related*—3 goals and five strategies are related to improving transit services. Many significant improvements to both METRO’S and PARTA’S service have recently occurred, but both operators are committed to continuing to improve services through ever changing needs and by utilizing beneficial technologies.

The AMATS 2024 Transit Plan can be viewed by visiting:

https://www.amatsplanning.org/sites/default/files/docs/reports/2024%20Transit%20Plan_0.pdf

Rail

Classification and Overview

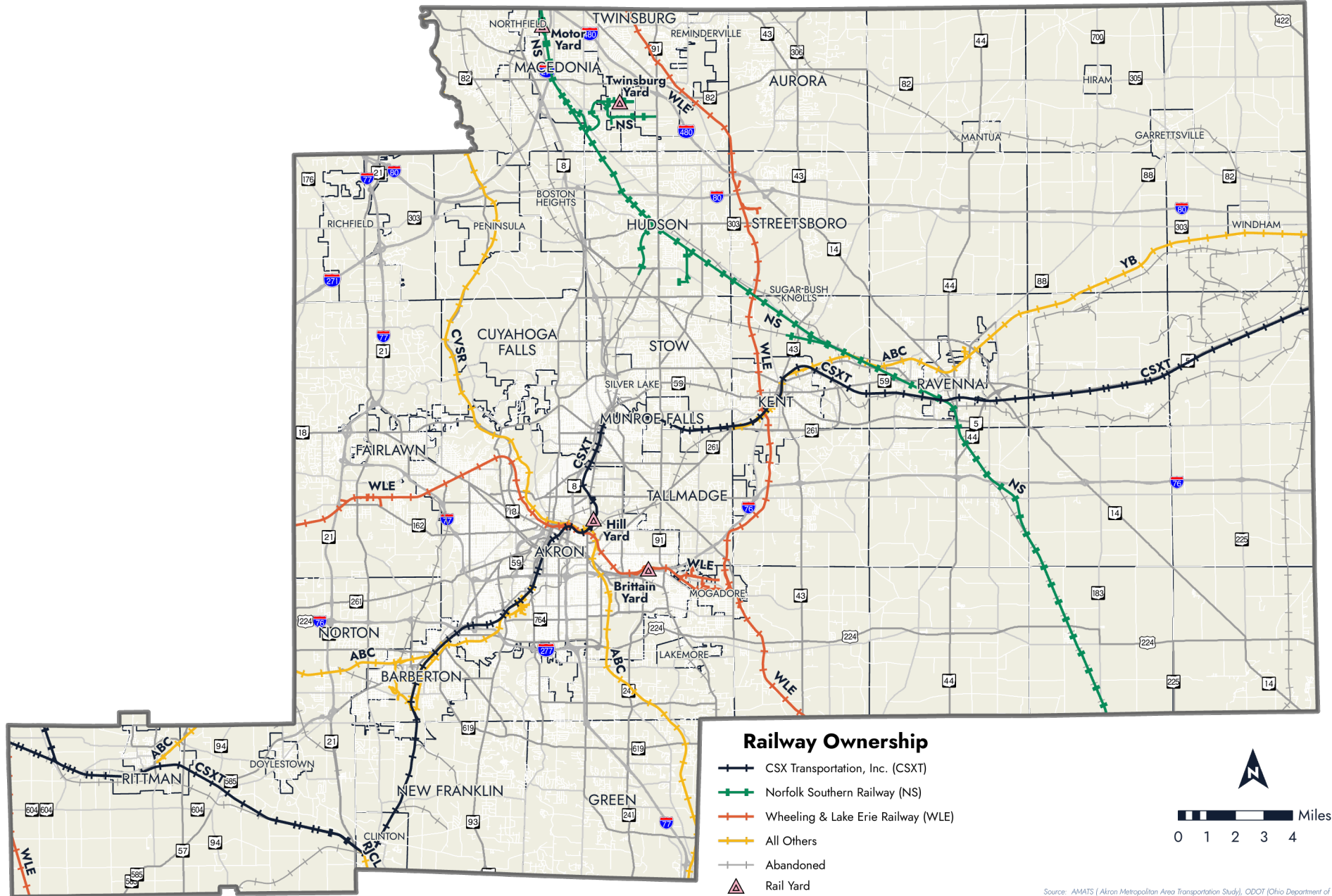
The level of importance of rail to the AMATS area transportation system is reflected by the concentration of rail lines within the area. The high mileage of rail lines reflects the close integration of rail with the area’s economic activity. Although rail volumes and tonnage of freight moved are less than the Akron area’s historical peak, the movement of goods by rail remains important to the economy.

Northeast Ohio contains heavily utilized rail routes between Chicago and the US East Coast ports. Northeast Ohio serves as a hub where freight moving east from Chicago can be redirected toward New York, Philadelphia, Baltimore, and Virginia. The rail lines which see heavy traffic are operated by Class 1 carriers Norfolk Southern (NS) and CSX Transportation. The region contains one Class 2 and one Class 3 railway, the Wheeling & Lake Erie Railway (WLE) and Akron Barberton Cluster (ABC), respectively.

The only passenger rail within the AMATS region is along the Cuyahoga Valley Scenic Railway (CVSR), which provides service from downtown Akron, through Peninsula, and into Cuyahoga County. The feasibility of extending the CVSR northward into downtown Cleveland is being discussed by various Cleveland area stakeholders. However, any future expansion would not affect the AMATS planning area other than the possibility of expanded/more frequent service.

Map ## shows the region’s rail network.

Railway Ownership



Rail Safety

There are numerous active rail lines that pass through the AMATS planning area, all of which enter heavily populated cities such as Akron, Ravenna, Barberton, and Kent. Whether it's potential conflicts between trains and vehicles, or the safety of the trains themselves (prevention of derailments and preparedness for when disaster strikes), safety is an important consideration for rail issues.

Highway Rail Grade Crossings

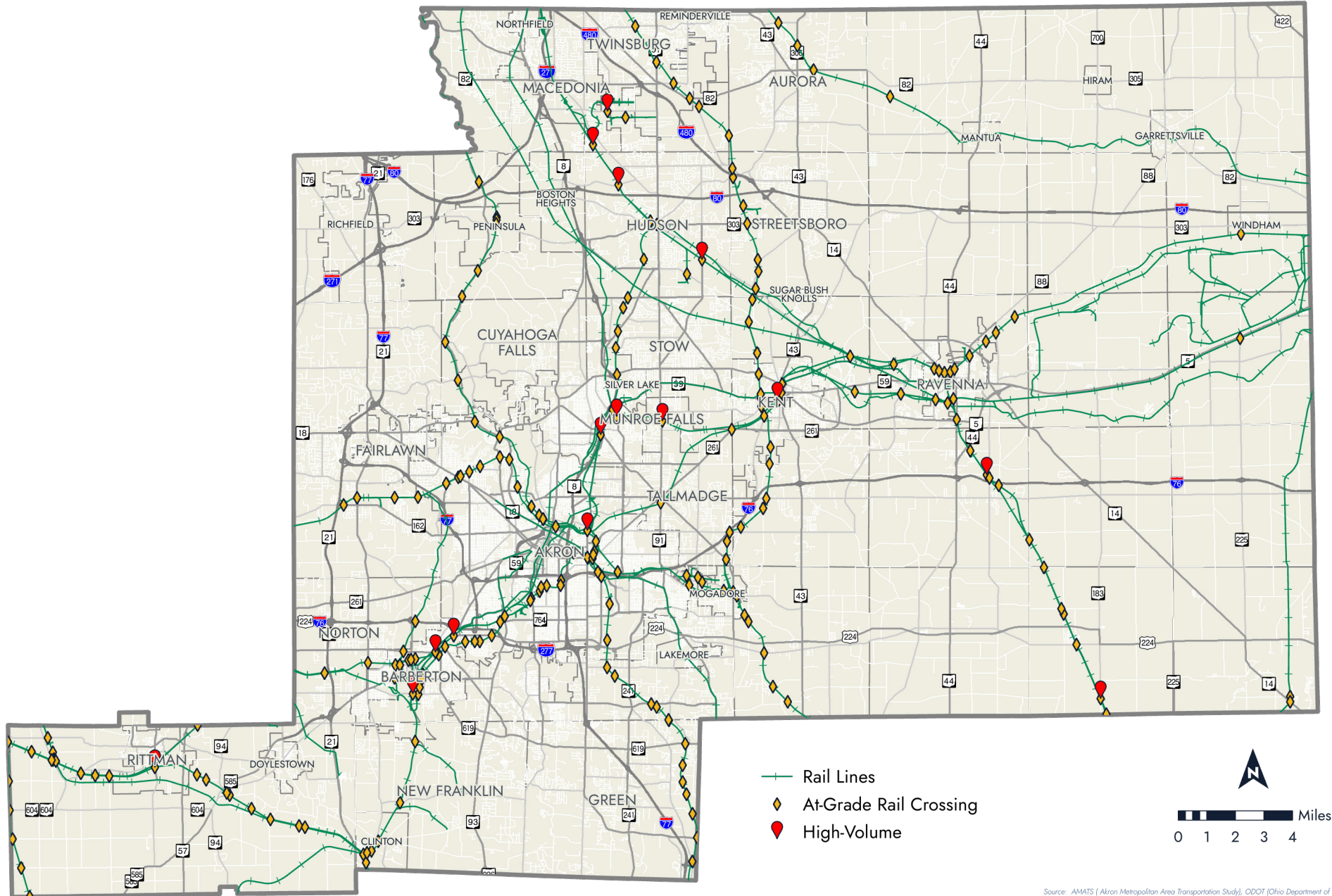
There are nearly 400 at-grade crossings within the AMATS region, although many of these exist along abandoned or out of service rail lines. At-grade crossings are protected either by train-activated, active warning devices (such as gates and flashing lights) or by passive warning devices (such as crossbucks, stop signs, and yield signs). Trains often require a mile or more to stop and are unable to deviate from their path. Consequently, safety at grade crossings is primarily a motorist's responsibility.

Ideally, highway-rail grade crossings would be separated if feasible. Grade separation projects eliminate safety and delay concerns by redirecting the vehicle, pedestrian and bicycle traffic above or below the railroad tracks. Construction of overpasses and underpasses is costly and sometimes infeasible due geographic configurations.

In the *2024 Freight Plan*, high-volume at-grade crossings in the AMATS area were evaluated. At-grade crossings are prioritized by scoring the number of trains per day and the daily traffic volume (ADT). **Table ##** provides a ranking of high-volume at-grade rail crossings. The #6 ranked location—Hines Hill Road in Hudson—already has funding in place to eliminate the at-grade crossing by constructing an overpass over the NS rail line. **Map ##** shows each rail crossing within the AMATS area, highlighting the high-volume crossings.

High-Volume At-Grade Rail Crossings				
RANK	STREET	TRAINS PER DAY	VEHICLE ADT	SCORE
1	Stow Rd (Hudson)	45	10,257	462
2	N Main St (Munroe Falls)	27	15,580	421
3	Broad Blvd (Cuyahoga Falls)	32	12,872	412
3	Twinsburg Rd (Macedonia)	74	5,573	412
5	Bailey Rd (Cuyahoga Falls)	27	12,716	343
6	Hines Hill Rd (Hudson)	62	4,035	250
7	Summit St (Kent)	27	8,304	224
8	Fairview Ave (Barberton)	38	5,211	198
9	Snyder Ave (Barberton)	32	5,395	173
10	W Waterloo Rd (Barberton)	31	5,558	172
11	SR 183 (Atwater Twp)	45	3,800	171
12	N Arlington St (Akron)	27	5,838	158
13	Lynn Rd (Rootstown Twp)	62	2,328	144
14	E Highland Rd (Twinsburg Twp)	10	10,799	108
15	S Main St (Rittman)	27	3,851	104

High-Volume At-Grade Crossings



Rail Safety and Emergency Preparedness

The 2023 Norfolk Southern train derailment in East Palestine, Ohio was a wake-up call for communities across the country, but the event had significant meaning for the Greater Akron area given its proximity. In fact, the train that ultimately malfunctioned and derailed had passed through the region just a couple of hours before. The accident not only highlighted the need for safe trains, but also for emergency preparedness.

[Section will be expanded to include information on emergency preparedness]

Rail and Congestion

Congestion on rail lines not only inhibits the movement of freight; it also poses a safety and traffic congestion problem when stopped or slowed trains block at-grade crossings in the area. Safety vehicles (police, fire, ambulance) are required to drive around blocked at-grade crossings to reach their destination. Moreover, longer train lengths—regardless of speed—can exacerbate roadway congestion issues occurring because of at-grade crossings. Rail congestion can also be caused when higher-traffic double-track rail lines consolidate to single-track runs.

Contrary to focusing on the congestion *on* railways, rail can help to alleviate highway-related congestion. Rail diverts freight and, in some cases, people from trucks and automobiles on roadways. During peak travel times and especially on high tuck freight corridors, transporting goods and people by rail has the potential to significantly reduce congestion.

Expanded Passenger Rail Opportunities

Intercity Rail

In 2022, as part of the Infrastructure Investment and Jobs Act (IIJA), funds were awarded to study intercity passenger rail corridors through the Federal Railroad Administration. Intercity rail is defined as rail that connects cities over longer distances than regional or commuter rail. Three Ohio corridors received funding through the Ohio Department of Transportation (ODOT) for study, including the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor, Cleveland-Toledo-Detroit Corridor, and Chicago, Fort Wayne, Columbus, and Pittsburgh. These corridors do not include any rail stops in the greater Akron region.

In June 2024, the Ohio Congressional Delegation wrote a letter to ODOT, requesting that the Akron-Canton area be included as part of any corridor study that the agency conducts. ODOT’s response stated that adding the Akron-Canton region to the existing corridors was not feasible due to cost, projected travel time increases, additional mileage, and inadequate existing rail facilities to support intercity passenger rail and therefore could not be added to the corridors under consideration.

Discussions continued to determine appropriate next steps with regards to intercity passenger rail. The AMATS Policy Committee discussed the issue and asked AMATS staff to develop a resolution outlining AMATS support for the following:

- Intercity passenger rail coming to the greater Akron region, and an acknowledgement of this support in TO2050

- local efforts to develop a long-term strategy for intercity passenger rail in greater Akron that connects to an expanded rail network
- local efforts to secure future grant opportunities for the study of intercity passenger rail in greater Akron that connects to an expanded rail network

This resolution was approved in February 2025.

Many stakeholders within the region acknowledge the high cost and geographic difficulty of connecting the Akron region into a broader passenger rail network. Efficient passenger rail travel would most likely have to be located along either a new rail line right-of-way—currently a near impossibility—or, more likely, along an existing Class 1 railroad. These railroads are privately owned (CSX and NS) and prioritize their own freight traffic over separately coordinated passenger service, which itself is a serious challenge to convenient and reliable passenger rail service.

Other options include utilizing existing or abandoned Class 2 or Class 3 rail lines. A detailed feasibility study of doing this has not been performed for several decades, but aging rail infrastructure and the lower operational speed of trains on these railroads serve as challenges to this approach.

It is important to note that no funding has been assigned to the implementation of passenger rail on any alignments. ODOT has only committed to studying intercity passenger rail in three locations across Ohio. These studies will help to determine the feasibility and potential costs of bringing long-distance passenger rail between cities.

Aviation

Aviation and the state of Ohio have a longstanding and important relationship. Statewide, Ohio is served by seven commercial service airports and 97 general aviation airports. Aviation enables people and goods to move at regional, national, and even international levels. Modern and well-planned airports can enhance a region’s economic competitiveness, provide jobs, and allow convenient transportation options for people and goods.

The Greater Akron area has one commercial airport. The Akron-Canton Airport (CAK) in the City of Green provides direct service to other markets, filling a niche as a more convenient reliever airport for larger airports, such as the Cleveland-Hopkins International Airport (CLE) in neighboring Cuyahoga County. CAK transported over 750,000 passengers in 2024 and 231,000 tons of cargo in 2022. Like many airports, CAK experienced substantial passenger service growth and subsequent decline over the past 20 years. CAK also underwent significant capital expansion during this same timeframe, including a new terminal expansion and renovation.

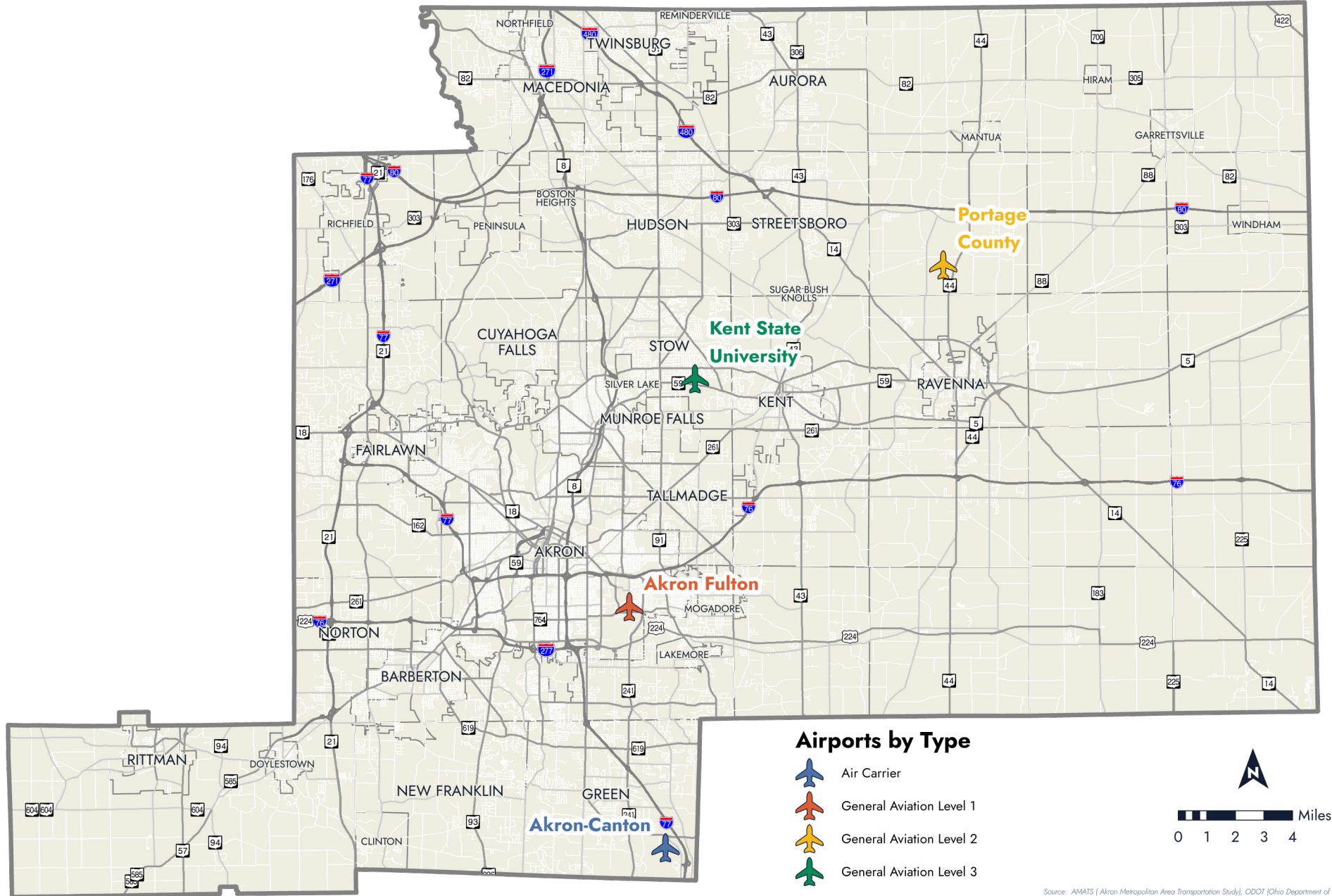
The region also contains three general service airports. Non-commercial, or general aviation, airports are classified into four categories by the Federal Aviation Administration. Classifications are based upon the size of the aircraft able to utilize each airport (Class 1 = largest; Class 4 = smallest), and each classification comes with its own requirements regarding configuration, snow and ice removal, lighting, training, inspections, personnel, and many other factors.

- The Akron Fulton Airport in Akron—Class 1
- The Portage County Airport in Shalersville Township—Class 2

- The Kent State University Airport in Stow—Class 3

Map ## shows the location of the Greater Akron region's four airports. Numerous privately-owned landing strips exist throughout the region, usually in rural areas, to accommodate hobbyist pilots. These are shown on Map ##.

AMATS Area Airports



Airports by Type

- Air Carrier
- General Aviation Level 1
- General Aviation Level 2
- General Aviation Level 3



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Tying it All Together—Context Sensitive Solutions

All modes of transportation are important, and every place contains a set of unique considerations. Changing built environments to make all modes of transportation more appealing and accessible through sound land use practices and roadway design is at the core of AMATS' efforts. AMATS strongly urges area communities to consider the individual context of each place and consider how and to what degree various modes of transportation are considered.

All users, regardless of age or ability, should be able to reach their destinations along or across public streets safely and comfortably. Certainly, not every street can offer access to every possible mode of transportation. However, the Greater Akron area should strive to have a network so that all modes serve all general areas, particularly those of strong attraction to non-motorized transportation, such as schools, parks, hospitals, key transit nodes and areas where dense residential uses are proximate to commercial/retail districts.

Complete Streets

Sometimes this concept of designing a transportation network to accommodate all users is referred to as *Complete Streets*. AMATS officially endorsed Complete Streets concepts and design through its Connecting Communities initiative that was launched in 2010. This initiative stresses the importance of integrating land use and transportation, and encourages communities to consider broadening their perspectives to include all potential modes of transportation in their transportation and development planning. It also aims to encourage transportation projects which support vibrant, healthy and inclusive places.

The Connecting Communities initiative was, and continues to be, implemented through the Connecting Communities Planning Grant program, to address specific transportation and land use challenges unique to an area. The program also includes the principles of Connecting Communities to develop transportation plans that will lead to projects eligible for AMATS funds. The Connecting Communities Planning Grant program focuses on integrating the following Connecting Communities principles:

- Increase alternative transportation options to connect people and places
- Promote Complete Street principles to create vibrant and safe places for all users
- Leverage transportation projects to develop places which support alternative transportation and complete streets through land use and design

Although no official Complete Streets policy exists for the region, AMATS has adopted and implemented Complete Streets principles throughout the Greater Akron area. AMATS Funding Policy Guidelines specify that any AMATS member applying for federal transportation funding shall consider the needs, safety and comfort of all current and anticipated users regardless of their preferred mode of transportation in the design of all proposed projects. In recent years, AMATS has provided significant funding for sidewalks, bicycle lanes, trails, transit improvements and related projects.

Context Sensitive Design

Although AMATS strongly encourages communities to consider all modes of transportation as they plan projects, community leaders ultimately make decisions on what kind of community they want to be. In many communities,

previous planning processes such as comprehensive plans provide the vision for what the community will look like in the future. This planning is typically contingent upon outreach to its residents.

Context is important when determining the specific considerations of how a project is designed and built. Project decisions involve a series of tradeoffs. A few examples:

- Wider or additional lanes may ease congestion, but they typically increase vehicle speeds, potentially creating new safety issues and making the road less accessible for active transportation modes. What is most important to a community?
- The radius of corners at an intersection can be designed to accommodate larger trucks, but doing so increases the length of crosswalks for pedestrians. Quiet, residential streets may not need to design for the movement of large vehicles, but streets accessing an industrial park probably would consider the ease of freight movement.
- High quality transit amenities are desirable anywhere buses travel, but with limited resources, should deluxe shelters be prioritized in areas with the highest ridership?
- Bike lanes and sidewalks are an important and popular addition to many roadways, but does a lower-volume, rural roadway disconnected from shared-use paths warrant the extra cost of constructing these amenities?

Section 5 | System Performance: Transportation Performance Measures

Introduction

Current federal legislation and guidance feature an emphasis on performance measurement. This focus is consistent with AMATS goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

Performance measures are central to implementing a Performance Based Planning Process (PBPP) that guides decision making. How performance is defined and measured can significantly affect the types of projects and strategies that are advanced by decision makers. Moreover, performance results inform agencies whether the types of projects and strategies they are implementing are in fact helping them achieve their goals. Performance measures aim to answer questions about whether the performance of the transportation system is getting better or worse over time. Performance measures also aim to demonstrate whether transportation investments are correlated or linked to stated goals and whether they produce desired outcomes.

Introducing a performance management approach to planning is intended to improve project and program delivery, inform investment decision making, focus staff efforts on priorities, and provide greater transparency and accountability to the public. Current federal guidelines apply performance measurements at the programmatic, rather than project level and link performance measures and targets to funding decisions by way of performance-based funding. The purpose of this approach is to move towards performance-based decision-making for project selection in the future.

The US DOT and ODOT continue to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long-range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

There are seven areas for which the US DOT has established national performance goals. These areas are:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow. In the transportation planning process, the public and other stakeholders articulate a strategic direction that is based on a shared vision for the future.

- Goals and Objectives stem from the area’s vision and goals, and they address key desired outcomes. Agencies like AMATS create objectives—which are specific, measurable statements—that shape planning priorities.
- Performance Measures support objectives and are the basis for comparing alternative improvement strategies, investment and policy strategies, and tracking results.

Driven by data on performance, along with public involvement and policy considerations, AMATS conducts analyses that inform investment and policy priorities.

- Identify Trends and Targets – Trends and targets let agencies compare alternative strategies. This step relies on baseline data from past trends, tools to forecast future performance, and information on possible strategies, available funding, and other constraints.
- Identify Strategies and Analyze Alternatives –Scenario analysis may also be used to compare alternative strategies and funding levels, or to explore funding levels required to achieve certain performance goals.
- Develop Investment Priorities – To reach investment targets, AMATS will create a TIP and a Regional Transportation Plan that consider priorities and tradeoffs.

Programming involves selecting specific projects to include in the TIP. In a performance-based planning approach, agencies make programming decisions based on whether those decisions support performance targets or contribute to desired trends.

Performance based planning is founded on evidence that the process leads agencies to their goals. The following evaluation activities happen throughout implementation and when needed throughout performance-based planning.

- Monitoring – Gathering information on actual conditions.
- Evaluation – Conducting analysis to understand whether implemented strategies have been effective.
- Reporting – Communicating information about system performance and whether policymakers, stakeholders, and the public think plans and programs are effective.

In a performance-based planning approach, each step in the process is clearly connected to the next so that goals translate into specific measures. Those measures then become the basis for selecting and analyzing strategies for the long-range plan. Ultimately, project selection decisions are influenced by expected performance returns. Keeping the next step in the process in mind is critical to each step along the way.

The Ohio Department of Transportation (ODOT) has provided a complete overview of performance measures, data and progress with its report, *The State of Ohio Transportation System Performance*:

www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/01-transportation-system-performance-report

Table ## summarizes project funding by performance group category for Transportation Outlook 2050. Highway, bicycle, and pedestrian projects are estimated to receive approximately \$6.9 billion in funds over the life of the Plan.

2025-2050 Project Funding	
PM1	To be completed once final project funding is set
PM2	To be completed once final project funding is set
PM3	To be completed once final project funding is set

Safety – PM1

23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average. Safety performance measures are designated as category 1: PM1.

Federal legislation requires MPOs like AMATS to establish performance targets and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In accordance with federal legislation, ODOT used a five-year average to calculate baseline safety statistics. These baseline figures are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the current traffic crash technical memorandum. This memorandum also includes analyses of bicycle and pedestrian safety data. The memorandum is updated annually.

After reviewing historical crash trends, external factors and through consultation with the state’s MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2019-2023 for setting the CY 2025 safety targets. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance. AMATS Policy Resolution 2024-18 (September 2024) affirms support for ODOT’s statewide safety targets for calendar year (CY) 2025.

The baselines used to set the targets are (CY 2019-2023):

- 1,228.2 fatalities
- 7,790.5 serious injuries
- 1.12 fatality rate (per 100 million vehicle miles traveled (VMT))

- 6.77 serious injury rate (per 100 million VMT)
- 842.4 non-motorized fatalities and non-motorized serious injuries

CY 2025 Targets for Ohio are:

- 1,180 fatalities
- 7,482 serious injuries
- 1.08 fatality rate
- 6.51 serious injury rate
- 809 non-motorized fatalities and non-motorized serious injuries

Crash data specific to the AMATS area can be found in the *Traffic Crashes and Safety Performance Measures (2021-2023) Report*, approved in December 2024. For statewide and regional data, ODOT provides a full safety analysis on its dashboard website:

<https://app.powerbigov.us/view?r=eyJrjoiNDJiMjhlMDEtOTU2OC00YjBmLWlxNzgtY2Y3ZTMwZTE0MDI3liwidCI6ljUwZjhmY2M0LTk0ZDgtNGYwNy04NGViLTM2ZWQ1N2M3YzhhMij9>

The table below shows the current status of safety target performance statewide.

Ohio Statewide Safety Performance				
Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
Fatalities	1,228	< 1,173	No	< 1,180
Fatality Rate	1.12	< 1.04	No	< 1.08
Serious Injuries	7,791	< 7,649	No	< 7,482
Serious Injury Rate	6.77	< 6.77	No	< 6.51
Non-Motorized Fatalities & Serious Injuries	842.4	< 824	No	< 809

Notes:

1. All safety measures are rolling 5-year averages.
2. Rates are expressed as events per 100 million vehicle miles traveled (VMT).
3. Targets for 2023 and 2025 are a 2% annual reduction from the baseline performance (for 2021 and 2023, respectively).

Infrastructure Conditions – PM2

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of Ohio’s National Highway System (NHS) pavements and bridges. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets. Infrastructure condition performance measures are designated as category 2: PM2. The table also shows that AMATS is assisting in meeting statewide infrastructure conditions targets.

Infrastructure Condition Measures and Targets - PM2						
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?	Trend
Interstate Pavement Condition						
% Good	72.9%	75.4%	> 55%	> 55%	Yes	↑
% Poor	0.1%	0.1%	< 1%	< 1%	Yes	↔
Non-Interstate NHS Pavement Condition						
% Good	46.4%	50.4%	> 40%	> 40%	Yes	↑
% Poor	1.9%	1.3%	< 2%	< 2%	Yes	↓
NHS Bridge Conditions						
% Good	60.9%	60.8%	> 55%	> 55%	Yes	↔
% Poor	2.0%	2.0%	< 3%	< 3%	Yes	↔

The tables below show the projects and amount of money that is being invested to maintain and improve pavement and bridge conditions in the AMATS area during the TO2050 planning period (2025-2050). The number, mileage, and costs shown are derived from projects listed in Section 6 and do not include the projects not yet identified.

TO2050 Projects Improving Pavements			
Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate			
Non-Interstate NHS			

[Calculations to be made once fiscally constrained project lists are finalized pending Public Input. Text to be augmented with amounts dedicated to PM-2 based off pavement resurfacing/reconstruction and bridge repair/replacement line items]

TO2050 Projects Improving NHS Bridges		
Number of Projects	Bridges Improved	Construction \$ (Millions)

The AMATS Policy Committee has previously approved support for ODOT’s statewide goals for pavement and bridge conditions. (See AMATS Policy Resolution 2022-14, approved August 2022).

AMATS continues to support these targets and programs its projects with the goal of assisting ODOT in meeting these goals.

Travel Time Reliability, Congestion and Air Quality Measures – PM3

Travel Time Reliability

Level of Travel Time Reliability (LOTRR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable.

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment’s largest reliability ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

The data to assess travel time reliability and establish targets is sourced from FHWA’s National Performance Management Research Data Set (NPMRDS).

23 CFR 490.507 and 23 CFR 490.607 established performance measures for the Level of Travel Time Reliability on Ohio’s NHS system. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

System Reliability Measures and Targets - PM3					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

The table below shows the total projects and amount of money that is being invested to improve travel time reliability on the NHS system in the AMATS area during the TO2050 period.

TO2050 Projects Improving Travel Time Reliability		
Road Type	Number of Projects	Construction \$ (Millions)
Interstate		
Non-Interstate NHS		

[Calculations to be made once fiscally constrained project lists are finalized pending Public Input.]

CMAQ Traffic Congestion Measures – PHED and Non-SOV Travel

23 CFR 490.707 established the national performance measures for assessing traffic congestion. These measures are applicable to all urbanized areas that include NHS mileage and have populations of over 200,000 (also known as Transportation Management Areas, or TMAs). In addition, these two measures are only applicable in regions that are designated as non-attainment or maintenance areas for ozone (O3), carbon monoxide (CO) or particulate matter (PM10 and PM2.5), based upon the National Ambient Air Quality Standards (NAAQS).

The two congestion performance measures are as follows:

1. Annual Hours of Peak Hour Excessive Delay (PHED)

Peak Hour Excessive Delay (PHED) is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during weekdays (Monday through Friday), with a required morning peak timeframe of 6:00am-10:00am, and a variable evening peak timeframe. This metric measures the number of hours of excessive traffic delay (per capita) each year.

The PHED measure formerly only applied to metropolitan areas with one million or more in population. However, as of 2022, urbanized areas of 200,000 or greater are now subject to the PHED measure. For this metric, excess delay is defined as travel time at 20 mph or 60% of the posted speed limit, whichever is greater, measured in 15-minute intervals during key travel windows.

2. Percent of Non-Single Occupant Vehicle (Non-SOV) Travel

Mode share is a measure of the percentage by mode of all surface transportation occurring in the urbanized area. Modes of surface transportation include driving alone in a motorized vehicle (Single Occupancy Vehicle), car or van pooling, public transportation, commuter rail, walking, or bicycling, as well as travel that is avoided by telecommuting. Non-SOV travel, defined by the FHWA, applies to any travel occurring on modes other than driving alone in a motorized vehicle. An analysis of mode share includes a calculation of the percent of Non-SOV travel within the urbanized area. This metric, which is derived from the U.S. Census Bureau’s American Community Survey (ACS) data, illustrates the percentage of an urbanized area’s traffic in which multiple people are in a vehicle. Higher levels of Non-SOV travel can reduce an area’s traffic congestion by removing additional vehicles from the roadways, and also lowering the amount of mobile emissions.

The table below shows the two-year, and four-year targets for peak hours of excessive delay (PHED) and non-single occupancy vehicle travel (Non-SOV) in the Ohio air quality urbanized areas. The data for this metric was derived from the American Community Survey Economic Characteristics table. The table shows the progress made toward achieving the PHED and Non-SOV targets. Note that the targets are being met over the last two years in the Northeast Ohio region.

Congestion Reduction Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Annual Peak Hours of Excessive Delay (PHED) per Capita					
Akron Region	5.6	4.8	< 5.0	< 5.0	Yes
Canton Region	1.6	1.9	< 3.0	< 3.0	Yes
Cincinnati Region	7.1	6.1	< 9.0	< 9.0	Yes
Cleveland Region	6.8	6.5	< 21.0	< 21.0	Yes
Columbus Region	5.1	5.9	< 10.0	< 10.0	Yes
Dayton Region	6.3	6.9	< 7.2	< 7.2	Yes
Toledo Region	6.1	7.1	< 7.0	< 7.0	No

Congestion Reduction Measures and Targets					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel					
Akron Region	17.3%	19.4%	> 16.0%	> 16.0%	Yes
Canton Region	16.3%	17.7%	> 15.0%	> 15.0%	Yes
Cincinnati Region	20.0%	22.2%	> 18.5%	> 18.5%	Yes
Cleveland Region	20.6%	22.7%	> 18.5%	> 19.0%	Yes
Columbus Region	20.8%	24.0%	> 18.5%	> 19.0%	Yes
Dayton Region	18.1%	19.6%	> 16.1%	> 16.1%	Yes
Toledo Region	16.1%	17.6%	> 15.0%	> 15.0%	Yes

Projects that reduce the total number of vehicles on Ohio’s roadways and those which improve traffic flow/reduce vehicle idling also contribute to the reduction in these mobile source pollutants. The tables below show projects and investments in the AMATS area that will assist in increasing Non-Single Occupancy Vehicle (Non-SOV) travel and reduce Peak Hour Excessive Delay (PHED). AMATS continues to support the two-year and four-year statewide targets which have been set by ODOT (AMATS Resolution 2022-14).

Transportation Outlook 2050 Projects Improving Non-SOV Travel	
Number of Projects	Construction \$
TBD on Final Draft	TBD on Final Draft

Transportation Outlook 2050 Projects Improving Peak Hour Excessive Delay	
Number of Projects	Construction \$
TBD on Final Draft	TBD on Final Draft

Air Quality Measures

23 CFR 490.807 established the Total CMAQ Emission Reduction Performance Measures. These performance measures affect Ohio’s U.S. EPA designated air quality nonattainment and maintenance areas. Ohio was required to set targets for its nonattainment and maintenance areas for the pollutants of Volatile Organic Compounds (VOCs), Nitrous Oxide (NOx), and Particulate Matter at 2.5 Micrometers in Diameter (PM2.5). The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

Air quality emissions reduction analyses calculate the total reduction in three mobile source (i.e. vehicle-based) pollutants: Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5).

The table below shows the on-road baseline, two-year, and four-year quantitative emissions targets for Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5). The baseline data was derived from the CMAQ Public Access System and aggregated, by state and pollutant type for the years 2018-2021. The 2018-2022 baseline data listed below is for the AMATS area. The data for the two and four-year targets was estimated from CMAQ projects in the TIP for the years 2022-2025; however, AMATS chose to support the two-year and four-year statewide targets which have been set by ODOT. Data is expressed in kilograms of pollutant per day.

Statewide – CMAQ Funded Projects – Emissions Reduction Benefit 2022 – 2023 Evaluation

Environmental Sustainability Measures and Targets

Performance Measure	Baseline (2018 – 2021)	2-Year Performance (2022 – 2023)	2-Year Target (2022 – 2023)	4-Year Target (2022 – 2025)	2-Year Target Met?
Total Emissions Reduction – VOC (kg/day)	320.195	144.106	> 60.000	> 60.000	Yes
Total Emissions Reduction – NO _x (kg/day)	1018.130	222.595	> 250.000	> 250.000	No
Total Emissions Reduction – PM _{2.5} (kg/day)	246.405	18.78	> 30.000	> 18.200	No

Cleveland-Akron-Lorain Air Quality Non-Attainment Area

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as marginal non-attainment for the 2015 8-hour ozone standard, excluding Ashtabula County which is a maintenance area. The US EPA designated the entire eight-county area as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated seven counties and a township in this area (including Summit and Portage) as maintenance for PM_{2.5} (particulate matter) under the 2006 standard. These areas include Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit Counties, and Ashtabula Township in Ashtabula County.

Three Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. AMATS serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

The USDOT requires air quality conformity determinations every time a new TIP or Regional Transportation Plan is completed. This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the TIP and Regional Transportation Plan. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

AMATS, NOACA and ERPC manage the transportation planning process in this non-attainment area, and coordinate on air quality issues. Consequently, AMATS has coordinated with ODOT, NOACA and ERPC in developing the Cleveland urbanized area traffic congestion (PHED and Non-SOV) targets shown above.

Federal Requirements for CMAQ Project Funding

The Congestion Mitigation and Air Quality (CMAQ) program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. Reducing congestion is a key objective of federal surface transportation policy. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programmatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all federal-aid projects, CMAQ projects must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP), or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO. In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

AMATS and ODOT each receive CMAQ funding and allocate it annually to fund applicable projects. In 2012, ODOT created the Ohio Statewide Urban Congestion Mitigation and Air Quality CMAQ Program (OSUCC). The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated. OSUCC is administered as a subcommittee of the Ohio Association of Regional Councils (OARC) Executive Directors. OSUCC is charged with developing protocols for managing the program, along with project selection. The CMAQ Program provides approximately \$70 plus million annually, to Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000.

OSUCC/AMATS opens the program for applications once every two years. The next project solicitation will most likely occur in spring of 2025. Projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a criteria-based assessment is sufficient. All projects awarded annually must be entered into the FHWA's CMAQ Public Access System (PAS). Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region. The Table above lists the quantified benefits included in the PAS for the AMATS area for recent years (2022 to 2025). Further information on the joint MPO/ODOT CMAQ project process can be found in the [AMATS Funding Policy Guidelines](#).

Transit Asset Management (TAM)

Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SGR) for public transit assets. FTA rules establish a framework for transit agencies to monitor and manage transit assets, improve safety, increase reliability and performance, and establish performance measures in order to help transit agencies keep their systems operating smoothly and efficiently. See the Federal Transit Administration link for more information: <https://www.transit.dot.gov/regulations-and-guidance/asset-management/getting-started>

The regulations define the term "state of good repair", require that public transportation providers develop and implement TAM plans, and establish state of good repair standards and methods to measure performance for three asset categories in the AMATS area: equipment, rolling stock, and facilities.

The FTA's performance measures applicable to the AMATS area are:

- **Equipment:** The percentage of non-revenue (support and maintenance) vehicles that have either met or exceeded their useful life.

- **Rolling Stock:** The percentage of revenue vehicles (primarily buses and paratransit vehicles) that have either met or exceeded their useful life
- **Facilities:** The percentage of facilities within an asset class with a condition rated below 3 on FTA’s 1 to 5 scale to describe condition.

The AMATS planning area is served by two transit service providers: METRO RTA in Summit County and PARTA in Portage County. METRO and PARTA have each developed their own TAM plan. The TAM targets for each agency are established in the applicable TAM plan.

TAM targets are based on the condition of existing transit assets and planning investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets.

METRO RTA and PARTA have established TAM targets for each of the applicable asset categories in its TAM plan. The targets are presented in the tables below.

Equipment

Equipment includes service vehicles and equipment not attached to or a part of a facility that has a replacement value greater than \$50,000. The following three tables provide definitions and examples of target setting for transit assets.

Equipment TAM Targets			
Asset Class (NTD)	Asset Class	Performance Target	Performance Measure
Non-Revenue Vehicle	Service Lift	100% less than 10 years old	30%
Equipment	Mobile Vehicle Lift	100% less than 10 years old	100%
Equipment	Generator	100% less than 10 years old	100%

Rolling Stock Vehicles

Rolling Stock Vehicles TAM Targets			
Asset Class (NTD)	Asset Class	Performance Target	Performance Measure
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-MD, B35-MD); Light Duty Bus (B30-LD)	< 40% older than 14 years	38%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	< 35% older than 8 years	34%
Automobile	Automobile (AO)	< 50% older than 8 years	43%
Cut-Away Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	< 20% older than 10 years	18%

Facilities

Facilities TAM Targets		
Asset Class	Performance Target	Performance Measure
Passenger Facilities	0% below a “3”	0%
Maintenance Facilities	< 22% below a “3”	16%
Administrative Facilities	< 38% below a “3”	16%



AMATS Area TAM Targets

AMATS agrees to support the respective METRO RTA and PARTA TAM targets, thus agreeing to plan and program projects in the TIP that – once implemented – are anticipated to make progress toward achieving each RTA’s targets.

METRO RTA TAM Targets:

METRO RTA TAM Plan Targets							
Asset Category Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>	0%	0%	0%	0%	0%	0%
	<i>AO - Automobile</i>						
	<i>BR - Over-the-road Bus</i>	0%	0%	0%	0%	0%	0%
	<i>BU - Bus</i>	0%	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	20%	0%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>						
	<i>FB - Ferryboat</i>						
	<i>MB - Mini-bus</i>						
	<i>MV - Mini-van</i>	20%	0%	0%	0%	0%	0%
	<i>RT - Rubber-tire Vintage Trolley</i>						
	<i>SB - School Bus</i>						
	<i>SV - Sport Utility Vehicle</i>						
<i>TB - Trolleybus</i>							
<i>VN - Van</i>	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	50%	50%	50%	50%	50%	50%
	<i>Steel Wheel Vehicles</i>						
	<i>Trucks and other Rubber Tire Vehicles</i>	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	<i>Administration</i>	0%	0%	0%	0%	0%	0%
	<i>Maintenance</i>	0%	0%	0%	0%	0%	0%
	<i>Parking Structures</i>	0%	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%	0%
Achieving these targets depend largely on available funding from the Federal Transit Administration							



PARTA TAM Targets:

PARTA TAM Plan Targets							
Asset Category Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>						
	<i>AO - Automobile</i>						
	<i>BR - Over-the-road Bus</i>						
	<i>BU - Bus</i>	0%	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	0%	0%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>						
	<i>FB - Ferryboat</i>						
	<i>MB - Mini-bus</i>						
	<i>MV - Mini-van</i>						
	<i>RT - Rubber-tire Vintage Trolley</i>						
	<i>SB - School Bus</i>						
	<i>SV - Sport Utility Vehicle</i>						
<i>TB - Trolleybus</i>							
<i>VN - Van</i>	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	0%	0%	0%	0%	0%	0%
	<i>Steel Wheel Vehicles</i>						
	<i>Trucks and other Rubber Tire Vehicles</i>	10%	10%	0%	0%	0%	0%
	<i>Equipment with Rubber Tires</i>	25%	25%	25%	25%	25%	25%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	<i>Administration</i>	0%	0%	0%	0%	0%	0%
	<i>Maintenance</i>	0%	0%	0%	0%	0%	0%
	<i>Parking Structures</i>	0%	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%	0%
	<i>Storage Facilities</i>	0%	0%	0%	0%	0%	0%

Achieving these targets depend largely on available funding from the Federal Transit Administration

TAM Investments in TO2050

METRO RTA and PARTA intend to use available funding to improve the condition of the region’s transit assets. The process considers factors such as maintaining capital in a state of good repair, air quality improvements, and congestion management on highly traveled roadways.

Transit Safety Performance

FTA’s Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance for public transportation under 49 U.S.C. Chapter 53.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan. The transit safety performance measures are:

- Total Number of Fatalities
- Fatality Rate: Fatalities per 100,000 Vehicle Revenue Miles (VRM)

- Total Number of Injuries
- Injury Rate: Injuries per 1,000,000 Vehicle Revenue Miles (VRM)
- Safety Events
- Safety Events per 1,000,000 Vehicle Revenue Miles (VRM)
- System Reliability (VRM/failures)

The AMATS planning area is served by two transit service providers: Akron METRO RTA and PARTA. Each RTA is responsible for developing a PTASP and establishing safety performance targets for fixed route service as well as paratransit service.

Transit Agency Safety Targets

METRO RTA established the safety targets in the table below in December 2023:

METRO RTA Safety Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per Million VRM)	Safety Events (Total)	Safety Events (per Million VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	8	0.82	25	9.55	8.949
ADA / Paratransit	0	0	0	0	5	7.79	14,792

PARTA established the safety targets in the tables below in December 2022:

PARTA Safety Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per Million VRM)	Safety Events (Total)	Safety Events (per Million VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	1.31	40	7.34	9.372
ADA / Paratransit	0	0	0	0	20	5.12	2,731

AMATS Transit Safety Targets

AMATS agreed to support the METRO RTA and PARTA safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving each RTA's targets.

Chapter 6 | Recommendations

The ultimate output of TO2050 is its recommendations. The recommendations that follow are produced based on this planning process and the various input document reports and studies conducted prior to TO2050.

The following pages outline recommendations related to highways, transit, and active transportation networks. Each subsection includes the following:

- Overview
- Funding
- General Recommendations
- Projects Specific Recommendations

The recommendations included in Transportation Outlook 2050 are financially constrained, meaning that they must fit within the total funding estimated to be allocated to the Greater Akron area between now and 2050. All projects also conform to federal air quality requirements.

Highway Recommendations

Overview

Highways are the most utilized component of the region’s transportation system. The recommendations contained in Transportation Outlook 2050 aim to preserve the existing system and improve the safety of the system. The following section contains policy and highway infrastructure recommendations to improve and maintain the region’s highway network.

Funding

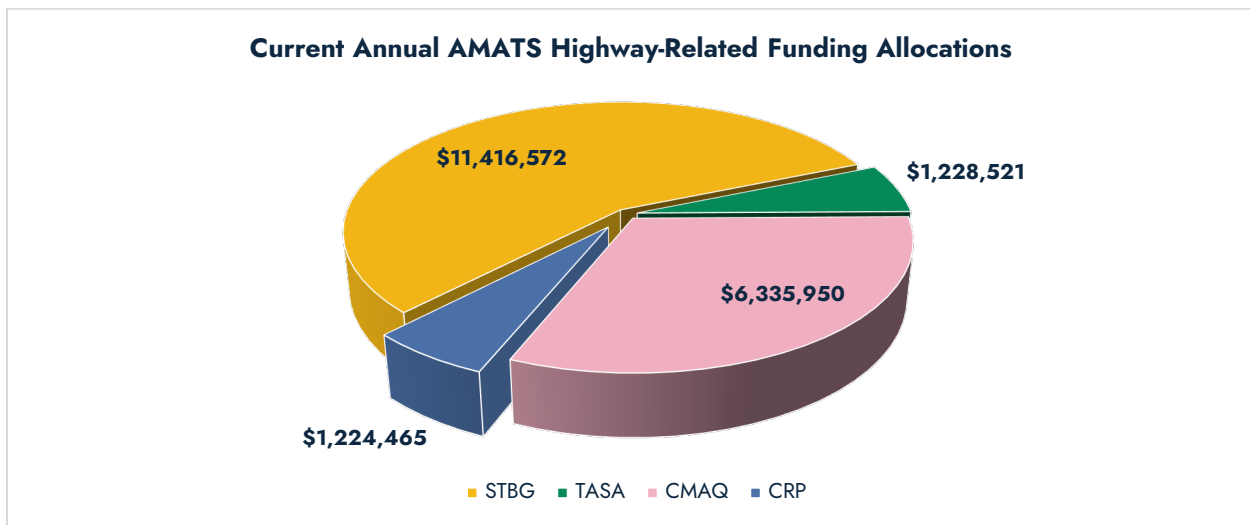
AMATS receives federal transportation dollars to fund highway improvements. These funds can be used for a variety of projects including roadway intersection improvements (e.g. roundabouts or reconfigurations of an intersection, traffic signals), and roadway section/corridor improvements, (e.g. changes in grading, addition of turning or driving lanes, roadway reconfigurations/ road diets). Significant highway related funding is also put toward roadway maintenance (e.g. resurfacing or reconstruction of roadways, bridge rehabilitation and replacement).

Improvements can be funded through several AMATS funding sources, each of which carry their own eligibility guidelines. All AMATS-funded projects may only be utilized on federally eligible roadways based upon the Federal Functional Classification of Highways (see map on page ##). Local roadways and rural minor collectors are not eligible for funding.

Details of each source can be found [below](#):

Funding Program	Description	Funding Available per Project
Carbon Reduction Program (CRP)	A newer funding source designed to fund projects that reduce carbon dioxide emissions from on-road highway sources. Roundabouts are the top-scoring project type, compared to other eligible activities.	\$2m maximum; 20% local match
Surface Transportation Block Grant (STBG)	Versatile funding source for a wide variety of transportation projects on federally classified collector and arterial roadways.	\$6m maximum; 10%* to 20% local match
	AMATS suballocates 50% of its STBG funding into a STBG-Resurfacing funding source. This funding is limited to full and partial depth pavement repair and sidewalk ramp projects on non-state routes	\$800,000 maximum; 10%* to 20% local match
Congestion Mitigation / Air Quality (CMAQ)	Flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible projects must improve air quality and relieve congestion.	No stated maximum, but the AMATS region historically receives about \$6m-\$7m per year; 20% local match
* - Local share can be reduced to 10% if sponsors elect to participate in AMATS' Project Delivery Incentive Program (PDIP), which is a program that incentivizes project sponsors to deliver their projects within a specified time window.		

AMATS currently receives around \$20 million annually for highway improvements, including Transportation Alternatives Set-Aside (TASA) funding, which is discussed within the Active Transportation subsection.



The funding received by AMATS is a substantial source of revenue for highway projects, though many projects within Greater Akron also utilize funding available through The Ohio Department of Transportation (ODOT). ODOT oversees many state-funded programs such as the popular Urban Paving Program as well as programs that utilize a combination of state and federal funding, such as the ODOT Safety funding programs. ODOT receives its revenue from federal and state gasoline taxes.

A singular project is often funded through a combination of AMATS-controlled and state-controlled funding programs. Counties and municipalities also receive federal and state funding. Discretionary funding, either through competitive funding programs or earmarks, can be made available for highway projects when written into federal legislation.

Any highway project using federal funding must be consistent with Transportation Outlook 2050, regardless of whether AMATS provided the funding. Transportation Outlook 2050 is important because it gives the authority to local officials to determine collectively how federal funds are spent.

General Recommendations

Continue to Preserve Area Roads and Bridges

Preservation and maintenance of the existing roadway system may not be glamorous, but it is fundamental to a functional highway system. AMATS encourages project sponsors to focus on maintaining pavements and bridges through resurfacing, pavement replacement, and bridge maintenance activities. Interventions within a pavement cycle (e.g. chip-and-seal, crack sealant) or bridge life-cycle (e.g. bridge painting, bridge surface repair, and other interventions) typically lead to a lower life-cycle cost. In 2024, AMATS estimated that maintaining the existing system through 2050 would cost \$6.86 billion dollars, a number that exceeds the region’s total expected funding within that same window. Despite the daunting dollar amount, AMATS recognizes that the longer large preservation projects are delayed, the more expensive they become.

Transportation Outlook 2045 recommends a regional preservation policy. Since 2008, AMATS has devoted dedicated funds toward a local resurfacing program (the STBG-Resurfacing program discussed previously). This program has been incredibly successful and popular throughout the region. AMATS currently allocates 50% of the total regional STBG funding toward the resurfacing program (about \$5.7 million annually) and anticipates that this program will continue.

Operational and Safety Projects are consistent with Transportation Outlook 2045

AMATS maintains its policy that projects that improve safety conditions or contain operational improvements are consistent with Transportation Outlook 2045. In addition to the specific projects listed in **Table ##** AMATS recognizes that it is necessary to provide flexibility within the planning process to allow for unforeseen changes, such as road sections and intersections that come onto the High Injury Network or High Crash lists. AMATS has set aside \$75 million over the life of the plan for unspecified safety and operation improvements.

Reduce Congestion by Promoting Carpooling and Alternative Modes of Transportation

As detailed in AMATS Congestion Management Process, the AMATS region has relatively little recurring congestion. TO2050 recognizes that reducing congestion, although not as important as improving safety and maintaining the system, it is still an important issue that can have negative effects on the transportation system. AMATS supports the approach of implementing low-cost countermeasures to reduce congestion (e.g. traffic signal modernization, modest operational improvements) and recognizes that promoting alternative transportation modes can be a viable way to reduce congestion. Some of the ways AMATS will continue this advocacy are shown below:

- Promote Gohio Commute, a website that allows users to find carpooling partners and other modes of transportation.
- Continue recommendations and incentives for the inclusion of bicycle and pedestrian elements on any projects where such accommodations are feasible, promote Complete Streets, and advocate for these modes at various community events.
- Continue its strong partnerships with regional transit agencies—METRO and PARTA—and encourage their efforts to increase ridership and continue to provide convenient and positive ridership experiences.

Increase Areawide Focus on the Optimization of Traffic Signals

AMATS has invested heavily in coordinated signals throughout the Greater Akron area over the past two decades. In 2023, AMATS began work on undertaking a regional signal inventory to understand the issues and priorities across the nearly 1,000 signals within the planning region. This project, which is very near completion, will allow AMATS to make more informed decisions about the needs of various signalized intersections. One way this could be done is through the creation of a signal timing optimization program to provide grant funding for communities to invest in signal operation improvements—something AMATS staff recommend and plan to discuss with AMATS committees once the signal inventory is complete.

Connecting Communities Planning Grant Program

In 2010, AMATS published *Connecting Communities: A Guide to Integrating Land Use & Transportation*, to encourage the integration of land use and transportation planning, and to promote and target investment toward alternative modes of transportation. Since that time, AMATS created a program to provide funds for studies that supports the goals of Connecting Communities. As of 2025, Connecting Communities planning grants have been awarded to 15 recipients, and the improvements recommended within these studies have led to multiple infrastructure investments in the Greater Akron area. AMATS will continue administering the Connecting Communities Planning Grant Program and continue emphasizing the integration of land use and transportation planning.

Project Recommendations

\$6.87 Billion of Highway Transportation Infrastructure Investments

Transportation Outlook 2050 recommends nearly \$7 billion dollars of highway infrastructure investments through 2050 in year of expenditure dollars. This funding includes over \$5.7 billion for preservation of the existing system, \$163 million specifically for freeway recommendations, \$391.8 million for specific roadway projects, and \$75.2 million toward general safety and other operational improvements in the AMATS area. Two important notes:

- The \$6.87 billion total amount also includes \$35 million toward the Active Transportation improvements described in the Active Transportation Recommendations subsection).
- Some of these roadway investments include elements that would provide specific benefits to transit operations (e.g. Complete Streets improvements, corridors designed to allow for improved transit operations).

The following table shows Long-Term Highway projects recommended in Transportation Outlook 2050. All projects are financially constrained and conform to air quality requirements.



TRANSPORTATION OUTLOOK 2050

Highway Recommendations

Maintenance Recommendations			Current Cost
	Pavement Resurfacing	(65 Percent of Need Identified in Preservation Needs Report)	\$ (1,233,134,550.05)
	Pavement Replacement	(65 Percent of Need Identified in Preservation Needs Report)	\$ (77,686,700)
	Bridge Preservation	(65 Percent of Need Identified in Preservation Needs Report)	\$ (2,892,879,574)
AMATS Program 2026-2029			
	AMATS Programmed Projects		\$ (485,483,521)
AMATS Ongoing Regionwide Improvements			
	Safety and Operational		\$ (75,208,000)
	Bicycle and Pedestrian		\$ (35,003,645)
Freeway Recommendations			
	<i>Recommendation</i>	<i>From</i>	<i>To</i>
	I77/SR8 Corridor Imprv.	Lovers Lane	Perkins St
	I-76 "Kenmore Leg" Imprv. to increase capacity and improve safety	I-76 @ I-277 Ramp	North of I-76 @ I-77 ramp
			<i>Current Cost</i>
			\$ (77,000,000)
			\$ (86,000,000)
Roadway Recommendations			
<i>Community</i>	<i>Recommendation</i>	<i>From</i>	<i>To</i>
			<i>Current Cost</i>
Akron	Roundabout (or other intersection imprv.)	Glenwood Ave. @ N. Howard St.	\$ (3,000,000)
Akron	Reconnecting Communities Imprv., new street connections and placemaking along frmr/current fwy	Innerbelt Vicinity (Exact Locations TBD)	
			\$ (20,000,000)
Akron	Rand and Dart Avenue Road reconfig./function	Boulevard Street	W. Market Street
			\$ (12,000,000)
Akron	Phase 1 W. Exchange St. Complete Streets and Reconstruction	Jefferson Ave.	Portage Path
			\$ (4,700,000)
Akron	Phase 2 W. Exchange St. Complete Streets and Reconstruction	Clemmer Ave.	Jefferson Ave.
			\$ (5,000,000)
Akron	Phase 3 W. Exchange St. Complete Streets and Reconstruction	S. Hawkins Ave.	Clemmer Ave.
			\$ (5,000,000)
Akron	Merriman Road Imprv.: Corridor Imprv. Incl. road diet/complete streets, poss. roundabout(s)	0.25 miles west of Weathervane Pl.	Portage Path
			\$ (18,000,000)
Aurora	Left Turn Lane at Intersection	SR 43/Chillicothe Rd. @ Kingston Dr.	\$ (2,500,000)
Aurora	Intersection Improvements	SR 43/Chillicothe Rd. @ S. Mennonite Rd.	\$ (2,500,000)
Aurora	Intersection Improvements	Bissell Rd. @ Pioneer Trail	\$ (2,500,000)
Aurora	Intersection Improvements	Mennonite Rd. @ Page Road	\$ (2,500,000)
Barberton	Robinson Rd. Road Diet, Reconstruction, Safety Upgrades, Ped. Improvements	Wooster Rd. North	Van Buren Ave.
			\$ (6,600,000)
Barberton	Peanut Roundabout	Wooster Rd. North @ Norton Ave. and other nearby streets	\$ (6,800,000)
Boston Heights	Signal Improvements	Olde Eight Rd. @ SR 303/Streetsboro Rd.	\$ (300,000)
Cuyahoga Falls	State Rd. Improvements	High Level Bridge Over Cuyahoga River	Portage Trail
			\$ (20,000,000)
Cuyahoga Falls	S. Bailey Road Imprv. Incl. streetscaping, Complete Streets, enhancements at Northmoreland Rd.	200' south of Northmoreland Rd.	Myrtle Ave.
			\$ (4,000,000)
Cuyahoga Falls	Intersection Improvements, Possible Roundabout	Riverview Rd. @ Ira Rd.	\$ (2,500,000)
Cuyahoga Falls	Steels Corners Widening and Shared-Use Path	State Rd.	Eastern Corp Limits
			\$ (9,000,000)
Cuyahoga Falls / Stow	Steels Corners Bridge Replacement	Over Mud Brook	\$ (20,000,000)
Fairlawn	W. Market St. Corridor Safety Improvements and Reconstruction	Springside Dr.	N. Revere Rd.
			\$ (24,000,000)
Green	Massillon Road Improvements (TWLTL)	Greensburg Rd.	Wise Rd.
			\$ (4,000,000)
Green	Roundabout (or other intersection improvements)	SR 619/E. Turkeyfoot Lake Rd. @ S. Main St.	\$ (2,500,000)
Green	Roundabout (or other intersection improvements)	SR 619/E. Turkeyfoot Lake Rd. @ Mayfair Rd.	\$ (2,000,000)
Hudson	SR 303/W. Streetsboro Rd. Intersection Safety Improvements	Nicholson Dr.	Boston Mills Rd.
			\$ (1,000,000)
Hudson	SR 91 TWLTL	Middleton Road	Northern Corp Limits
			\$ (4,000,000)
Hudson	Hines Hill Road Improvements	Western Corp. Limits	Future NS Rail Overpass
			\$ (6,000,000)
Kent	SR 43 Traffic Calming and Ped Safety Improvements	Stinaff St.	Roosevelt High School Entrance
			\$ (1,000,000)
Kent	SR 43 (River St./Gougler St.) Safety Issues: restriping, add parking, sidewalks, road diet	SR 59/Haymaker Pkwy.	Fairchild Ave.
			\$ (2,900,000)
Macedonia	Intersection Improvements	Highland Rd. @ Valley View Rd.	\$ (3,600,000)
Mogadore	Signal Improvements	Mogadore Rd. @ Gilchrist Rd.	\$ (400,000)
New Franklin	W. Turkeyfoot Lake Rd. Improvements	State Street	Eastern Corp Limits
			\$ (3,000,000)
Northfield Center Twp.	Roundabout	Olde Eight Rd. @ Brandywine Rd. and SR 82/Aurora Rd.	\$ (2,600,000)
Rittman	Intersection and Streetscape Improvements	N Main St @ E Ohio Ave	\$ (2,800,000)
Rittman	Intersection Improvements	Ohio St @ E Ohio Ave	\$ (2,200,000)
Rootstown Twp.	SR 44 Corridor Improvements	Tallmadge Road/C.H. 18	I-76
			\$ (20,000,000)
Sagamore Hills Twp.	Roundabout	Valley View Rd. @ Chafee Rd.	\$ (2,400,000)
Stow	Graham Road Improvements: TWLTL, wide sidewalks, intersection improvements	SR 91/Darrow Rd.	Newcomer Rd.
			(15,000,000)
Stow	Intersection Improvements	Fishcreek Rd. @ Stow Rd.	\$ (1,500,000)
Stow	Fishcreek Rd. Turn Lane Improvements	Laurel Woods Blvd.	SR 91/Darrow Rd.
			\$ (1,000,000)
Stow	Norton/Seasons Rd. Wider Lanes and Roadway Improvements	SR 8	SR 91/Darrow Rd.
			\$ (8,000,000)
Streetsboro	Frost Road Corridor Improvements	150' East of Phillip Pkwy./David Dr.	300' West of SR 43
			\$ (9,100,000)
Streetsboro	SR 303/Streetsboro Rd. Improvements	300' East of SR 14	Page Rd.
			\$ (8,000,000)
Tallmadge	East Avenue Corridor Improvements	Cambrian Dr.	N./S. Munroe Rd.
			\$ (7,400,000)
Tallmadge	Roundabout	SR 261/Northeast Avenue @ Middlebury Rd.	\$ (3,500,000)
Twinsburg	SR. 91 TWLTL	Ravenna Rd.	Tinkers Creek Bridge
			\$ (3,000,000)

Active Transportation Recommendations

Overview

Active Transportation facilities are an essential part of the overall transportation system throughout the Greater Akron area. Active transportation provides a low-cost and environmentally friendly means of transportation, and active transportation can provide physical and mental health benefits that increase peoples’ quality of life. Bicycling and walking are efficient transportation modes for short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, bicycle and pedestrian facilities should be given the same priority as is given to other transportation modes. Cycling and walking should not be an afterthought in roadway design.

AMATS has a long history of planning for active and multi-modal transportation systems. TO2050 will build on recent and past efforts including the 2024 Active Transportation Plan. AMATS envisions a Greater Akron area in which biking and walking are not only integral parts of daily life, but vital components of a first-class, multimodal transportation system. AMATS also understands that a high-quality active transportation network provides essential access for those who do not own cars. Rather than viewing these networks as generally separate entities as has been done in the past, AMATS urges area communities and project sponsors to identify and pursue opportunities to link these networks to transit networks for the benefit of all transportation users.

A variety of bicycle and pedestrian facilities exist throughout the Greater Akron area, and the active transportation network grows each year. This network includes separated trails (shared-use paths), sidewalks, bicycle lanes, and various elements that allow for a safer coexistence between active transportation users and vehicles (e.g. signs, higher-visibility crosswalks, pedestrian signals).

The recommendations contained in TO2050 are primarily focused on expanding active transportation networks through additional facilities and making safety improvements to the region’s roadways that benefit bicycle and pedestrian networks.

Funding

AMATS’ primary mechanism to federally fund bicycle and pedestrian improvements is through the Transportation Alternatives Set-Aside Program (TASA). AMATS currently receives about \$1.2 million in TASA annually. All TASA projects must relate to surface transportation and address a transportation need, use or benefit. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for Safe Routes to School (SRTS) District Travel Plans provided that the sponsor has first pursued and secured funding from the Ohio Department of Transportation SRTS Program.

The AMATS programs described in **Table ##**—particularly STBG, but in some cases CRP and CMAQ—can also be utilized to build active transportation facilities. When non-TASA AMATS funding is used to construct active transportation improvements within the AMATS area, this is typically done as part of a larger corridor improvement program.

Details of the TASA program are included on **table ##** below.

Funding Program	Description	Funding Available per Project
Transportation Alternatives Set-Aside (TASA)	This source provides funding for bicycle and pedestrian facilities. Funding for TASA projects is assigned to MPO areas by Congress and, in addition, ODOT sub allocates a portion of their statewide TASA funding to Ohio MPOs.	\$1m; 10%* to 20% local match
<i>* - Local share can be reduced to 10% if sponsors elect to participate in AMATS' Project Delivery Incentive Program (PDIP), which is a program that incentivizes project sponsors to deliver their projects within a specified time window.</i>		

Many bicycle and pedestrian improvements are most effectively implemented at the outset of roadway or transit project funding and construction. While all projects represent important steps for improving AMATS bicycle and pedestrian environment, limited financial resources require that most regional bicycle and pedestrian projects use a variety of federal, state and local sources. It is therefore suggested that many regional off-road trails rely on local initiative and commitment where member communities seek additional funding. Any bicycle or pedestrian project using federal funds must be consistent with TO2050, regardless of whether AMATS provides the funding. TO2050 gives local officials the authority to determine collectively how federal funds are allocated.

General Recommendations

Prioritize High Community Benefit Projects and Allow for Flexibility

TO2050 supports the infrastructure goals of the *AMATS 2024 Active Transportation Plan*: building or improving shared use paths, sidewalks, increasing bike lane mileage and improving on-road pavement quality for bicycles. TO2050 recommends that funding is focused on implementing these goals where they will provide the highest levels of community benefit. While it is important to develop a long-range plan, it is also necessary to provide flexibility in the planning process to allow for unseen developments. TO2050 ensures that transportation improvements are planned and coordinated on a regional basis. It is AMATS policy that projects coupled with safety improvements, such as bicycle and pedestrian amenities, must be consistent with TO2050 to be eligible for federal funding.

Convert Existing Roadways to Complete Streets Where Feasible and Logical

Complete Streets are designed with all users in mind: vehicular drivers and passengers, transit users, pedestrians, bicyclists, and micromobility users. AMATS strongly encourages communities to consider the needs of each of these users and to design roadways to accommodate these needs whenever practical. In most cases, particularly in high and medium density areas, people like to have options for getting around town. Bike lanes, bus lanes, bus shelters, sidewalks, crosswalks, refuge islands, curb bump-outs, and roundabouts are all components of a complete street that can improve safety for everyone. Making a street welcome to everyone can improve the vitality of an area and make it a place where people want to be.

Encourage Communities to Create Safe Routes to Schools Travel Plans and Apply for Funding

Safe pedestrian and bicycle access to schools is important yet often lacking. AMATS encourages communities and school districts to consider high-quality, safe active transportation infrastructure near schools. The Ohio Safe Routes to School (SRTS) Program supports projects and programs that improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility in the vicinity of schools. The most successful SRTS programs incorporate the Five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation.

The development of a School Travel Plan (STP) is a requirement of the SRTS Program to be eligible for infrastructure improvements. The STP outlines a community’s plans for engaging students in active transportation. The STP involves key community stakeholders to identify barriers to active transportation and develop a set of solutions to address them. Several area school districts have an active STP and are therefore eligible to apply for SRTS funding; something many communities have done successfully. Although developing a STP takes time, effort, and money (either through consultants or staff time), AMATS communities with STPs have seen the value through the implementation of important projects. Prioritizing pedestrian safety and improvements near schools provides an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children—and a safer and cleaner environment for everyone.

Consider Road Diets on Roadways That Can Support Fewer Driving Lanes

A road diet is a technique that can be used to slow the speed of traffic and improve safety. Road diets occur when the numbers of lanes or lane widths are reduced to promote a slower vehicle speed and accommodate other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. In 2015, AMATS compiled the Road Diet Analysis, which identified dozens of candidates for road diets across the Greater Akron area, many of which have since taken place. The analysis is a useful planning resource that defines the road diet concept, identifies potential road diet locations, and serves as a guide to member communities to consider the design and application of road diets in certain locations. AMATS intends to update this plan and measure the effectiveness of implemented road diets.

Encourage Traffic Calming to Reduce Vehicle Speeds

AMATS continues to support the consideration of methods used to calm, or slow down, vehicular traffic on streets, thereby making streets safer for pedestrians/bicyclists. Traffic calming measures should especially be considered in areas that experience high volumes of pedestrian and bicycle traffic. Traffic calming methods typically make neighborhoods safer, more pleasant, and more livable. Traffic calming is a broad term and can be achieved through several methods—typically several are used in tandem to achieve the desired calming effect. Popular and proven traffic calming effects include but are not limited to:

- Higher visibility crosswalks, sometimes including contrasting textures (such as brick or stamped asphalt), raised pedestrian crossings, signage or signalization
- Curb bump-outs/extensions
- Street trees within the treelawn/devilstrip
- Dynamic feedback signage
- Narrowing driving lanes or even reducing travel lanes (road diets) where appropriate

Traffic calming can entail physical changes to the road itself or the spaces around the road. Traffic calming can be inexpensive (changing a street’s paint markings or adding signage) or involve more significant changes to a roadway. Many elements of traffic calming have psychological effects on drivers; a successful approach provides cues to drivers that they should slow down. Over decades of use, these measures have been proven to reduce accidents, collisions, noise, vibration, pollution, and crime. Traffic calming is most often found in downtowns or urban centers due to their high levels of pedestrian activity, though they may also be implemented in less dense neighborhoods.

Project Recommendations

\$35 Million Toward Active Transportation Improvements

The Long-Term Bicycle and Pedestrian Recommendations tables and maps on the following pages contain various recommendations that allow for safe and convenient bicycle and pedestrian transportation within the region. Project costs are shown in current dollars for the entire project. *Appendix B* shows costs inflated to year of expenditure and federal share, totaling \$35 million in federal investment. All projects are financially constrained and conform to air quality requirements.

Bicycle and Pedestrian Recommendations					
Bicycle and Pedestrian Recommendations					
Community	Name	From	To	Distance	Cost (Current)
Akron	Akron-Peninsula Road Multi-Use Path	Portage Trail	1500' NW of Hampton Knoll Dr.	0.89	\$ 1,950,000
Akron	Summit Lake Pedestrian Improvements	TBD		TBD	\$ 1,500,000
Akron	Rubber City Heritage Trail	Towpath Trail	Johnson Street	3.08	\$ 12,700,000
Akron / Cuyahoga Falls / Silver Lake / Stow	Veterans Trail / Akron Secondary	Freedom Trail	Graham Road	7.14	\$ 10,500,000
Aurora	Aurora Trail Connection	Sunny Lake	Future Headwaters Trail	1.02	\$ 1,500,000
Aurora	Aurora Trail Connection	Treat Rd.Quarry	Future Headwaters Trail	0.75	\$ 1,100,000
Bath Twp. / Akron / Cuyahoga Falls	Sourek Corridor Trail	Ghent Rd METRO RTA Park & Ride	Towpath Trail	3.32	\$ 5,000,000
Boston Heights/Peninsula	Connector Trail - Old Akron-Peninsula Rd. ROW	Towpath Trail	Bike & Hike Trail	2.48	\$ 3,500,000
Charleston Twp. / Freedom Twp. / Windham Twp. / Windham	Conrail Freedom Secondary Trail	Peck Rd	Portage/Trumbull County Line	11.88	\$ 14,850,000
Clinton	Heartland Trail Extension, Connection to Towpath	Coal Bank Road	Towpath Trail	5.11	\$ 7,000,000
Franklin Twp./Kent	Franklin Connector	Hudson Rd	Ravenna Rd	2.10	\$ 3,500,000
Franklin Twp./Kent	Lake Rockwell Trail	Freedom Trail	Franklin Connector	4.21	\$ 5,000,000
Green	Willadale Trail	Koons Rd.	Massillon Rd.	0.65	\$ 1,000,000
Hudson/Stow	Veterans Trail/Akron Secondary	Springdale Rd	Veterans Park	4.6	\$ 6,900,000
Kent	Franklin Avenue Sidewalks	Summit St.	Erie St.	0.2	\$ 300,000
Lakemore	Sanitarium Rd. Sidewalks Phase 1	2nd	Spartan Trail	0.61	\$ 550,000
Lakemore	Sanitarium Rd. Sidewalks Phase 2	Spartan Trail	Brittany	0.55	\$ 550,000
Lakemore	Misc Lakemore Walkway Improvements (Lake, 5th)	All High Priority Improvements on Lakemore CC Study			\$ 550,000
Norton	Cleveland Massillon Rd	Greenwich Rd	Norton Branch Library	0.37	\$ 600,000
Norton	Easton Rd	Greenwich Rd	Oser Rd	0.85	\$ 1,530,000
Norton/Barberton	3 Creeks - Silver Creek Trail	Silvercreek Rd (Wadsworth)	Magic Mile	5.55	\$ 8,000,000
Rittman/Chippewa Twp	County Line Trail (North Extension)	County Line Trail terminus	Medina County line	1.64	\$ 2,460,000
Sagamore Hills Twp.	Sagamore Connector Trail	Towpath Trail	Bike & Hike Trail (near Valley View)	1.5	\$ 3,200,000
Streetsboro	Streetsboro Trail Connection	Tinkers Creek/Old Mill Rd	Clare Wilcox Park	4.58	\$ 6,000,000
Tallmadge	Pedestrian Tunnel	West Ave	Northwest Ave	0.1	\$ 2,000,000
Twinsburg	Park Loop Trail	Center Valley Bikeway	Center Valley Bikeway	0.92	\$ 1,380,000
					\$ 103,120,000

Transit Recommendations

Overview

The availability of a comprehensive, reliable transit network is key to helping those who lack (or are unable to use) automobile transportation get to work, have access to shopping and services, and complete other important daily tasks. A convenient transit network can also draw choice-riders: Those who have access to automobiles but choose to use transit for reasons of ease, affordability and convenience. The recommendations contained in Transportation Outlook 2050 will work to preserve the existing transit system, provide enhanced service in key high-volume corridors and allow for strategic expansion into new communities that contain high densities of jobs, retail and other attractions.

Funding

AMATS receives federal transportation dollars to fund transit projects and improvements. Most of this federal transit funding comes from programs specifically dedicated to transit, although transit may also receive a portion of the funds from certain programs designed for highway and transit funding.

Federal transit funds are typically used only for capital expenses, such as for the purchase of new buses, bus shelters and maintenance, garage or office facilities. Operating expenses, such as bus operator salaries and a portion of preventive maintenance, are typically paid for through local sources (fare box revenues, transit-dedicated sales tax, etc.). However, certain funding programs may be used to supplement operating expenses, on a limited basis. The primary federal funding sources used to fund transit include:

Funding Program	Description
Section 5307	This is the primary source of federal funding for capital and maintenance projects. These funds are typically used to purchase new buses, equipment, and for preventative maintenance and planning.
Section 5310	Also known as the Specialized Transportation Program, these funds may be used for capital or operating expenses tailored to better serving elderly persons and persons with disabilities.
Section 5339	This source is somewhat similar to 5307 in that can also fund capital projects. These funds are also used for new buses or for capital facilities.

There is no funding cap for any of these programs.

The Federal Transit Administration’s (FTA) Urbanized Area Formula Program (Section 5307) and the FTA Bus and Bus Facilities Program (Section 5339) are the largest sources of federal transit funding. The 5307 and 5339 programs use a formula to allocate funding to urbanized areas. AMATS receives around \$11 million annually for the Akron Urbanized Area and the portion of the AMATS planning area that lies within the Cleveland Urbanized Area. These funds are split between METRO and PARTA, generally in proportion to their respective county’s share of the total regional population.

Two federal sources from the Federal Highway Administration (FHWA)—Congestion Mitigation/Air Quality Program (CMAQ) and Carbon Reduction Program (CRP)— provide funds that may be used on projects demonstrating an improvement in air quality and congestion reduction. Although most of this funding is typically allocated towards regional highway projects, AMATS traditionally obtains a portion of CMAQ for local transit projects. Both CMAQ and CRP are described in [Table##](#) within the Highway Recommendations subsection.

Other sources of transit funding are periodically made available from the federal government or the Ohio Department of Transportation, often in the form of competitive grant programs. Any transit project using federal funding must be consistent with Transportation Outlook 2050, regardless of whether AMATS provided the funding.

General Recommendations

Invest in the Preservation of the Existing Transit Network, Assets, and Supporting Facilities

The majority of federal transit funding will be used to preserve the existing transit network, assets and supporting facilities in the AMATS region. Transit service is not useful unless it is predictable and dependable. Transportation Outlook 2050 continues AMATS' longstanding policy of working with METRO and PARTA to ensure that they have the resources necessary to maintain their existing levels of service and to serve their existing customer base efficiently. To that end, AMATS will continue to support the preservation and maintenance of METRO and PARTA's bus fleets and other capital assets and facilities.

Ensure That Transit is an Integral Component of Land Use Planning Efforts

Sound land-use decisions and future development can improve the public transportation network, and quality transit services can allow development to occur more responsibly. This can be achieved in several ways:

- Bus rapid transit (BRT) provides dedicated service routes with higher speeds, improved wait times and more reliability. It can take the shape of dedicated bus lanes, additional stop infrastructure such as improved waiting environments, or signal prioritization. Bus rapid transit works particularly well in corridors containing dense employment, attractions and residential areas. In 2023, METRO studied a number of potential corridors for bus rapid transit and remains interested in building a BRT system. While feasibility of routes is still being fine-tuned, the most likely area of focus would primarily run along South Arlington Road and connect into the RKP Transit Center in downtown Akron.
- Transit Oriented Development (TOD) is typically high-density development along a transit line that benefits from having consistent transit presence on the corridor. With the potential of bus rapid transit in the Greater Akron area, the transit agencies should also pursue joint development opportunities with private investors to create transit-oriented development near fixed-route service.
- Advocating for new development in the right places is important because it is important to locate jobs—especially when employees use transit—in areas where service exists or can be provided. Having transit agencies involved in regional employment conversations helps inform the planning process.

Optimize Transit Service

Various technologies, such as scheduling software for service or personnel, can assist transit agencies by making operations more efficient. PARTA recently invested in ITS improvements. Technology can allow for service improvements too. For example, microtransit, a demand response type service with integrated web applications that can provide flexibility for ridership where fixed-route transit service isn't warranted, can provide a more nimble service allowing riders to schedule services on the same day and pay a fixed cost to ride. Both METRO and PARTA will continue to focus on microtransit hubs over the life of Transportation Outlook 2050. Microtransit

is expected to potentially replace some fixed-line service and costs associated with changes to the route structure would be absorbed into existing operation costs and be considered revenue/cost-neutral.

Both METRO and PARTA also periodically study current service to adjust to new travel patterns and needs of their riders. METRO did this in 2023 and PARTA is currently doing this.

Continue and Build Upon the Coordination and Collaboration Between Agencies

At the local level, most transit agencies are funded primarily through transit-dedicated sales taxes. Consequently, they face significant political pressure to confine service within their county borders. Philosophically, the primary role of a transit agency should be to transport their ridership to whatever destination is necessary. Northeast Ohio is a region of many counties and overlapping urban areas, and the demand to travel between them is significant. METRO, PARTA and SARTA (the Stark County/Canton public transit agency) currently provide service to limited cross-county destinations. Transportation Outlook 2050 recommends a more integrated, regional transit network – between Summit and Portage counties and beyond.

\$2.4 Billion of Public Transit Investment

Transportation Outlook 2045 recommends just under \$2.5 billion of investment in the region’s public transportation system through 2050. Of that investment, \$1.8 billion will be dedicated to general operating expenses of the existing system, \$211 million will be reinvested to preserve the existing bus fleet, and approximately \$109 million will be allocated toward expansion of the regional public transportation system, including capital (facilities) and operating costs. The following table shows the projects recommended in Transportation Outlook 2050. All projects are financially constrained and conform to air quality requirements.

Transit Recommendations	
METRO	Cumulative Costs
Operating Expenses – Base Service	\$ (1,802,441,948)
Micro-Transit – Demand Response	
Capital Expenditures – Base Service	
Annual Bus Fleet Expenditures	\$ (204,680,000)
Bus Shelter and Stop Enhancements	\$ (5,500,000)
Operating Expenses – Additional Service	
BRT Service Priority Corridor	\$ (13,790,922)
Capital Expenses – Additional Service	
BRT Buses and Infrastructure	\$ (23,677,017)
Maintenance Facility	\$ (40,622,333)
Administration Facility – TOD	\$ (31,407,800)
PARTA	Cumulative Costs
Operating Expenses – Base Service	\$ (265,815,278)
Micro-Transit – Demand Response	
Capital Expenditures – Base Service	
Annual Bus Fleet Expenditures	\$ (77,821,702)
Bus Shelter and Stop Enhancements	\$ (156,394)
Capital Expenses – Additional Service	
Ravenna / Northern Hub	\$ (1,183,851)

Appendix A | Air Quality Analysis

Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for Transportation Outlook 2050.

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as serious nonattainment for the 2015 8-hour ozone standard, excluding Ashtabula County. The USEPA designated the entire eight-county area as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated six counties as a maintenance area under the 2006 annual PM_{2.5} (particulate matter) standard. These areas include Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties. In addition, the USEPA designated Cuyahoga and Lorain counties as a maintenance area under the 2012 annual PM_{2.5} standard.

Two Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. The Akron Metropolitan Area Transportation Study (AMATS) serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

New United States Department of Transportation (USDOT) conformity determinations are required every time a new Transportation Improvement Program (TIP) or Regional Transportation Plan is completed or updated. New emissions analyses are required to meet the conformity rule requirement of using the latest planning assumptions. AMATS has updated its travel demand model to conduct this analysis considering the latest planning assumptions.

This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the Regional Transportation Plan and TIP. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

Before analysis began, an interagency consultation call (IAC) took place on November 13, 2024. The Minutes from the IAC are included on page A-7.

Methodology

In order for the Cleveland-Akron-Lorain area to complete the regional emissions analysis, the overall level of pollution (both ozone and PM_{2.5}) resulting from mobile sources must be forecasted.

The ozone-related portion of this air quality analysis must demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain

area. The budgets for the 2015 8-hour ozone standard are from the 2008 SIP and were set on January 6, 2017. The budgets for the 2008 8-hour ozone standard are based on the 1997 SIP and were set on March 19, 2013. The ozone analyses are shown in Tables 1 and 2.

Similarly, the PM_{2.5}-related portion of the air quality analysis has to demonstrate that annual direct PM_{2.5} and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those found in the budget established by Ohio Environmental Protection Agency (OEPA). The budgets for the 2006 PM_{2.5} standard were set on July 26, 2013. The budgets for the 2012 PM_{2.5} standard are based on the 2012 SIP and were set on December 26, 2018. The PM_{2.5} analyses are shown in Tables 3 and 4.

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In December 2024, forecasted variables were approved as inputs to the model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

NOACA and ODOT are jointly responsible for travel demand modeling and air quality analysis for its area. Emissions for Ashtabula County are generated using current ODOT traffic volume data and growth rates.

In order to determine mobile source impacts on regional ozone and PM_{2.5} levels, all non-exempt TO2050 (and TIP) projects follow the code of Federal Regulations (CFR) 40 CFR Part 93, as related to the EPA's air programs. These projects have been coded into the travel demand model for ozone analysis years of 2027, 2030, 2040, and 2050; and for PM_{2.5} analysis years of 2022, 2027, 2030, 2040, and 2050. The projects coded in each network are listed in Exhibits A-1 through A-4. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES4. The output from MOVES4 includes VOC and NO_x for ozone; and direct PM_{2.5} and NO_x for PM_{2.5}.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM_{2.5} nonattainment area. The conformity analysis results for the entire region are available for public comment at the March 11, 2025, Transportation Improvement Program public meeting.

Results

The analysis for the ozone standards must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 shows the results of the MOVES4 analysis for the 2015 8-hour ozone standard for the Cleveland-Akron-Lorain serious non-attainment area.



The data in Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NOx.

Table 1 2015 8-Hour Ozone Test Cleveland-Akron-Lorain Mobile Source Ozone Precursor Emissions Forecasts					
Volatile Organic Compounds (VOC) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	12.42		10.18	6.7	5.68
AMATS	4.89		3.7	2.9	2.82
TOTALS	17.31	30.8	13.88	9.6	8.5
Nitrogen oxides (NOx) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	14.55		11.12	4.57	3.76
AMATS	5.49		5.47	4.52	4.5
TOTALS	20.03	43.82	16.59	9.08	8.31

Attainment status: 2015 8-Hour Ozone standard – serious nonattainment area (Federal Register / Vol. 89, No. 242 / Tuesday, December 17, 2024)
 SIP Status: Federal Register /Vol. 82, No. 4 /Friday, January 6, 2017 – direct final rule adequacy finding for Motor Vehicle Emission Simulator (MOVES) based 2008 ozone standard Motor Vehicle Emission Budget (MVEB). No submittals required under 2008 8-Hour ozone standard until approved budgets are received. The budgets found adequate for 2008 standard will satisfy the 2015 tests, per U.S. EPA.

8-Hour Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 2008 Standard 8-Hour budget tests

Analysis Years: 2027 Attainment and 1st Analysis year; 2030 Interim and SIP Budget year; 2040 Interim year; 2050 Plan horizon year

Table 2 shows the results of the MOVES4 analysis for the 2008 8-hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NOx emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NOx.

Table 2					
Cleveland-Akron-Lorain Mobile Source					
Ozone Precursor Emissions Forecasts					
2008 8-Hour Ozone Test					
Volatile Organic Compounds (VOC) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	12.42		10.18	6.7	5.68
AMATS	4.89		3.7	2.9	2.82
Ashtabula County	0.64		0.48	0.4	0.39
TOTALS	17.96	30.8	14.36	10	8.89
Nitrogen oxides (NOx) (tons/day)					
	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
NOACA	14.55		11.12	4.57	3.76
AMATS	5.49		5.47	4.51	4.55
Ashtabula County	0.67		0.66	0.56	0.59
TOTALS	20.7	43.82	17.26	9.65	8.9

Attainment status: 2008 8-Hour Ozone standard – maintenance area (Federal Register / Vol. 82, No. 4 /Friday, January 6, 2017)

1997 8-Hour Ozone Standard - maintenance area (Federal Register Notice Final Rule Tuesday, September 15, 2009)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard MVEB. No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests, per U.S. EPA.

8-Hour Geography: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2027 1st Analysis year; 2030 Interim and SIP Budget year; 2040 Interim year; 2050 Plan horizon year



Table 3 shows the results of the MOVES4 analysis for the 2006 PM2.5 standard for the Cleveland-Akron-Lorain PM2.5 maintenance area. This analysis must show that direct PM2.5 and NOX emissions from mobile sources will not exceed those found in the 2022 budget. Table 3 confirms emissions do not exceed the budgets for both direct PM2.5 and NOx.

TABLE 3 Northeast Ohio Mobile Source PM2.5 and Precursor Emissions Forecasts 2006 Annual PM2.5 Standard Test					
Direct PM2.5 Emissions (tons/year)					
	2022 Budget	2027 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
NOACA		194.23	171.48	134.12	128.93
AMATS		99.97	93.26	80.34	81.76
TOTALS	880.89				
Nitrogen oxides (NOx) Precursor tons/year					
	2022 Budget	2027 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
NOACA		4,648.76	3,573.32	1,454.87	1,179.01
AMATS		2,115.47	1,641.55	778.87	693.94
TOTALS	17,263.65				

Attainment/ 2006 Annual PM2.5 Standard – maintenance area (Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013)

SIP Status: Cleveland area to attainment for 1997 and 2006 PM2.5 Standards – FR notice included an adequacy finding for the MOVES based MVEBs

Geography: Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, OH

Conformity Tests: Budget tests

Analysis Years: 2022 Budget Year; 2027 1st Analysis year; 2030 Interim year; 2040 Interim year; 2050 Plan horizon year

Table 4 shows the results of the MOVES4 analysis for the 2012 PM2.5 standard for the Cuyahoga and Lorain counties, Ohio maintenance area. This analysis must show that direct PM2.5 and NOX emissions from mobile sources will not exceed those found in the 2030 budget. Table 4 confirms emissions do not exceed the budgets for both direct PM2.5 and NOx.

TABLE 4 Northeast Ohio Mobile Source PM2.5 and Precursor Emissions Forecasts 2012 Annual PM2.5 Standard Test					
	2027 Emissions	2030 Budget	2030 Emissions	2040 Emissions	2050 Emissions
tons/year					
Direct PM _{2.5}	151.47	270.57	133.69	104.42	99.94
NOx	3,570.73	4,907.54	2,745.76	1,110.56	894.79

Attainment status: 2012 Annual PM2.5 Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM2.5 MVEB

Geography: Cuyahoga and Lorain County, OH

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2027 1st Analysis year; 2030 Budget year; 2040 Interim year; 2050 Plan horizon year

For additional details on these topics, visit the following USEPA websites:

<https://www.epa.gov/ground-level-ozone-pollution> (general ozone information)

<https://www.epa.gov/ground-level-ozone-pollution/ozone-national-ambient-air-quality-standards-naaqs> (technical ozone information)

<https://www.epa.gov/pm-pollution/particulate-matter-pm-basics> (general particulate matter information)

<https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm> (technical particulate matter information)

Exhibit A-1

AMATS 2027 NETWORK

The 2027 Network includes the existing transportation system plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
106002	I-77	SPRINGFIELD TWP / AKRON Arlington Rd to I-277	Widen to 8 lanes and interchange modifications
98585	Tallmadge Rd	BRIMFIELD TWP At I-76 Interchange	Reconfigure Interchange
102329	SR 8/I-76/I-77	AKRON SR 8 from US 224 to Perkins St & Central Interchange	Add an additional lane in each direction on I-77/SR 8, reconfigure interchange at Central Interchange, Add two lane exit at Carroll NB exit
111405	I-77	BATH TWP / RICHFIELD / RICHFIELD TWP Everett Rd to Cuyahoga County Line	Widen to 6 lanes

Please note that the following locations were added to all networks due to maintenance of traffic stripping

100713	I-76	AKRON US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
--------	------	---------------------------------------	---

Exhibit A-2

AMATS 2030 NETWORK

The 2030 Network includes those projects in the 2027 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
112026	E Main St	KENT E. Main St/SR 59/Willow St to Horning Rd	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
111404	I-77	BATH TWP / RICHFIELD / RICHFIELD TWP Ghent Rd to Everett Rd	Widen to 6 lanes
91710	SR 8	AKRON Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation
116917	Arlington Rd	GREEN Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements

Exhibit A-3

AMATS 2040 NETWORK

The 2040 Network includes those projects in the 2030 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
114865	SR 8 SB Braid	AKRON Central Interchange to Perkins St	Ramp and service road improvements to increase safety and congestion
N/A	Steels Corners Rd	STOW State Rd to Bridgeway Pkwy	Widening to 4 lanes
N/A	SR 91 (Darrow Rd)	TWINSBURG Ravenna Rd to Tinkers Creek bridge	Widening to 4 lanes

Exhibit A-4

AMATS 2050 NETWORK

The 2050 Network includes those projects in the 2040 network plus the following projects:

PID	PROJECT	LOCATION & TERMINI	TYPE OF WORK
N/A	N/A	N/A	N/A

SFY2026-2029 Transportation Improvement Program (TIP)

Air Quality Conformity Interagency Consultation Conference Call Minutes

November 13, 2024, 3:00 p.m., Teams Virtual Meeting

SFY2026-2029 Transportation Improvement Program (TIP)

Air Quality Conformity Interagency Consultation Conference Call Minutes

Present: Erie County Regional Planning Commission (ERPC)
Akron Metropolitan Areawide Transportation Study (AMATS)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Ohio Department of Transportation, Statewide Planning (ODOT)
Ohio Environmental Protection Agency (Ohio EPA)

Logistics: November 13, 2024, 3:00 p.m., Teams Virtual Meeting

I. Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their SFY2026-2029 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs).

II. Discussion

- The IAC call began at 3:00 p.m.
- AQ status reviewed for Northeast Ohio review of PM2.5 and Ozone
- Parties discussed the current and future attainment status of Northeast Ohio, but it did not need to be reflected in the upcoming conformity analysis
- OEPA expected the bump up to serious nonattainment for ozone this week
- AMATS asked if this needed to be reflected with the conformity analysis for the TIP
- OEPA stated that the status will change from moderate nonattainment to serious nonattainment for ozone
- NOACA stated that the standard for fine particulate matter will not be reflected on the agenda
- OEPA didn't anticipate an official designation until 2026
- All parties agreed on the geographic scope of the analyses, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit) and Ashtabula County

- ODOT recommended removing Geauga County and Ashtabula Township from the 2006 PM2.5
- Parties discussed applicable TIP budgets
- No parties objected to keeping current TIP budgets
- NOACA stated that since the statuses had not changed, the same TIP budget might apply
- Parties discussed analysis years – CY 2024, 2030, 2040, 2045 (AMATS and ERPC), 2050
- Parties discussed whether to retain or remove the 2045 budget
- AMATS did not believe they need to keep analysis year 2045, but that it might be a question for the EPA. AMATS' next plan will be 2050, therefore, unless the budget year includes 2045, it is not needed as an analysis year
- NOACA stated that the future years usually matched with the LRTP
- AMATS stated for the LRTP year we have to have intermediate years no more than 10 years for the air quality calculations for the analysis, but for the budget years they are not sure how they are calculated
- ODOT cited 40 CFR 93.106 for reference
- NOACA will follow up with EPA to determine if 2045 is needed
- AMATS stated that in the last TIP, the budget year for ozone was 2030. For PM2.5 it was 2022
- All parties agreed to concur later regarding the budget years
- Parties agreed to use MOVES 4.0
- Parties confirmed the geographic division for the analysis
- NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
- ODOT and AMATS will work together to run the analysis for Portage and Summit Counties
- ODOT will also do the additional analysis for Ashtabula County
- Parties agreed on county representation for conformity analysis
- NOACA will use Lorain County as its model
- ODOT will use Summit County as its model for AMATS
- NOACA will work with ODOT to complete post processing
- NOACA will complete the conformity documentation after post processing
- NOACA stated that the first draft of TIP will be uploaded for USDOT review January 31. Draft STIP and TIP will include all components for review
- All parties agree on dates for conformity analyses that will be provided for consideration by their Technical Advisory and Policy Committees for approval. NOACA will distribute the conformity analyses

- AMATS by January 16, 2025 for their February 6 Technical Advisory Committee and February 13 Policy Committee
- EPRC by January 16, 2025 for their January 23 Policy Committee
- NOACA agreed to complete the conformity documentation and submit it for approval
- ODOT needs final Board resolutions
- The Public Involvement Period takes place March 11-April 11. NOACA explains that the draft TIP will be completed, but Board approval will not take place until March 14th, 2025
- ODOT agreed to speak to NOACA about their options moving forward outside this meeting
- ODOT agreed to assist NOACA with post processing
- ODOT asked for clarification regarding questions concerning TIP budgets
- OEPA will investigate appropriate TIP budgets
- ODOT stated that Columbus, Cincinnati, and Dayton will also inquire about TIP budgets
- OEPA did not anticipate Columbus and Dayton going into nonattainment for PM2.5
- OEPA stated that Canton will be recommended not to be designated as nonattainment under the new standard. An exceptional events demonstration will be submitted for the wildfire smoke influence days of 2023
- NOACA clarified that this will be sent out to partners who were unable to attend the meeting
- NOACA and OEPA agrees to look into budget years
- The IAC call concluded at 3:41pm

Addendum

After the November 13th IAC call, AMATS and NOACA coordinated with the planning partners to get concurrence on the following outstanding issues:

The appropriate analysis and budget years for ozone and PM2.5; and whether to include 2027 (serious area attainment year for ozone) in this year's TIP and remove 2024.

The planning partners concur that the budget and analysis years as input to the SFY 2026-2029 TIP are as follows:

Ozone	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions
PM _{2.5}	2027 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2050 Emissions

The budget and analysis years apply to all the ozone and PM2.5 standards. These include the following:



OZONE

2015 8-hour ozone standard (serious nonattainment area)

2008 8-hour ozone standard (maintenance area)

PM2.5

2006 Annual Standard (maintenance area)

2012 Annual Standard (maintenance area) - this only includes the areas of Cuyahoga and Lorain Counties, OH



Appendix B | AMATS Financial Plan

Transportation Outlook 2050 must provide a vision for the future while also considering the realistic environment for transportation projects costs versus anticipated revenues. The purpose of the Financial Plan is to ensure that TO2050 is in fiscal constraint. Fiscal constraint means that future projects in the plan do not exceed expected revenues.

The Financial Plan forecasts revenues and project costs. Project costs and revenues must be projected in year of expenditure dollars. This means that both costs and revenues needed to be assigned inflation rates.

Overall, AMATS projected \$9,338,826,848 of funds to be available. This analysis ensures Transportation Outlook 2050 is in fiscal constraint.

Highway Recommendation Methodology

To maintain fiscal constraint for future highway projects, AMATS first developed an estimate of highway revenues. The revenues are shown to the right:

Highway Revenues Through 2050	
Federal	\$2,786,033,200.25
State	\$1,985,294,868.53
Local	\$2,100,398,008.72
Final Highway:	\$6,871,726,077.50

The growth rates used to project federal and state funding were based on estimates provided by ODOT. These growth rates were applied to the historical average and compounded to determine the financial forecast projections for short, medium, and long term years of the Plan.

For local funds historical data from the BMV for license plate registration fees and permissive taxes was obtained for 2023 for Summit, Portage, and Wayne Counties. Historic fuel tax data distributed to the counties, municipalities, and townships was obtained for 2023 from the Ohio Department of Taxation. AMATS applied a 2.5 percent growth rate for 2024 and 2025. In 2026 through 2050 a 0% growth rate was applied to that historical average and all years were totaled to determine the 2050 financial forecast.

With revenues established, it was necessary to assign inflation costs to each project recommendation. The table below shows the rates of inflation used to forecast project costs. Highway projects were assigned inflation rates based on the Ohio Department of Transportation’s (ODOT) July of 2024 Construction Cost Outlook and Forecast through 2030. AMATS assumed a flat 2.0% per year for the out years. All projects are shown in 2026 costs so the inflation rate is 0.0%.

Inflation rate per year	
2026	0.0%
2027	5.0%
2028	4.0%
2029	3.5%
2030	2.1%
2031-2050	2.0% per year

With inflation rates established, the next step was to estimate what year projects would take place to get an accurate inflated cost. The table on the following page shows project cost in year of expenditure dollar and the time band for which the project is expected to occur.



TRANSPORTATION OUTLOOK 2050

Preservation funds were estimated over the life of the plan and were assumed to be distributed equally over the life of the plan. The AMATS program is included in total and considered to be in year of expenditure dollars. Highway project costs are provided already inflated to year of expenditure dollar by ODOT which is why the expenditures are unchanged in the year of expenditure versus current cost. The plan also shows funds reserved for unspecified safety and operation projects, as well as \$35 million reserved for bicycle and pedestrian enhancements.

The table below demonstrates fiscal constraint for highway recommendations in Transportation Outlook 2050.

Highway Financial Constraint Analysis						
FY2026-2050						
Total Revenue						\$6,871,726,078
Maintenance Recommendations			Year of Expenditure	Current Cost	Year of Expenditure Cost	
	Pavement Resurfacing	(65 Percent of Need Identified in Preservation Needs Report)	Ongoing	\$ (1,233,134,550.05)	\$ (1,678,296,024)	
	Pavement Replacement	(65 Percent of Need Identified in Preservation Needs Report)	Ongoing	\$ (77,686,700)	\$ (105,731,592)	
	Bridge Preservation	(65 Percent of Need Identified in Preservation Needs Report)	Ongoing	\$ (2,892,879,574)	\$ (3,937,208,868)	
AMATS Program 2026-2029						
	AMATS Programmed Projects		2026-2029	\$ (485,483,521)	\$ (485,483,521)	
AMATS Ongoing Regionwide Improvements						
	Safety and Operational		Ongoing	\$ (75,208,000)	\$ (75,208,000)	
	Bicycle and Pedestrian		Ongoing	\$ (35,003,645)	\$ (35,003,645)	
Freeway Recommendations						
	<i>Recommendation</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>	<i>Year of Expenditure Cost</i>	
	I77/SR8 Corridor Imprv.	Lovers Lane	Perkins St	\$ (77,000,000)	\$ (77,000,000)	
	I-76 "Kenmore Leg" Imprv. to increase capacity and improve safety	I-76 @ I-277 Ramp	North of I-76 @ I-77 ramp	\$ (86,000,000)	\$ (86,000,000)	
Roadway Recommendations						
<i>Community</i>	<i>Recommendation</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>	<i>Yr of Expenditure Cost</i>	
Akron	Roundabout (or other intersection imprv.)	Glenwood Ave. @ N. Howard St.		2030-2035	\$ (3,000,000)	\$ (3,673,758)
Akron	Reconnecting Communities Imprv., new street connections and placemaking along frmr/current fwy	Innerbelt Vicinity (Exact Locations TBD)		2030-2035	\$ (20,000,000)	\$ (23,079,092)
Akron	Rand and Dart Avenue Road reconfig./function	Boulevard Street	W. Market Street	2036-2042	\$ (12,000,000)	\$ (15,594,484)
Akron	Phase 1 W. Exchange St. Complete Streets and Reconstruction	Jefferson Ave.	Portage Path	2030-2035	\$ (4,700,000)	\$ (5,532,058)
Akron	Phase 2 W. Exchange St. Complete Streets and Reconstruction	Clemmer Ave.	Jefferson Ave.	2036-2042	\$ (5,000,000)	\$ (7,033,321)
Akron	Phase 3 W. Exchange St. Complete Streets and Reconstruction	S. Hawkins Ave.	Clemmer Ave.	2036-2042	\$ (5,000,000)	\$ (6,760,209)
Akron	Merriman Road Imprv.: Corridor Imprv. Incl. road diet/complete streets, poss. roundabout(s)	0.25 miles west of Weathervane Pl.	Portage Path	2043-2050	\$ (18,000,000)	\$ (29,084,671)
Aurora	Left Turn Lane at Intersection	SR 43/Chillicothe Rd. @ Kingston Dr.		2030-2035	\$ (2,500,000)	\$ (2,942,584)
Aurora	Intersection Improvements	SR 43/Chillicothe Rd. @ S. Mennonite Rd.		2030-2035	\$ (2,500,000)	\$ (3,122,694)
Aurora	Intersection Improvements	Bissell Rd. @ Pioneer Trail		2043-2050	\$ (2,500,000)	\$ (4,120,328)
Aurora	Intersection Improvements	Mennonite Rd. @ Page Road		2036-2042	\$ (2,500,000)	\$ (3,586,994)
Barberton	Robinson Rd. Road Diet, Reconstruction, Safety Upgrades, Ped. Improvements	Wooster Rd. North	Van Buren Ave.	2043-2050	\$ (6,600,000)	\$ (10,877,667)
Barberton	Peanut Roundabout	Wooster Rd. North @ Norton Ave. and other nearby streets		2043-2050	\$ (6,800,000)	\$ (10,560,883)
Boston Heights	Signal Improvements	Olde Eight Rd. @ SR 303/Streetsboro Rd.		2036-2042	\$ (300,000)	\$ (397,659)
Cuyahoga Falls	State Rd. Improvements	High Level Bridge Over Cuyahoga River		2030-2035	\$ (20,000,000)	\$ (25,481,183)
Cuyahoga Falls	S. Bailey Road Imprv. Incl. streetscaping, Complete Streets, enhancements at Northmoreland Rd.	200' south of Northmoreland Rd.	Myrtle Ave.	2036-2042	\$ (4,000,000)	\$ (5,739,190)
Cuyahoga Falls	Intersection Improvements, Possible Roundabout	Riverview Rd. @ Ira Rd.		2043-2050	\$ (2,500,000)	\$ (3,882,677)
Cuyahoga Falls	Steels Corners Widening and Shared-Use Path	State Rd.	Eastern Corp Limits	2036-2042	\$ (9,000,000)	\$ (11,695,863)
Cuyahoga Falls/Stow	Steels Corners Bridge Replacement	Over Mud Brook		2030-2035	\$ (20,000,000)	\$ (23,540,674)
Fairlawn	W. Market St. Corridor Safety Improvements and Reconstruction	Springside Dr.	N. Revere Rd.	2036-2042	\$ (24,000,000)	\$ (31,188,968)
Green	Massillon Road Improvements (TWLTL)	Greensburg Rd.	Wise Rd.	2036-2042	\$ (4,000,000)	\$ (5,302,125)
Green	Roundabout (or other intersection improvements)	SR 619/E. Turkeyfoot Lake Rd. @ S. Main St.		2030-2035	\$ (2,500,000)	\$ (3,061,465)
Green	Roundabout (or other intersection improvements)	SR 619/E. Turkeyfoot Lake Rd. @ Mayfair Rd.		2030-2035	\$ (2,000,000)	\$ (2,498,155)
Hudson	SR 303/W. Streetsboro Rd. Intersection Safety Improvements	Nicholson Dr.	Boston Mills Rd.	2036-2042	\$ (1,000,000)	\$ (1,406,664)



**Highway Financial Constraint Analysis
FY2026-2050**

Roadway Recommendations (cont.)						
Community	Recommendation	From	To		Current Cost	Yr of Expenditure Cost
Hudson	SR 91 TWLTL	Middleton Road	Northern Corp Limits	2043-2050	\$ (4,000,000)	\$ (6,858,863)
Hudson	Hines Hill Road Improvements	Western Corp. Limits	Future NS Rail Overpass	2030-2035	\$ (6,000,000)	\$ (7,203,446)
Kent	SR 43 Traffic Calming and Ped Safety Improvements	Stinaff St.	Roosevelt High School Entrance	2030-2035	\$ (1,000,000)	\$ (1,153,955)
Kent	SR 43 (River St./Gougler St.) Safety Issues: restriping, add parking, sidewalks, road diet	SR 59/Haymaker Pkwy.	Fairchild Ave.	2030-2035	\$ (2,900,000)	\$ (3,481,666)
Macedonia	Intersection Improvements	Highland Rd. @ Valley View Rd.		2030-2035	\$ (3,600,000)	\$ (4,496,679)
Mogadore	Signal Improvements	Mogadore Rd. @ Gilchrist Rd.		2036-2042	\$ (400,000)	\$ (540,817)
New Franklin	W. Turkeyfoot Lake Rd. Improvements	State Street	Eastern Corp Limits	2043-2050	\$ (3,000,000)	\$ (5,144,148)
Northfield Center Twp.	Roundabout	Olde Eight Rd. @ Brandywine Rd. and SR 82/Aurora Rd.		2036-2042	\$ (2,600,000)	\$ (3,585,615)
Rittman	Intersection and Streetscape Improvements	N Main St @ E Ohio Ave		2030-2035	\$ (2,800,000)	\$ (3,361,608)
Rittman	Intersection Improvements	Ohio St @ E Ohio Ave		2036-2042	\$ (2,200,000)	\$ (2,858,989)
Rootstown Twp.	SR 44 Corridor Improvements	Tallmadge Road/C.H. 18	I-76	2043-2050	\$ (20,000,000)	\$ (32,962,627)
Sagamore Hills Twp.	Roundabout	Valley View Rd. @ Chafee Rd.		2036-2042	\$ (2,400,000)	\$ (3,181,275)
Stow	Graham Road Improvements: TWLTL, wide sidewalks, intersection improvements	SR 91/Darrow Rd.	Newcomer Rd.	2030-2035	(15,000,000)	\$ (17,309,319)
Stow	Intersection Improvements	Fishcreek Rd. @ Stow Rd.		2030-2035	\$ (1,500,000)	\$ (1,800,862)
Stow	Fishcreek Rd.Turn Lane Improvements	Laurel Woods Blvd.	SR 91/Darrow Rd.	2043-2050	\$ (1,000,000)	\$ (1,714,716)
Stow	Norton/Seasons Rd. Wider Lanes and Roadway Improvements	SR 8	SR 91/Darrow Rd.	2043-2050	\$ (8,000,000)	\$ (13,717,727)
Streetsboro	Frost Road Corridor Improvements	150' East of Phillip Pkwy./David Dr.	300' West of SR 43	2030-2035	\$ (9,100,000)	\$ (10,711,007)
Streetsboro	SR 303/Streetsboro Rd. Improvements	300' East of SR 14	Page Rd.	2036-2042	\$ (8,000,000)	\$ (10,396,323)
Tallmadge	East Avenue Corridor Improvements	Cambrian Dr.	N./S. Munroe Rd.	2036-2042	\$ (7,400,000)	\$ (10,005,109)
Tallmadge	Roundabout	SR 261/Northeast Avenue @ Middlebury Rd.		2043-2050	\$ (3,500,000)	\$ (6,001,506)
Twinsburg	SR. 91 TWLT	Ravenna Rd.	Tinkers Creek Bridge	2043-2050	\$ (3,000,000)	\$ (5,144,148)
					\$ (5,250,195,990)	\$ (6,871,725,420)

BALANCE: \$ 658

Transit Recommendation Methodology

Transit funding data for both Metro RTA and PARTA was collected over the last five years to estimate the amount of federal, state and local funding expected to be available. The growth rates used to forecast transit funding assumed 1.25 percent growth in 2026-2028 and then 0 percent through 2050.

Local funds were projected based on past transit financials reported in each agencies' CAFR. The 2023 estimated totals for METRO and PARTA were added together and were used as the baseline for future projections. The growth rates used to forecast local transit funding were assumed the same as the rates for federal funding growth.

Revenue	
Federal and State Revenue	\$411,269,494.94
Local Revenue	\$2,055,831,275.47

Transit costs were inflated based on ODOT's July of 2024 Construction Cost Outlook and Forecast through 2025. AMATS used ODOT's short term inflation rate for transit projects through 2030. A 2 percent inflation rate was estimated for years 2031-2050. The inflation rate applied to projects is as follows:

Inflation rate per year	
2026	0.0%
2027	5.0%
2028	4.0%
2029	3.5%
2030	2.1%
2031-2050	2.0% per year

With inflation rates established, the next step was to estimate what year projects would take place to get an accurate inflated cost. The following table shows project cost in year of expenditure dollar and the time band for which the



project is expected to occur. Operating expenses to maintain the system were projected annually and operation expenses for additional new service were added when service is projected to start.

Transit Fiscal Constraint		
FY2026-2050		
Revenue		
Federal and State Revenue	\$ 411,269,495	
Local Revenue	\$ 2,055,831,275	
METRO	Cumulative Costs	
Operating Expenses – Base Service	\$ (1,802,441,948)	Ongoing
Micro-Transit – Demand Response		
Capital Expenditures – Base Service		
Annual Bus Fleet Expenditures	\$ (204,680,000)	Ongoing
Bus Shelter and Stop Enhancements	\$ (5,500,000)	Ongoing
Operating Expenses – Additional Service		
BRT Service Priority Corridor	\$ (13,790,922)	Ongoing
Capital Expenses – Additional Service		
BRT Buses and Infrastructure	\$ (23,677,017)	2030-2035
Maintenance Facility	\$ (40,622,333)	2030-2035
Administration Facility – TOD	\$ (31,407,800)	2036-2042
PARTA	Cumulative Costs	
Operating Expenses – Base Service	\$ (265,815,278)	Ongoing
Micro-Transit – Demand Response		
Capital Expenditures – Base Service		
Annual Bus Fleet Expenditures	\$ (77,821,702)	Ongoing
Bus Shelter and Stop Enhancements	\$ (156,394)	Ongoing
Capital Expenses – Additional Service		
Ravenna / Northern Hub	\$ (1,183,851)	2030-2035
BALANCE	\$ 3,525	

Bicycle and Pedestrian Recommendation Methodology

Bicycle and Pedestrian improvements are funded through the estimated highway revenues. AMATS reserved over \$35 million for potential bicycle and pedestrian improvements in the greater Akron area. Bicycle and pedestrian project costs are inflated based on the highway methodology. The table below demonstrates how funds reserved for bicycle and pedestrian projects will be spent and are inflated to year of expenditure. Bicycle and Pedestrian improvements are assumed to be covered mostly through additional local or state funds outside of funding projected by AMATS. These funding sources include Park District sources, Clean Ohio Funds, and local community park funds. According to the AMATS Funding Policy, only \$1,000,000 may be used on bicycle or pedestrian project per round of funding, therefore AMATS assumes that bicycle and pedestrian projects will either receive funds in multiple rounds or local or state funds will cover the remaining construction cost.



TRANSPORTATION OUTLOOK 2050

Bicycle and Pedestrian Recommendations Financial Constraint Analysis

FY2026-2050

Bicycle and Pedestrian Recommendations

Community	Name	From	To	Distance	Cost (Current)	Time Band	Cost (Year of Expenditure)	Federal Expenditure
Akron	Akron-Peninsula Road Multi-Use Path	Portage Trail	1500' NW of Hampton Knoll Dr.	0.89	\$ 1,950,000	2043-2050	\$ 3,150,839.36	\$ (1,000,000.00)
Akron	Summit Lake Pedestrian Improvements	TBD		TBD	\$ 1,500,000	2030-2035	\$ 1,911,088.72	\$ (1,000,000.00)
Akron	Rubber City Heritage Trail	Towpath Trail	Johnson Street	3.08	\$ 12,700,000	2036-2042	\$ 18,221,928.60	\$ (3,000,000.00)
Akron / Cuyahoga Falls / Silver Lake / Stow	Veterans Trail / Akron Secondary	Freedom Trail	Graham Road	7.14	\$ 10,500,000	2036-2042	\$ 15,674,015.15	\$ (1,500,000.00)
Aurora	Aurora Trail Connection	Sunny Lake	Future Headwaters Trail	1.02	\$ 1,500,000	2030-2035	\$ 1,949,310.49	\$ (1,000,000.00)
Aurora	Aurora Trail Connection	Treat Rd. Quarry	Future Headwaters Trail	0.75	\$ 1,100,000	2036-2042	\$ 1,578,277.28	\$ (1,000,000.00)
Bath Twp. / Akron / Cuyahoga Falls	Sourek Corridor Trail	Ghent Rd METRO RTA Park & Ride	Towpath Trail	3.32	\$ 5,000,000	2043-2050	\$ 8,079,075.27	\$ (1,000,000.00)
Boston Heights/Peninsula	Connector Trail - Old Akron-Peninsula Rd. ROW	Towpath Trail	Bike & Hike Trail	2.48	\$ 3,500,000	2030-2035	\$ 4,639,358.97	\$ (1,000,000.00)
Charleston Twp. / Freedom Twp. / Windham Twp. / Windham	Conrail Freedom Secondary Trail	Peck Rd	Portage/Trumbull County Line	11.88	\$ 14,850,000	2043-2050	\$ 23,994,853.56	\$ (3,000,000.00)
Clinton	Heartland Trail Extension, Connection to Towpath	Coal Bank Road	Towpath Trail	5.11	\$ 7,000,000	2043-2050	\$ 12,003,011.04	\$ (2,000,000.00)
Franklin Twp./Kent	Franklin Connector	Hudson Rd	Ravenna Rd	2.10	\$ 3,500,000	2036-2042	\$ 5,021,791.35	\$ (1,000,000.00)
Franklin Twp./Kent	Lake Rockwell Trail	Freedom Trail	Franklin Connector	4.21	\$ 5,000,000	2036-2042	\$ 7,613,093.07	\$ (1,500,000.00)
Green	Willadale Trail	Koons Rd.	Massillon Rd.	0.65	\$ 1,000,000	2030-2035	\$ 1,325,531.13	\$ (1,000,000.00)
Hudson/Stow	Veterans Trail/Akron Secondary	Springdale Rd	Veterans Park	4.6	\$ 6,900,000	2043-2050	\$ 12,068,170.24	\$ (2,000,000.00)
Kent	Franklin Avenue Sidewalks	Summit St.	Erie St.	0.2	\$ 300,000	2030-2035	\$ 374,723.278	\$ (374,723.28)
Lakemore	Sanitarium Rd. Sidewalks Phase 1	2nd	Spartan Trail	0.61	\$ 550,000	2030-2035	\$ 714,747.18	\$ (714,747.18)
Lakemore	Sanitarium Rd. Sidewalks Phase 2	Spartan Trail	Brittany	0.55	\$ 550,000	2036-2042	\$ 773,665.333	\$ (773,665.33)
Lakemore	Misc Lakemore Walkway Improvements (Lake, 5th)	All High Priority Improvements on Lakemore CC Study			\$ 550,000	2036-2042	\$ 821,019.84	\$ (821,019.84)
Norton	Cleveland Massillon Rd	Greenwich Rd	Norton Branch Library	0.37	\$ 600,000	2043-2050	\$ 969,489.03	\$ (969,489.03)
Norton	Easton Rd	Greenwich Rd	Oser Rd	0.85	\$ 1,530,000	2036-2042	\$ 2,195,240.22	\$ (1,000,000.00)
Norton/Barberton	3 Creeks - Silver Creek Trail	Silvercreek Rd (Wadsworth)	Magic Mile	5.55	\$ 8,000,000	2043-2050	\$ 12,926,520.44	\$ (3,000,000.00)
Rittman/Chippewa Twp	County Line Trail (North Extension)	County Line Trail terminus	Medina County line	1.64	\$ 2,460,000	2036-2042	\$ 3,600,193.96	\$ (1,000,000.00)
Sagamore Hills Twp.	Sagamore Connector Trail	Towpath Trail	Bike & Hike Trail (near Valley View)	1.5	\$ 3,200,000	2036-2042	\$ 4,591,352.09	\$ (1,350,000.00)
Streetsboro	Streetsboro Trail Connection	Tinkers Creek/Old Mill Rd	Clare Wilcox Park	4.58	\$ 6,000,000	2043-2050	\$ 10,494,061.08	\$ (2,000,000.00)
Tallmadge	Pedestrian Tunnel	West Ave	Northwest Ave	0.1	\$ 2,000,000	2030-2035	\$ 2,704,083.51	\$ (1,000,000.00)
Twinsburg	Park Loop Trail	Center Valley Bikeway	Center Valley Bikeway	0.92	\$ 1,380,000	2030-2035	\$ 1,758,201.62	\$ (1,000,000.00)
					\$ 103,120,000		\$ 159,153,642	\$ (35,003,644.66)

Appendix C | Demographics

AMATS examines different demographics of our region when crafting various local plans. Some of the demographics that have been recently studied include: minority, low income, elderly, individuals with disabilities, language efficiency populations, birth and marriage rates.

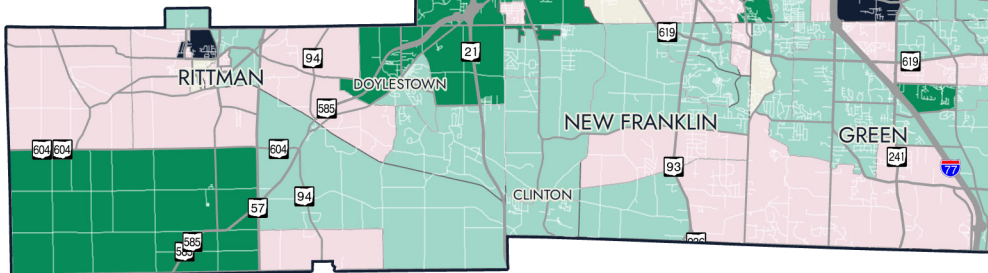
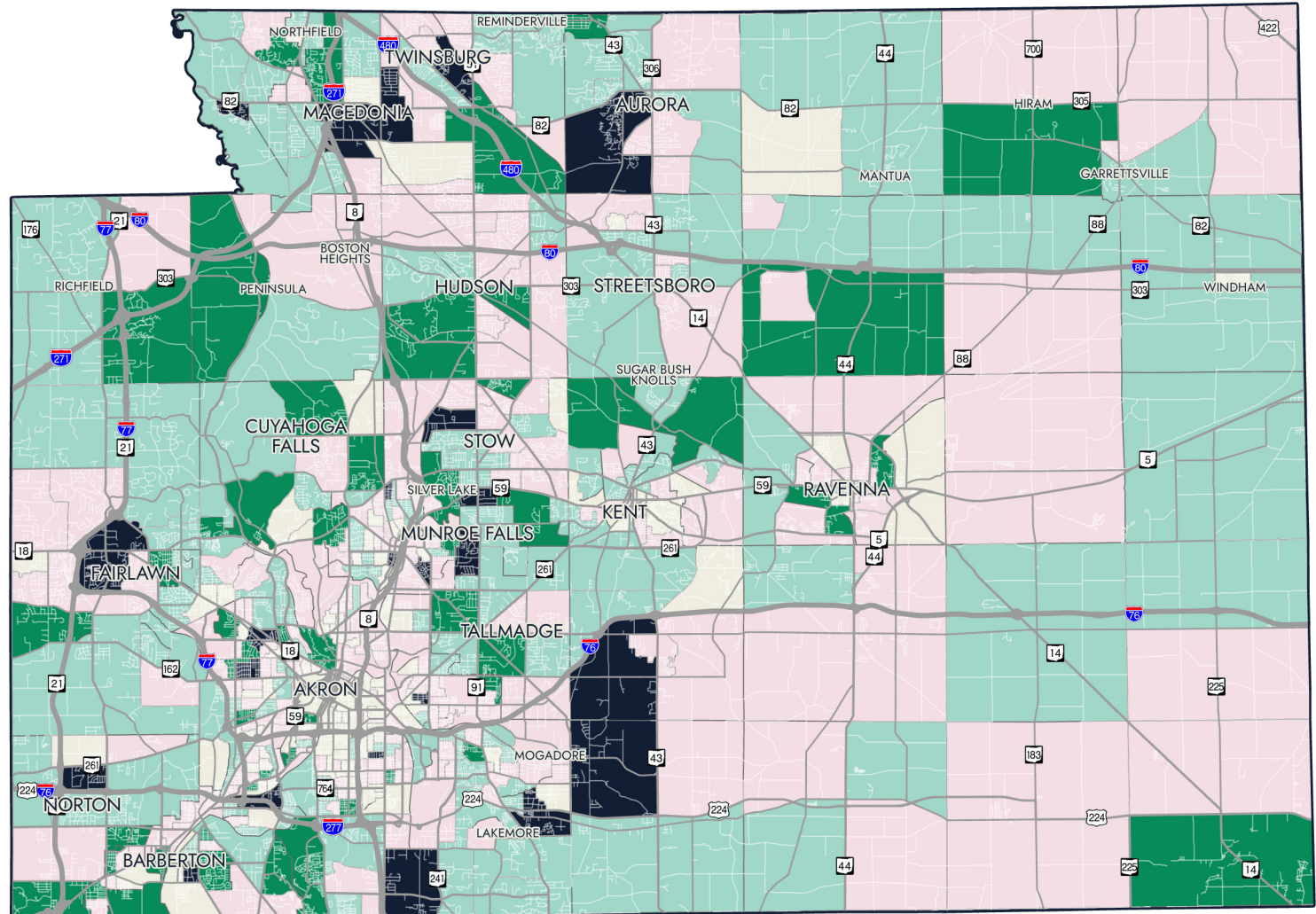
Recently examined demographic groups based on ACS-2019-2023 Data

Elderly populations are defined as being aged 65 and older. Within the AMATS planning area, many of the areas of high elderly populations are outside of the high-density urban core—cities like Akron (South Akron, particularly Firestone Park and Ellet), Fairlawn, Barberton/Norton, Cuyahoga Falls, Aurora and Macedonia — though higher elderly populations can be found throughout the region, even within portions of those cities. Some of the larger percentages of elderly populations are in large suburban condominium or senior-specific apartment developments. This population is expected to increase in the following years as the Baby Boomer generation reaches retirement age, many of which will need some sort of transportation assistance as driving personal vehicles becomes more difficult or impossible for many.

Elderly Population

Elderly Percentage (2019-2023 ACS)

- Less than 50% of the Regional Average
- 50% - 99% of the Regional Average
- 100% - 149% of the Regional Average
- 150% - 199% of the Regional Average
- At Least 200% of the Regional Average

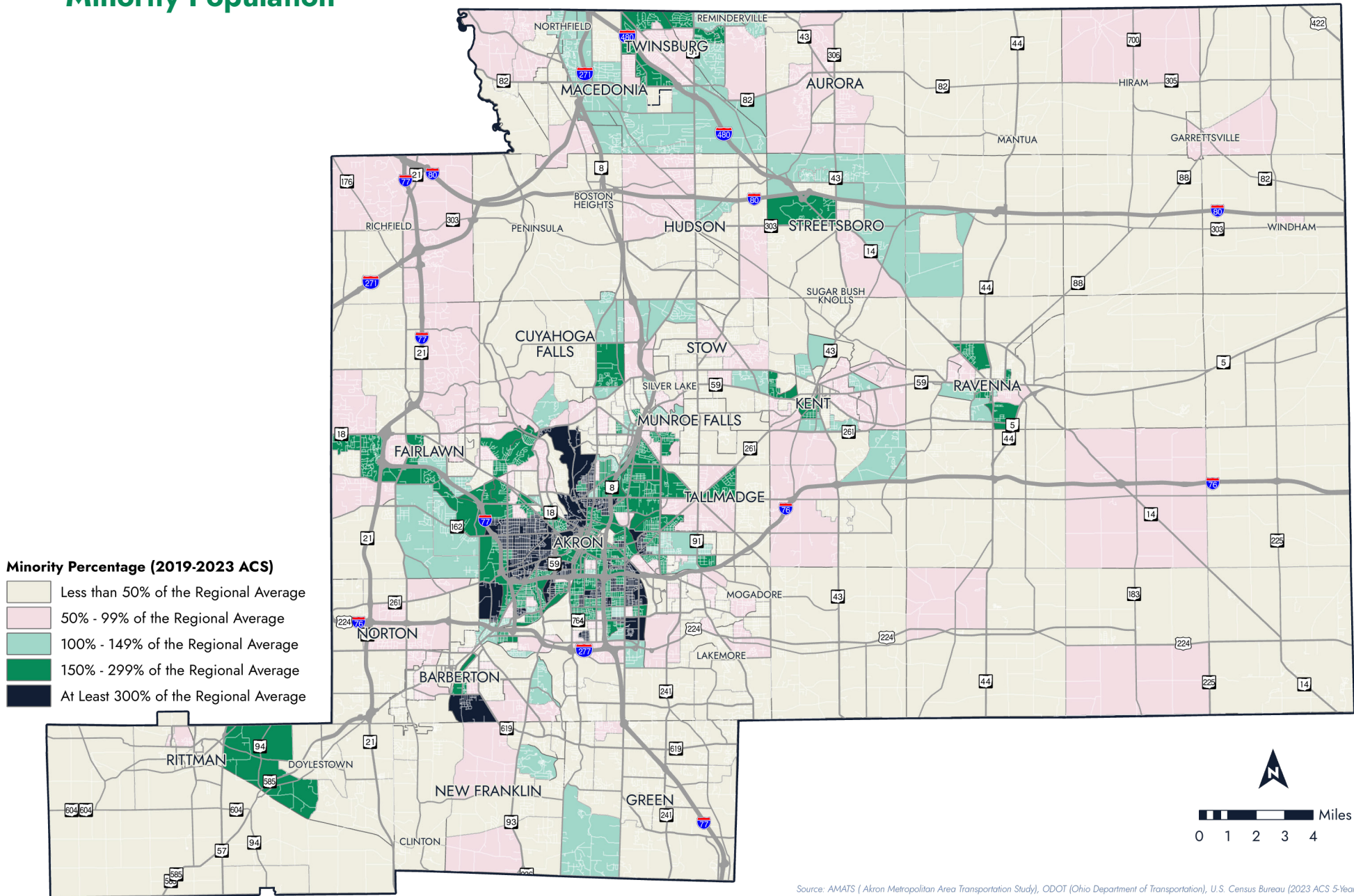


Date: March 7, 2025
 Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



Minorities are defined as non-white populations. Within the Greater Akron area, black populations are by far the most common minority group, though several other minority populations exist throughout the area. The highest concentrations of minority populations are in the Akron, particularly in West Akron and, to a slightly lesser extent, in the Middlebury, East Akron, and North Hill sections of the city. There is also a high minority population in the Twinsburg Heights section of Twinsburg Township. Other notable concentrations of minority populations can be found in portions of the cities of Barberton, Kent, Ravenna, Streetsboro and Twinsburg, and Copley and Twinsburg townships. Summit County has far more racial diversity than the balance of planning region.

Minority Population

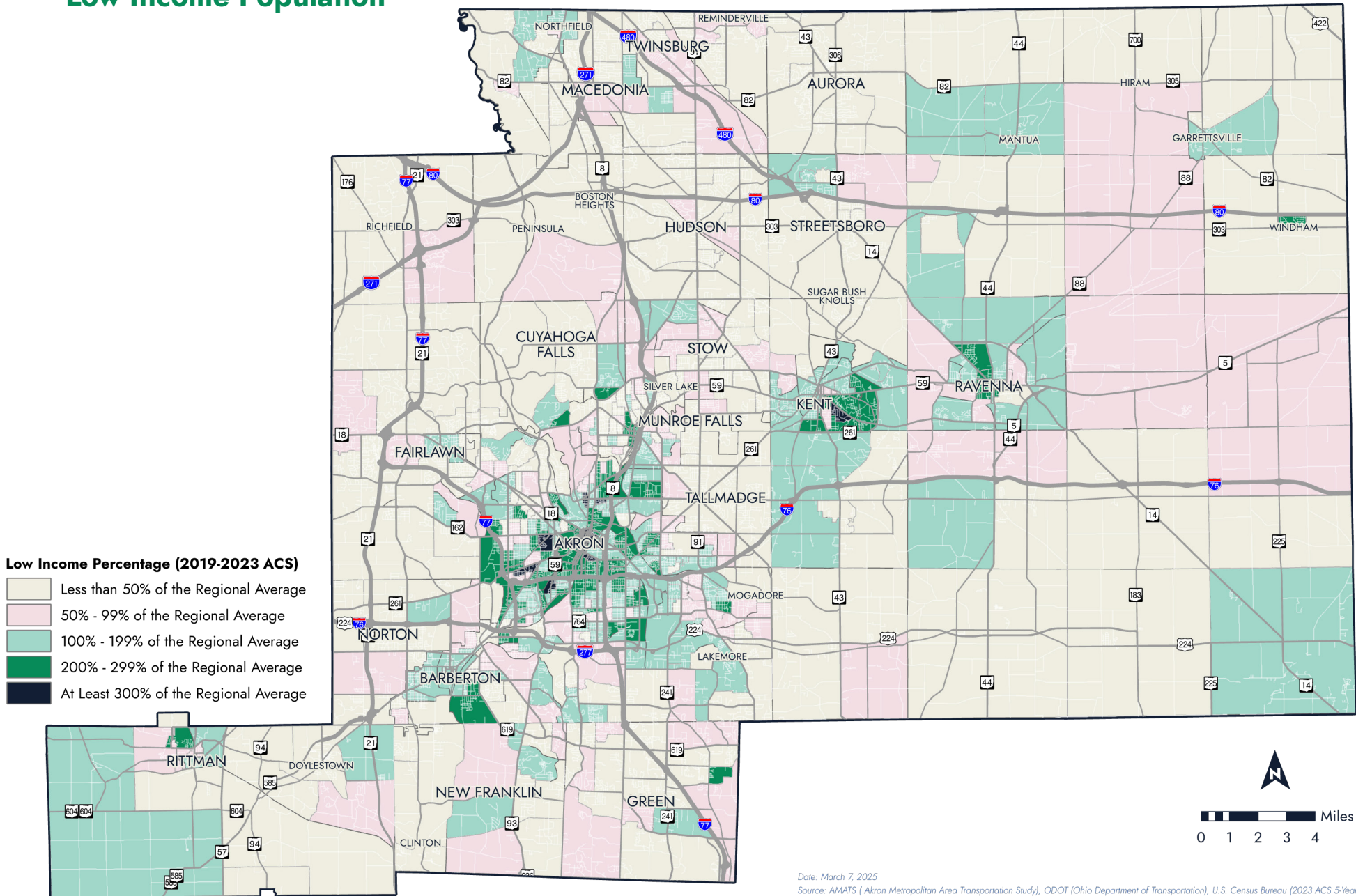


Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



Low-Income is defined as the population receiving less annual income than the regional average. For this Plan, individual income averages are presented below in the table and map. In the AMATS region, many of the lowest-income areas are within the City of Akron. Significant low-income populations are spread throughout the city, generally closer to its center. Additionally, some sections of the cities of Kent, Ravenna, Barberton, Green, and Cuyahoga Falls, and the Village of Windham, have significant low-income populations. There are also block groups throughout the region with above-average low-income populations, particularly in rural areas.

Low Income Population

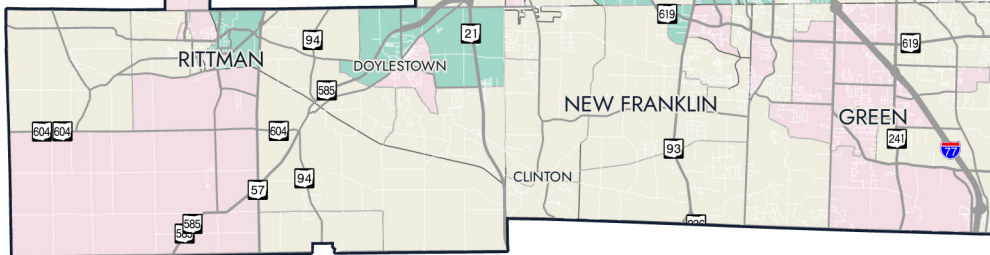
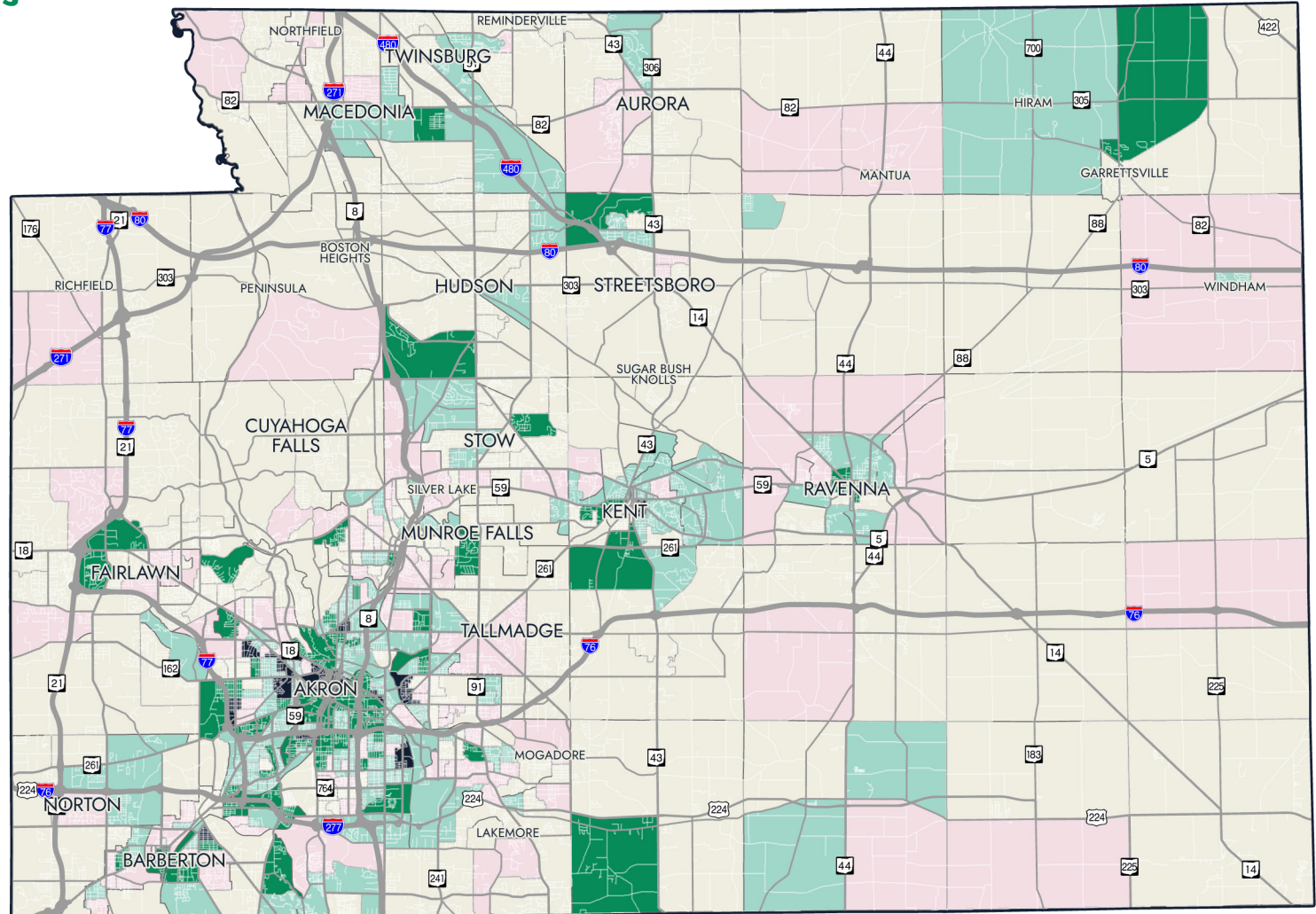


Carless Households data is collected at the household level rather than the individual level and represents the percentage of households within each block group without a car. It's important to note that the reasons for this vary, including age, disabilities, lack of affordability, and personal choice. Some individuals may choose alternative transportation options, but still have access to a personal vehicle, while for many others, they're an essential part of life. A strong concentration of the region's carless households can be found within the city of Akron. There is a correlation between many of the lower income block groups within the city and carless households. Other areas of carless households can be found within the AMATS planning region. Most of these tend to be in more walkable communities, block groups where large senior housing facilities exist, or, as in Northeastern Portage County, where Amish populations exist.

Carless Households

No Vehicle HH Percent (2019-2023 ACS)

- Less than 50% of the Regional Average
- 50% - 99% of the Regional Average
- 100% - 249% of the Regional Average
- 250% - 499% of the Regional Average
- At Least 500% of the Regional Average

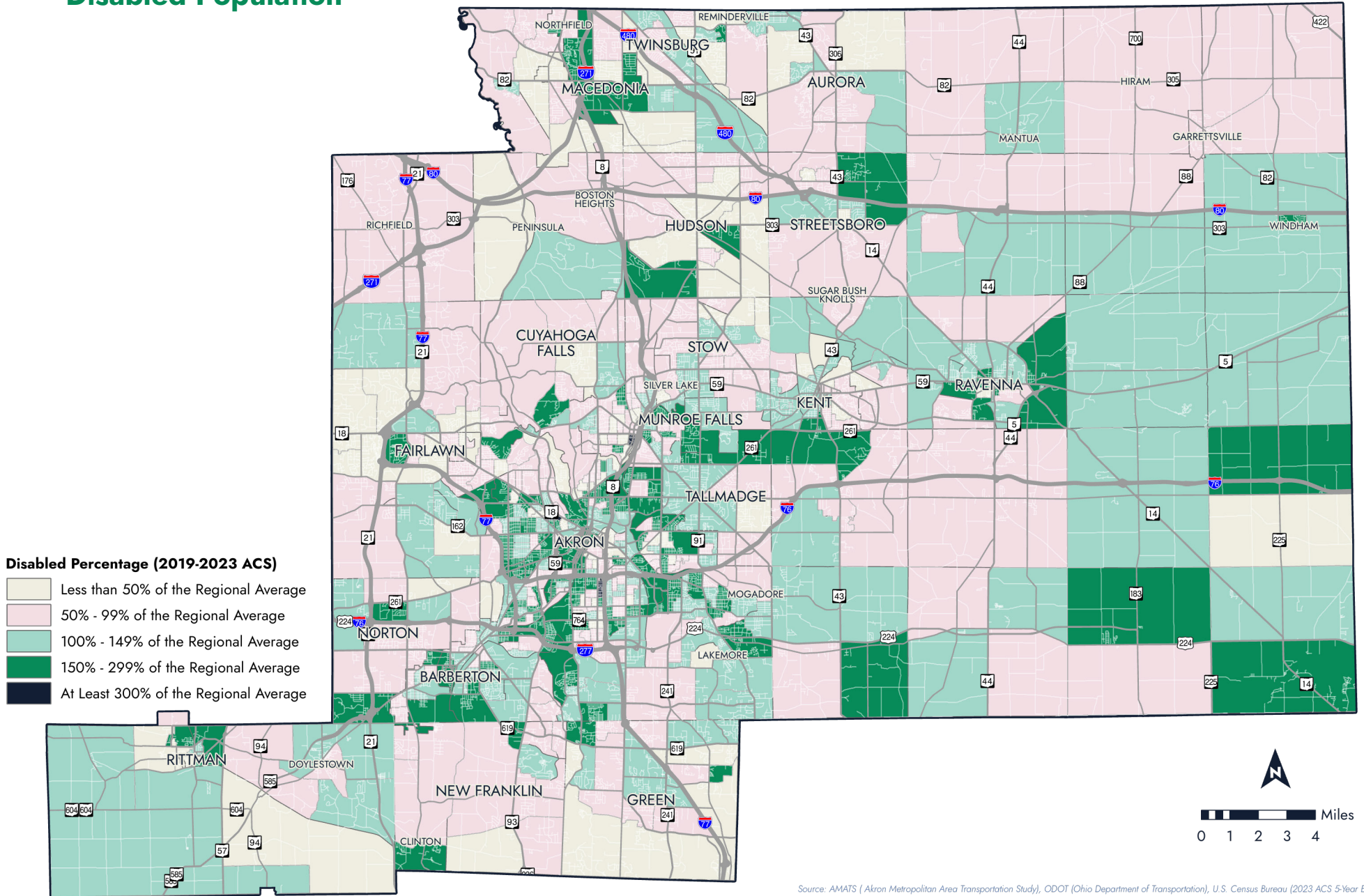


Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



Individuals with Disabilities are adults over the age of 17, who have hearing, vision, cognitive, ambulatory, self-care, or independent living difficulties. The disabled population is more geographically scattered than the other groups analyzed. Some of the areas with the highest percentage of disabled population are within the cities of Akron and Barberton, although both have many areas of below-average disabled populations, often in adjoining BGs. Other areas of above-average disabled populations can be found throughout all portions of the planning area.

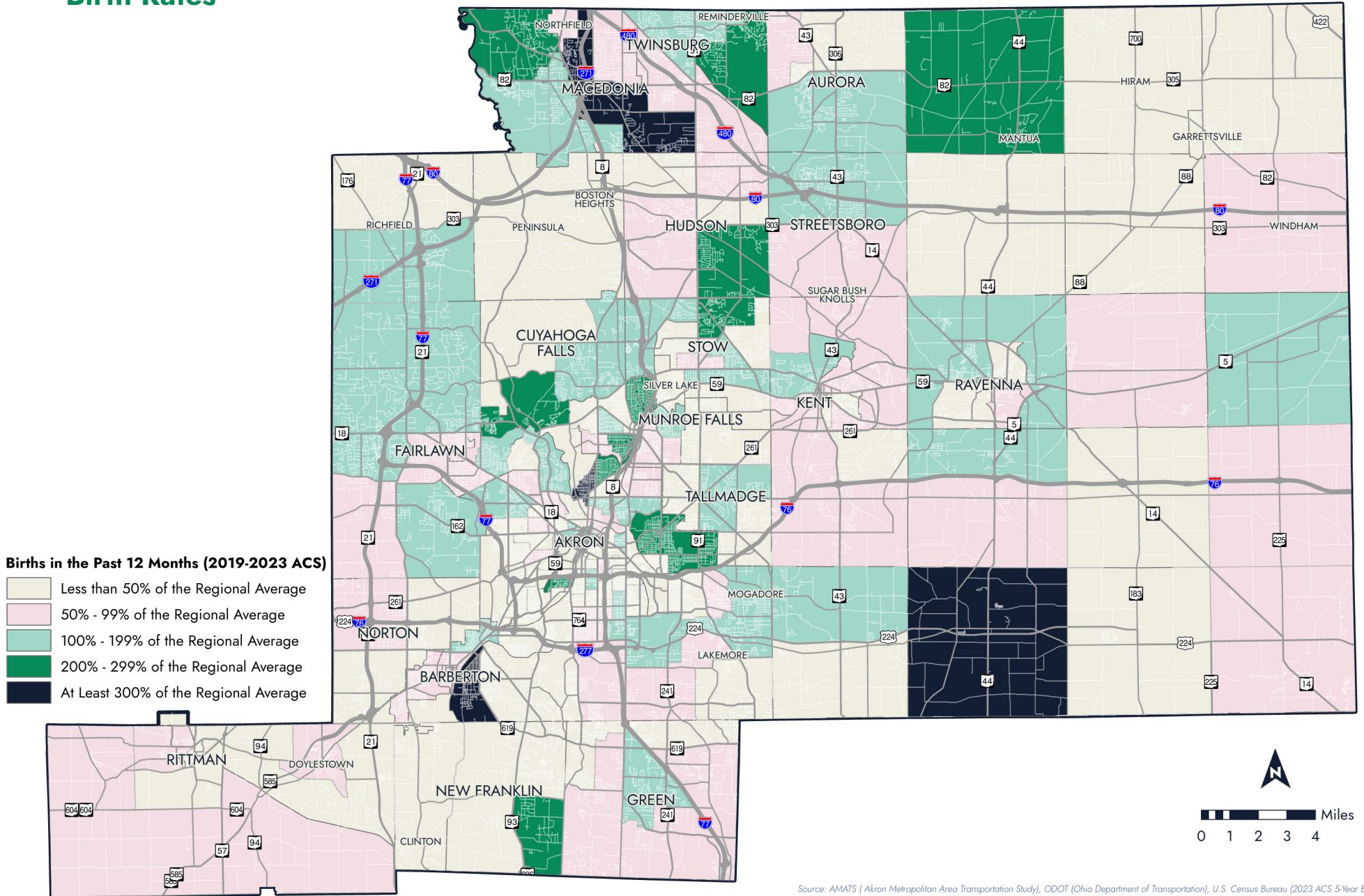
Disabled Population



Recently examined demographic groups based on ACS Data

Birth Rates are the number of individuals born in a population in given amount of time. Variables used for birth rates can be used on the census tract level. However, getting data from all census tracts in the nation is too large of a data set to retrieve so therefore we average births from all 50 states would produce a number that is way too large to compare to the averages at the AMATS census tract level at this moment. Therefore, to get some type of estimate of what the national average would be for census tracts we divided all the states totals by the number of census tracts in the state. This does infer that all the census tracts produced the same number of children for the state, which is known to not be true, but the estimate would give a better guess at what the national average will be based on census tracts. However, there were no differences in the map from regional averages to the estimated national averages implying that the AMATS area regional average is a good representation of the national average. When looking at the regional maps for birth rates throughout the AMATS region we find higher rates in areas of larger population in Akron, Fairlawn, Barberton, Cuyahoga Falls, Stow, Hudson and Tallmadge. Higher concentrations of birth rates are exhibited toward the northern portions of Summit and Portage Counties where the population is larger. Rural areas north of Mantua and near Randolph exhibit a higher concentration of regional and national birth rates.

Birth Rates

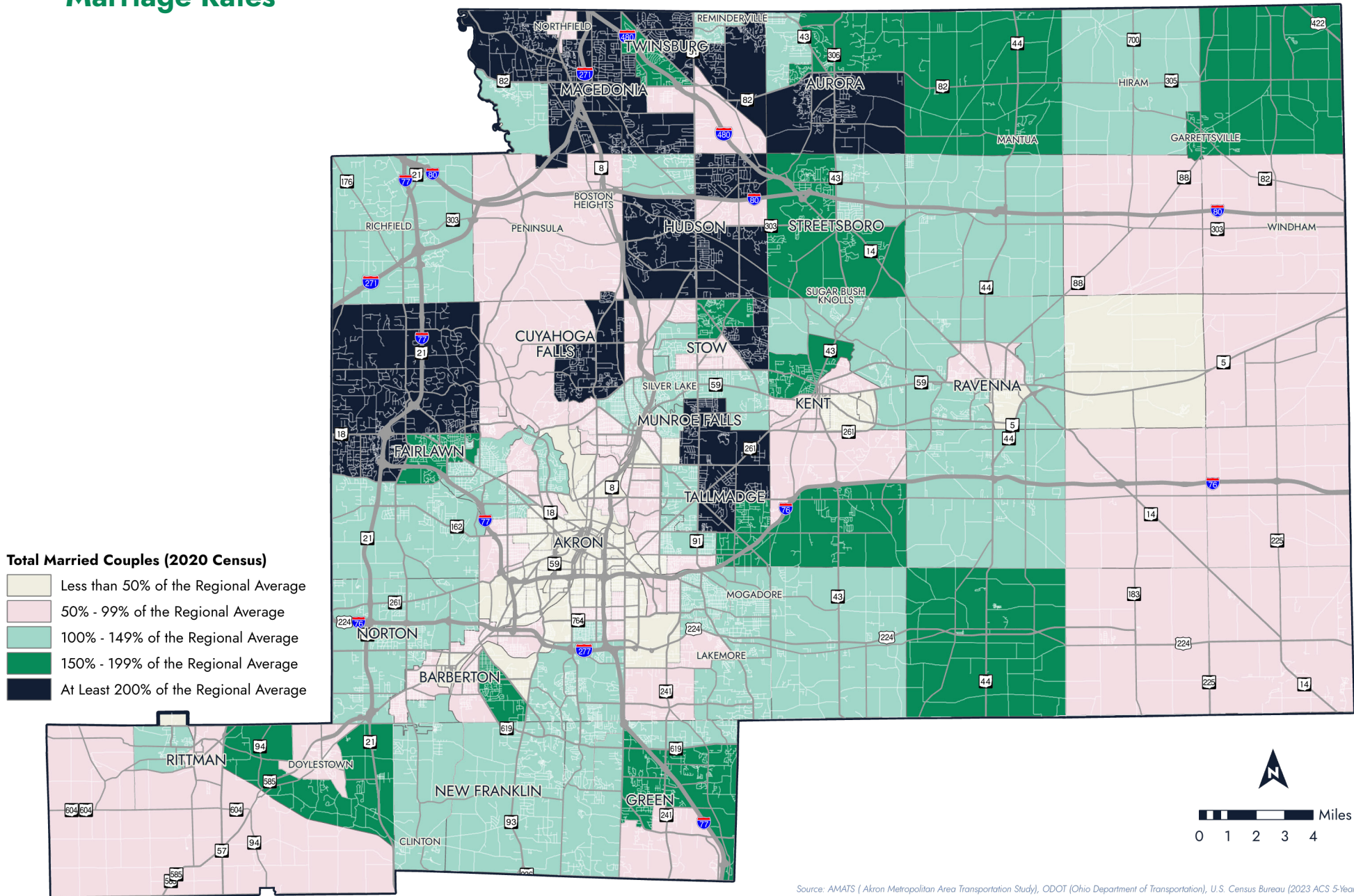


Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)



Local **Marriage Rates** are defined as the ratio of marriages to the population of a particular area or during a particular period. The data used is from the 2020 Census, which shows a higher concentration of marriages throughout affluent suburban areas of Fairlawn, Bath, Richfield, Hudson, Aurora, Twinsburg and concentrations in Stow, Munroe Falls, Kent and Tallmadge.

Marriage Rates



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2023 ACS 5-Year Estimates)

Appendix D | Environmental Mitigation

Environmental resources have immeasurable benefits that affect the social well-being and long-term viability of local and regional economies. Transportation improvements generally stimulate new development and therefore can have potential adverse impacts on the natural environment. Transportation planning provides the opportunity to slow negative and costly environmental impacts by making transportation improvements that minimize adverse environmental impacts.

The National Environmental Policy Act (NEPA) and the *Infrastructure Investment and Jobs Act (IIJA)* require that transportation planning agencies like AMATS consider potential impacts to the surrounding natural and social environment, whether for new construction projects or maintenance activities in the greater Akron area. Because the recommendations in Transportation Outlook 2050 are eligible for federal transportation funds, all proposed federally funded projects are subject to federal environmental laws and rules including NEPA, Endangered Species Act, Fish and Wildlife Coordination Act, and the Clean Water Act.

AMATS utilized an environmental consultation process to identify the environmental impacts of TO2050 plan update. The ODOT Office of Environmental Services (OES) takes a lead role in consulting with environmental resource agencies to obtain the data and discuss review of Metropolitan Planning Organization’s transportation plans.

It is important to note that environmental studies are very conceptual at the transportation planning stage. To address environmental impacts on transportation projects, AMATS includes a discussion of the types of environmental resources along with maps in the region of the most common environmental features in accord with federal requirements at the policy and/or strategic levels, not at the project-specific level. To advance any project to construction, additional environmental assessment and mitigation practices will need to be completed. For projects that use state or federal funds, this will include a detailed environmental study in compliance and consultation with NEPA, other federal, state and tribal wildlife, land management, regulatory agencies, and ODOT requirements.

Through ODOT’s consultation with the environmental resource agencies and AMATS’ own data collection activities, the analysis includes a discussion of environmental mitigation strategies as well as an environmental resource agencies contact list.

Environmental resources that have been identified for discussion in this Plan include:

- Air Quality
- Water Resources and Wetlands
- Threatened and Endangered Species
- Section 4(f) Parkland
- Stormwater Management
- Social and Economic Impacts

- Cultural Resources
- Environmental Vulnerability Impacts

The following sections include a brief description of the environmental resources that are regional in scope in the planning stage of development and may require a more thorough and detailed assessment as any project moves closer to construction phase. AMATS analyzed TO2050 projects for potential environmental impacts using GIS overlay techniques. When available, OES databases were enhanced with local or internal data sources.

Air Quality

The effect of vehicle emissions on air quality is a major consideration in transportation planning for the region. Individual vehicle trips may seem insignificant, but their cumulative effect is a major determinant in the region's air quality.

Air quality conformity demonstrates that the transportation programs in the region conform to applicable air quality standards. Individual vehicle trips may seem insignificant, but their cumulative effect is a major determinant in the region's air quality.

The AMATS region is required to participate in air quality conformity to attain the National Ambient Air Quality Standards (NAAQS) for various criteria pollutants. Summit and Portage counties are part of the eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit counties.

The MPOs and ODOT must reestablish conformity for the ozone standards and fine particulate matter (PM_{2.5}) standards as a result of adopting new TIP and LRP amendments. The conformity analysis demonstrates that emissions from vehicles traveling on the planned transportation system are less than the area's emissions budget (or other emissions target in the absence of an approved budget). AMATS updates its travel demand model periodically to conduct this analysis considering the latest planning assumptions.

As the United States Environmental Protection Agency (USEPA) continues to tighten the current ozone and fine particulate matter (PM_{2.5}) standards, the region may be required to implement more control measures on ozone and PM_{2.5}. While more controls may be necessary, much of the area's pollution originates outside the area and is carried by wind patterns into the region. AMATS provides the work necessary to support the Clean Air Act Amendments of 1990 and to satisfy any changes resulting from the newly proposed air quality standards.

The complete air quality conformity document and the associated results of the transportation conformity analyses for TO2050 are discussed in detail in **Appendix A**.

Water Resources and Wetlands

Lakes, rivers and streams are an integral part of the ecosystem and regional watersheds. They provide a relation between land and water resources, help to curb flooding by slowing down and absorbing excess rainwater, and provide a habitat for numerous plants and animals.

Wetlands are low-lying areas where the water table stands near, at, or above the land surface for at least part of the year. This results in specialized wet soil types and water dependent plants. Wetlands can provide ecosystem



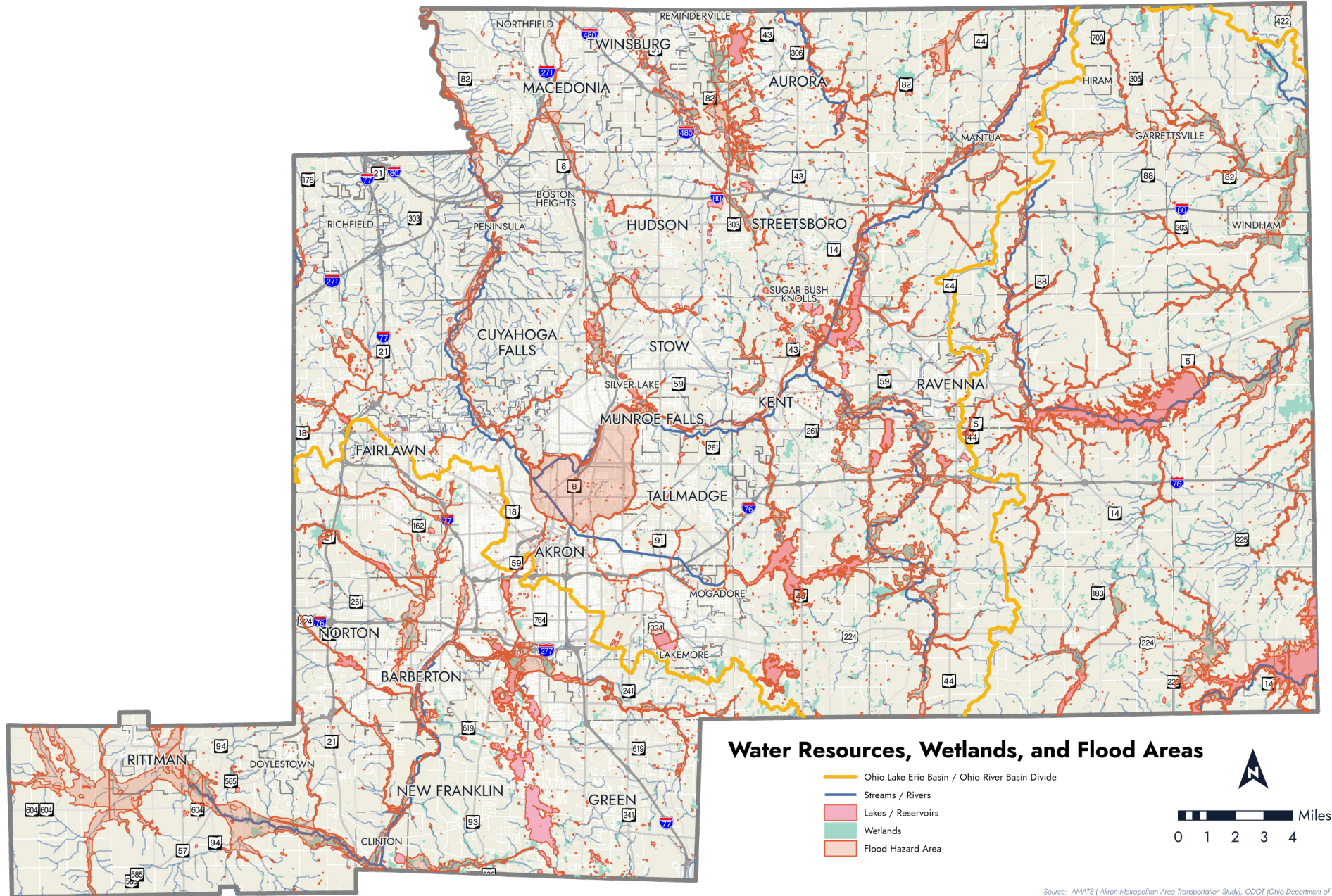
services including essential wildlife habitats for many plants and animals, and water filtration and storage to lessen and prevent storms and flood damage.

The Greater Akron area includes numerous streams and rivers, lakes, reservoirs, and wetlands. The two major rivers in the region are the Cuyahoga and the Tuscarawas. The Upper Cuyahoga River is a designated State Scenic River that runs through the AMATS area and extends from State Route 14 in Portage County to the north end at the Troy-Burton Township line in Geauga County.

The OES along with project consultants coordinate all stream and wetland mitigation projects. This usually begins with a determination of mitigation needs in an Ecological Survey Report (ESR). A final mitigation plan would then be developed for submission to agencies prior to permit authorization.

Wetland mitigation measures may include mitigation banking, stream and wetland creation, restoration, or preservation.

Water Resources and Wetlands



Threatened and Endangered Species

A great diversity of wildlife and plant communities exists throughout the state of Ohio as well as the Greater Akron area. Many species receiving federal or state protection are tied closely to their habitats. Land use changes have been the most common cause for the decline in species range and diversity. Contamination and degradation of natural waters has also contributed to loss of habitat. Loss of wetlands and forests has contributed largely to the federal and/or state listing of over 500 threatened and endangered plants and animals within Ohio, including a variety of mammals, birds, reptiles and amphibians, mollusks, butterflies, fish, and vascular plants.

The U.S. Fish & Wildlife Service (USFWS) and the Ohio Department of Natural Resources (ODNR) work together to protect endangered and threatened species in Ohio. The USFWS is the only agency in the federal government whose primary responsibility is the conservation and management of fish, wildlife, plants, and their habitats. The USFWS carries out this duty by adding species to the federal lists of endangered and threatened species based on their biological status and threats, as well as developing protective measures for listed species.

Ohio law allows the ODNR Division of Wildlife to adopt rules restricting the taking or possessing of native wildlife threatened with statewide removal, and to periodically update a list of endangered species as required by Ohio Revised Code 1531.25. The rules and regulations associated with these laws dictate that ODOT will build and operate their roadway projects with no, or minimal impacts to protected species and their habitat including potentially unoccupied habitat.

The ODNR uses **six categories: endangered, threatened, species of concern, special interest, extirpated, and extinct**, to further define the status of selected wildlife. This Plan addresses the first two categories of which a specific survey and environmental study is often undertaken during later stages of project development. ODOT coordinates with numerous regulatory agencies to determine if a threatened or endangered species is suspected of existing within a project area.

The Threatened and Endangered categories are defined as:

Threatened (T) – A species or subspecies whose survival in Ohio is not in immediate jeopardy, but to which a threat exists. Continued or increased stress will result in it becoming endangered.

Endangered (E) – A native species or subspecies threatened with extirpation from the state. The danger may result from one or more causes, such as habitat loss, pollution, predation, interspecific competition, or disease.

The Greater Akron area’s ecosystem supports a variety of threatened and endangered wildlife and plant species. Portage County includes 114 different threatened and endangered species of wildlife and plants. Summit County includes 94 various threatened and endangered species of wildlife and plants; and 18 threatened and endangered species of wildlife and plants are identified throughout Wayne County.

A complete list of threatened and endangered species for the state of Ohio and by county for the region can be viewed at the U.S. Fish and Wildlife Service and the ODNR Division of Wildlife at:

[fws.gov/program/endangered-species/species](https://www.fws.gov/program/endangered-species/species) and [ohiodnr.gov/discover-and-learn/safety-conservation/about-ODNR/wildlife/state-listed-species](https://ohiodnr.gov/discover-and-learn/safety-conservation/about-odnr/wildlife/state-listed-species).

A sample list of some of the threatened and endangered species in the Greater Akron area is noted below.

Wildlife Species

- Indiana Bat – E
- Northern Harrier - E
- Spotted Turtle – T
- King Rail - E
- Barn Owl - T

Plant Species

- Dragon’s Mouth - E
- Swamp Birch - T
- Slender Willow - T
- Mud Sedge - E

Section 4(f) Parkland

Section 4(f) of the United States Department of Transportation (USDOT) Act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately owned historic sites from adverse impacts resulting from the construction of federally funded transportation projects. Section 4(f) specifies that federally funded transportation projects requiring the use of land from a public park, recreation area, wildlife and waterfowl refuge, or land of historic significance can only occur if there is no feasible and prudent alternative.

The use of Section 4(f) property can occur in the following circumstances:

1. When land is permanently incorporated into a transportation facility
2. When there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose
3. When there is a constructive use where a project’s proximity impacts are so severe that the protected features of a property are substantially impaired.

The Greater Akron area is home to a number of Section 4(f) resources including the Cuyahoga Valley National Park and Portage Lakes State Park in Summit County, several state and local parks, wildlife and waterfowl preserves, and several nature preserves. The state parks in Portage County include Nelson Ledges, Tinkers Creek, and West Branch.

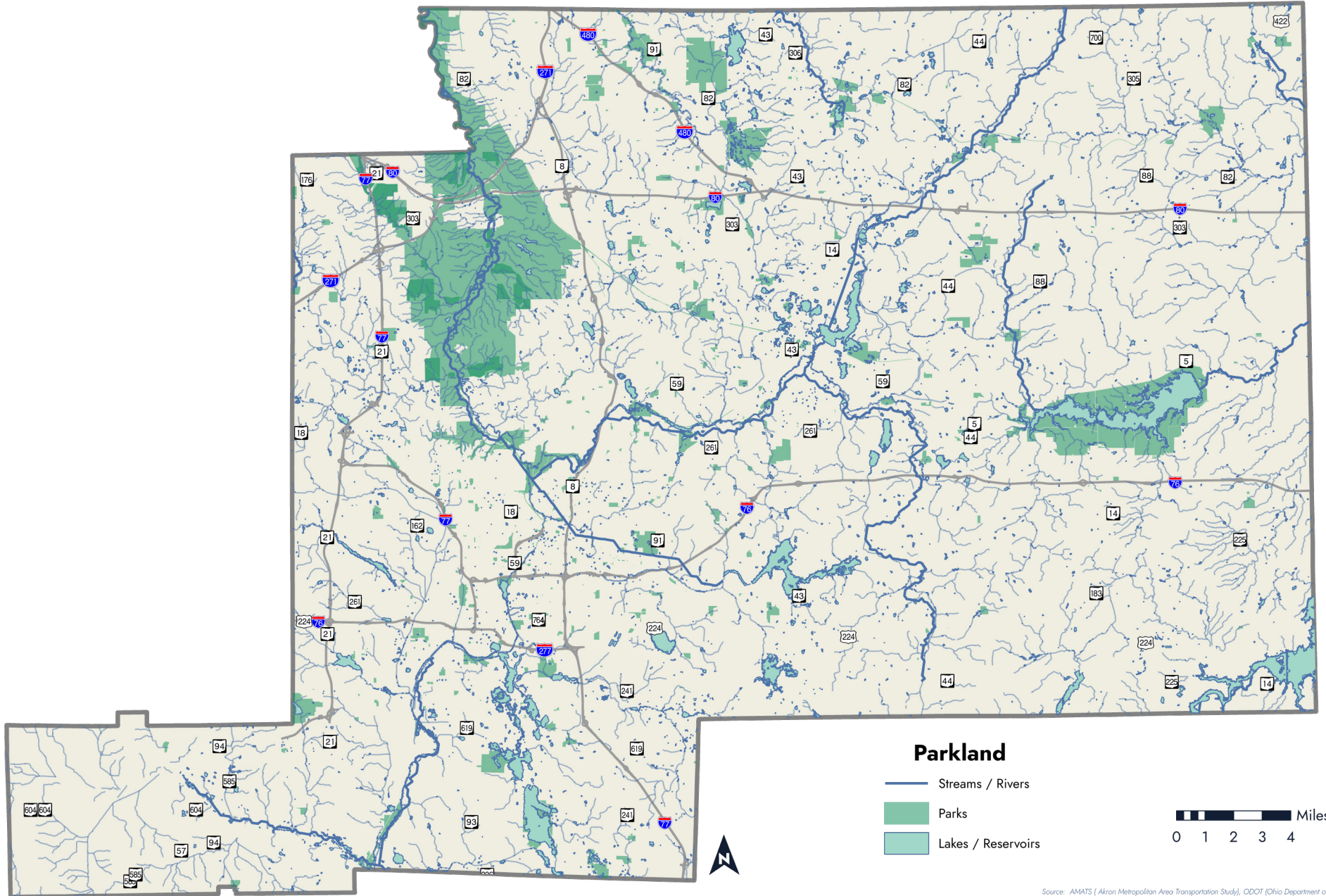
These parkland sites are important to our communities and heritage. However, at times, transportation projects impact Section 4(f) resources and require specific measures to minimize harm or mitigate the impacts. Any potential impact on Section 4(f) land requires all possible planning to minimize harm. For this reason, it is important to consult with the Office of Environmental Services (OES) at ODOT in the early stages of planning and



TRANSPORTATION OUTLOOK 2050

project development in order that complete avoidance or minimal impacts of the protected resource are given full and fair consideration.

Parkland



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

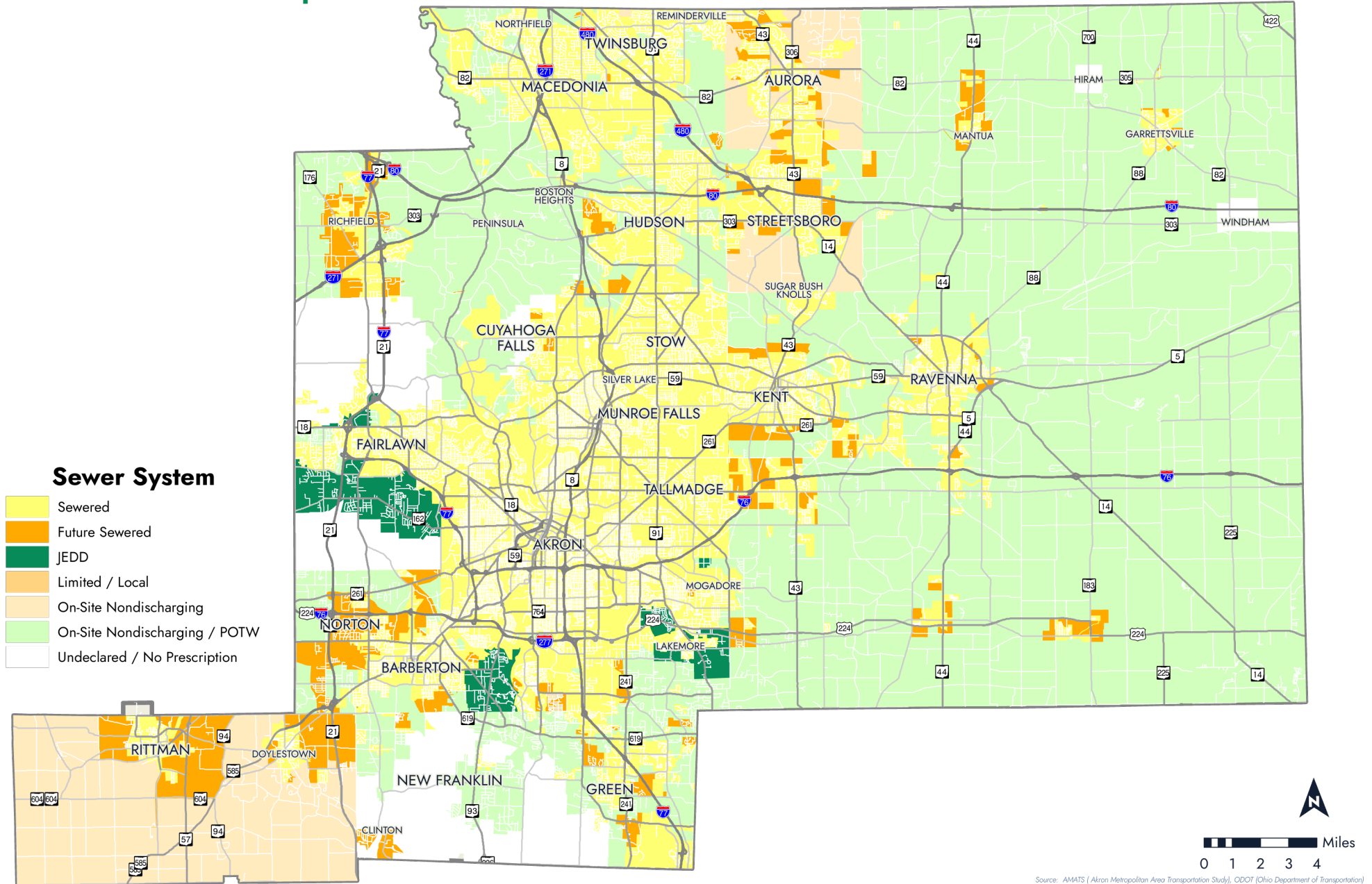
Stormwater Management

Hydrological features that include rivers, streams, wetlands, and flood-prone areas are important for both environmental and project development/construction reasons. Rivers, streams, and wetlands are often home to sensitive plant and animal species. Project construction in, over, or near these resources can be costly and have schedule implications related to permitting requirements.

Stormwater is the runoff water that occurs when precipitation from rain or snowmelt flows over the ground that can pick up debris, litter, sand, bacteria, chemicals (like fertilizers) from lawns, and oil and gas from cars, and other pollutants. Stormwater Pollution is the number one source of water pollution in the USA. Impervious surfaces like driveways, sidewalks, and streets prevent stormwater runoff from naturally soaking into the ground. Anything that enters a storm sewer system is discharged untreated into the waterbodies we use for swimming, fishing, and for providing drinking water.

The impact of storm water on transportation projects may need to be assessed in future stages of project development. Storm water management should be incorporated into the construction phase of a project to prevent the direct runoff of water containing sediment into waterways and reduce sediment entering the storm drainage system. There are a number of mitigation techniques that can be used to curb stormwater runoff including grass swales, filter strips, permeable pavement, detention basins, and retention ponds. Mitigation activities are further described in the last section of this Appendix.

Wastewater Prescription Areas



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

City of Akron Sewer Project

The City of Akron developed an initiative in late 2014 to address combined sewer overflows (CSOs), named *Akron Waterways Renewed! (AWR)*. AWR is a 20-year program that will reduce pollution by 2.4 billion gallons per year and help protect Akron’s abundant supply of fresh water. This sewer project is the largest single investment in city infrastructure in Akron’s 200-year history. The management of the CSOs, coupled with the updates to the existing sewer infrastructure in Akron, will help the City meet current EPA mandates, as dictated by the Federal Consent Decree, which was issued to the City in 2009.

The Cascade Village Storage Basin, completed in the summer of 2016, was the first project in the new construction initiative that addressed the City’s Combined Sewer Overflows (CSOs). The 1.5-million-gallon tank stores overflow from sanitary and storm sewers. The overflow is then released to Akron’s wastewater treatment facility.

Cascade Village Storage Basin (CSO Rack 15)

Basin Volume: 1.4 Million Gallons

Project Cost: \$ 11.4 million
Designer: AECOM
Contractor: Kenmore Const.
CM: Black & Veatch

In-Service: October 31, 2015
CD Achieve Full Operation: October 31, 2015

Combined Sewer Overflow Removed (typical year)
11.8 MILLION GALLONS



The City of Akron submitted an Integrated Plan to the EPA in August of 2015. The Integrated Plan is intended to optimize and prioritize the projects that need to be completed to meet the City’s Clean Water Act obligations, provide an earlier water quality benefit than provided for in the current Federal Consent Decree, and reduce the need for future rate increases. In the meantime, the city continues to meet milestones mandated in the Federal Consent Decree.

There have been a number of projects completed since the AWR inception. The City of Akron has completed 24 of 26 projects under the Federal Consent Decree as of March 2025. The 25th project is the Northside Interceptor Tunnel that is currently under construction.

On January 23, 2025, the Northside Interceptor Tunnel team in Akron pulled off a massive feat - rotating the 450-ton Tunnel Boring Machine, named “*Elaine*,” about 30 degrees to align with the next phase of tunneling. After the boring machine was turned, Elaine was carefully pushed into the starter tunnel, where final assembly is underway.

>>> A bird’s-eye view highlights the Howard Street Baffle Drop Shaft’s location near the Main Street Bridge. The excavation has reached 70 feet deep, steadily progressing toward its final depth of 181 feet. Once finished, this drop shaft will capture combined sewer flows from a large drainage area and direct them into the Northside Interceptor Tunnel.



As conditions of Akron’s waterways continue to improve, the return of wildlife has been evident as not seen in the area for many years. The most noticeable example of this is the resurgence of the Great Blue Heron along the Cuyahoga River. To learn more about ongoing projects and the AWRs program, visit akronwaterwaysrenewed.com.

Green Infrastructure

Green infrastructure involves a variety of water management practices, such as vegetated rooftops, roadside plantings, absorbent gardens, and other measures that capture, filter, and reduce stormwater runoff. Build green infrastructure cuts down on the amount of flooding and reduces the polluted runoff that reaches sewers, streams, rivers, lakes, and oceans. Green infrastructure captures the rain where it falls. It mimics natural hydrological processes and uses natural elements such as soil and plants to turn rainfall into a resource instead of a waste. It also increases the quality and quantity of local water supplies and provides a myriad of other environmental, economic, and health benefits. AMATS encourages the use of green infrastructure to reduce potential negative impacts of storm water runoff such as rain gardens, permeable pavements, green roofs, infiltration planters, trees, and rainwater harvesting systems.



Social and Economic Impacts

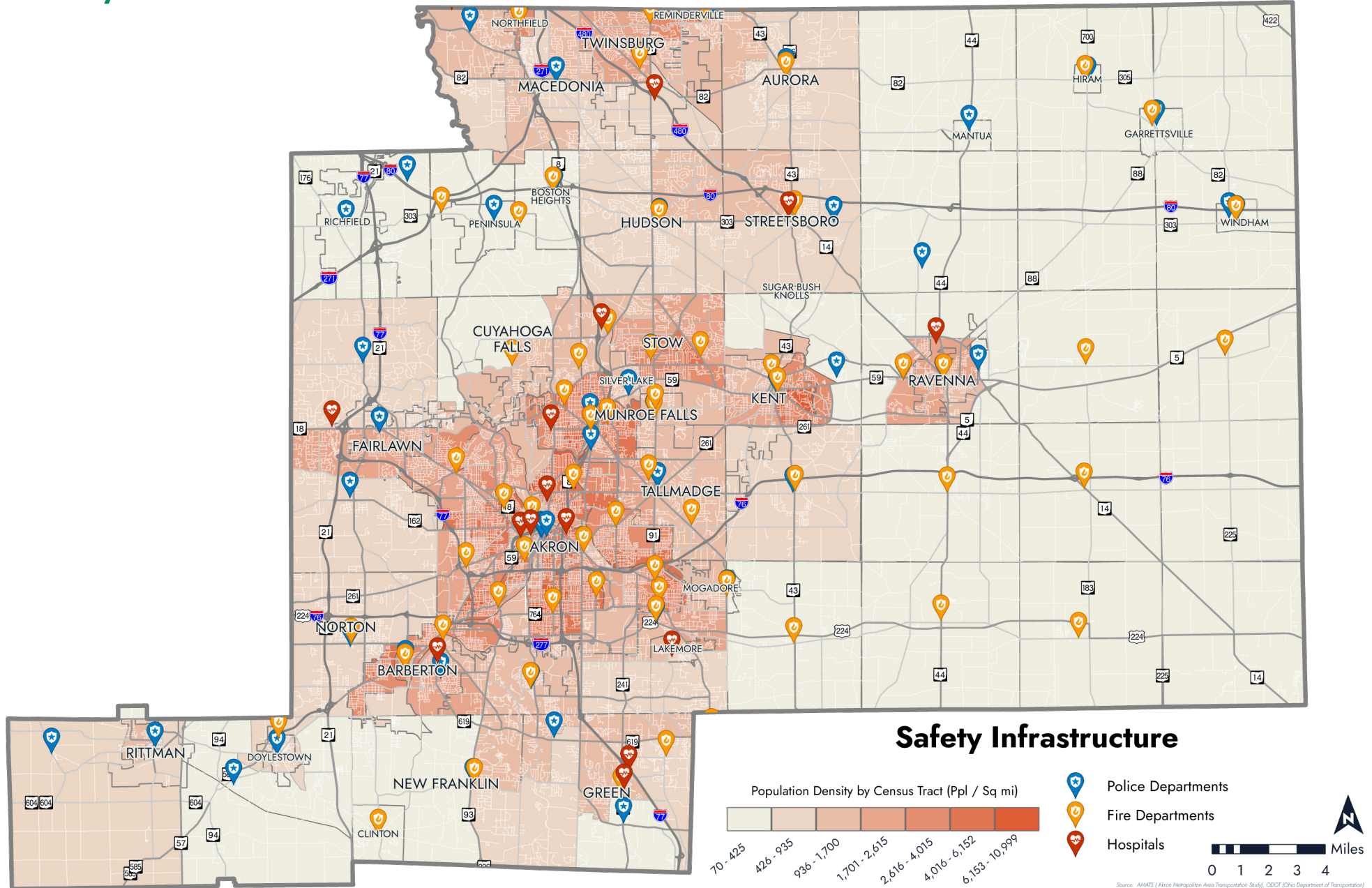
When developing transportation plans, social impacts like accessibility to jobs, education, healthcare, and community connections are considered as they may change the physical layout, demographics, and sense of place in local communities. Economic impacts like job creation, business development, property values, and overall economic productivity, are all influenced by the ease and efficiency of movement within a region and determine how well a transportation system enables people to access opportunities and contribute to the economy.

Project sponsors should work with local planning agencies and conduct public outreach to determine the impacts a proposed project may have on communities and identify methods to avoid, minimize, and mitigate impacts. Specific impacts may include physical and psychological barriers, changes in land use patterns, substantial displacement of businesses and individuals, disruption of business activities, circulation patterns and access to services, changes in population densities, effects on neighborhood cohesiveness, and influence on regional construction costs.

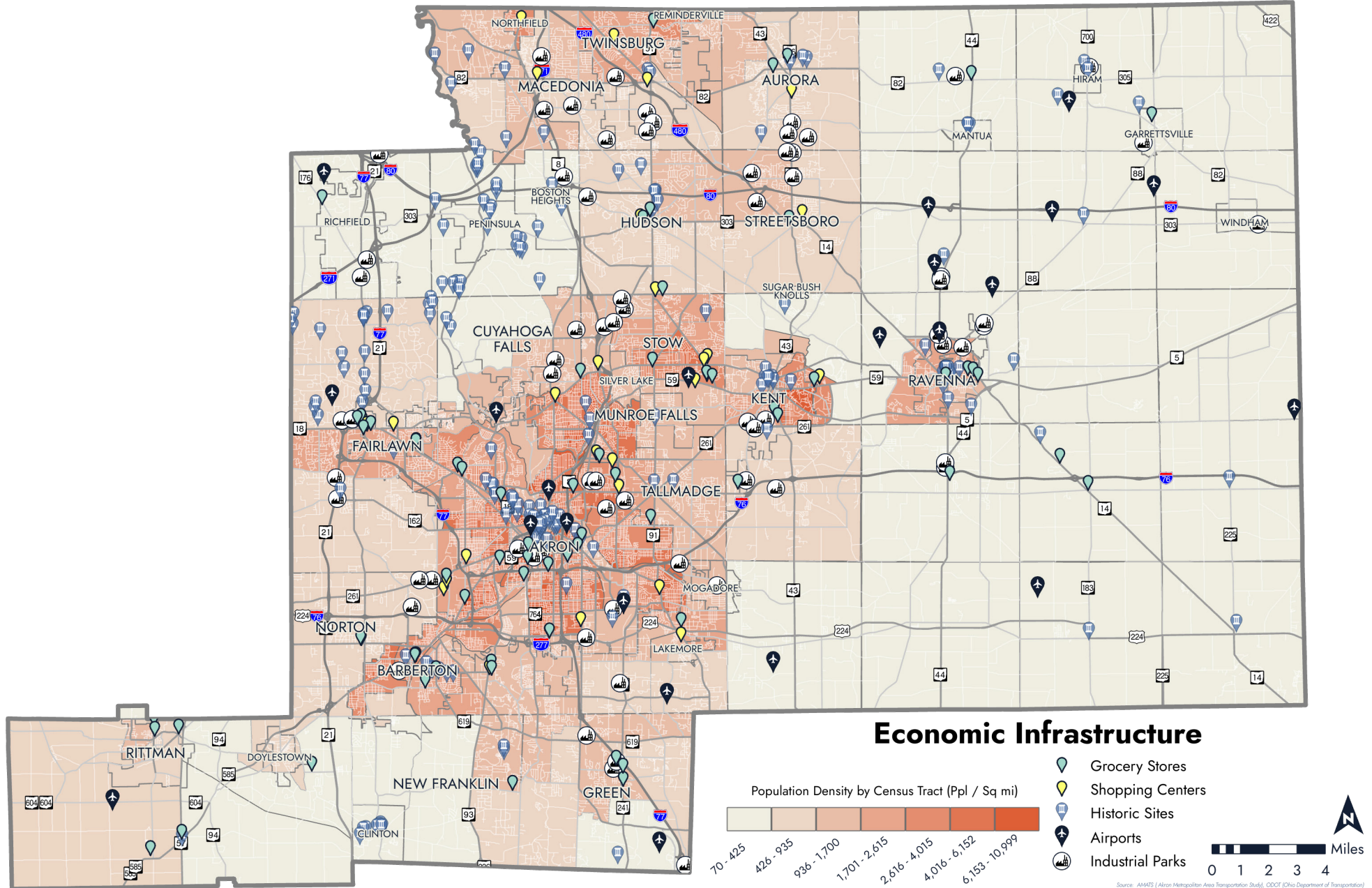
These types of community impacts should be addressed in detail through environmental assessments at later stages of planning development.

Community impacts to consider include hospitals, places of worship, nursing homes, public housing, schools, libraries, airports, industrial areas and shopping centers. These services can be viewed on the **Safety Infrastructure, Economic Infrastructure, and Social Infrastructure maps** on the following pages.

Safety Infrastructure



Economic Infrastructure



Cultural Resources

Cultural resources review is another requirement along the project development path for all federal and state funded projects in the AMATS area. Procedures for evaluating cultural resources for transportation projects include the Section 106 process as part of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act. The requirements under Section 106 involve following procedural guidelines to determine the number and significance of historic properties that might be affected. The requirements under Section 4(f) include the avoidance of certain protected resources, where possible, and the minimization of impacts to protected resources, where avoidance is not possible.

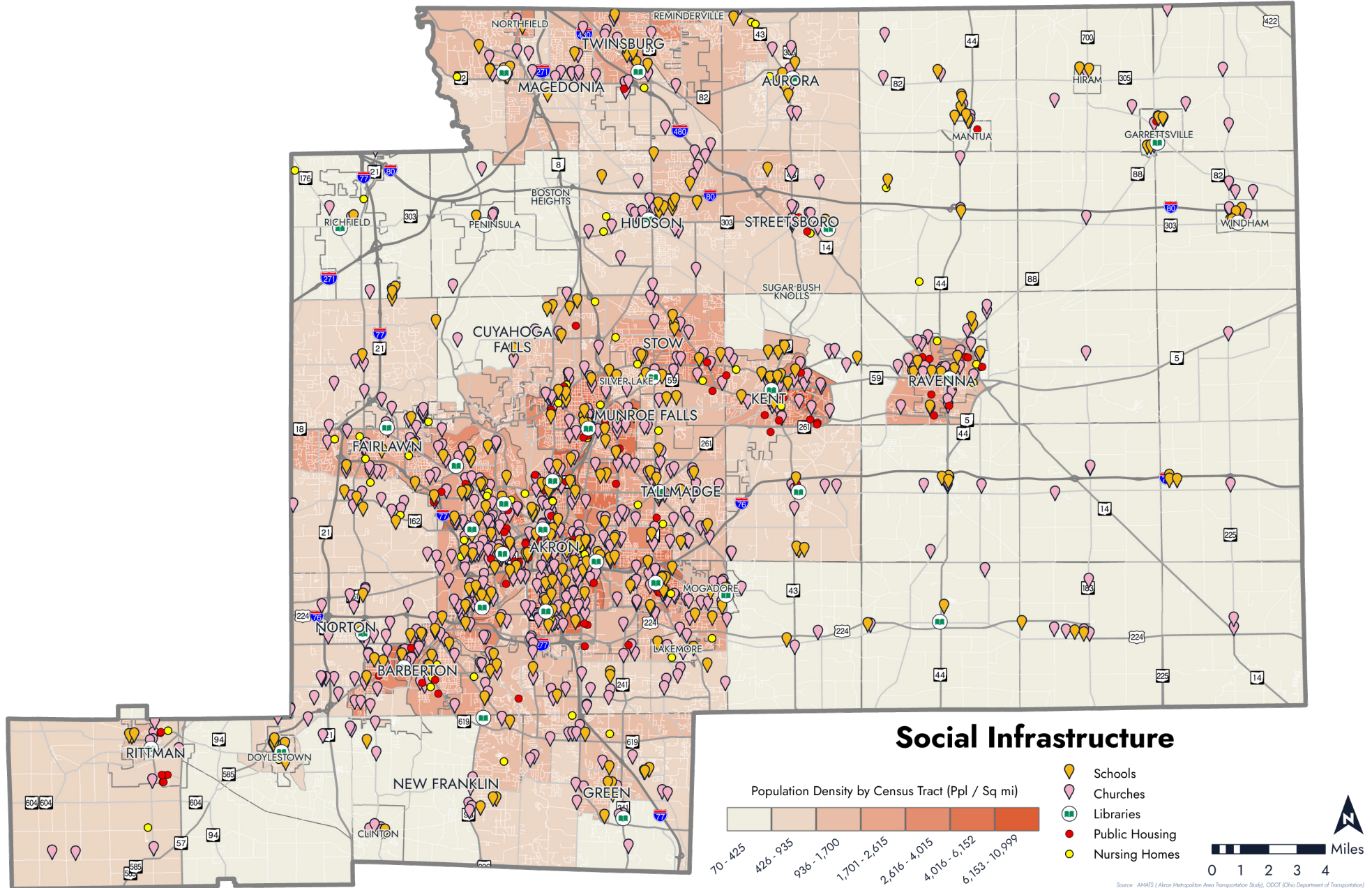
Cultural resources evaluations are planned and designed to comply with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Ohio Revised Code, and 36 CFR Part 800 - the implementing regulations for Section 106 of the National Historic Preservation Act.

The level of documentation required for processing cultural resources depends upon the type and magnitude of the project, as reflected in the Project Development Process (PDP) path for a project. The PDP defines the steps when cultural resource concurrence documents must be prepared to ensure the timely completion of the NEPA documentation and initiation of project construction.

When initiating a Section 106 review, consultation should be made with various entities, including the Federal Highway Administration (FHWA), the State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP), City Historic Preservation Offices, local public officials, local organizations, and the public.

The types of resources to review include National Register historic sites, cultural and archaeological sites, and cemeteries. Historic sites are spread throughout the region with the greatest concentration in the urban areas of Akron, Barberton, Cuyahoga Falls, Hudson, Kent, Village of Peninsula, Ravenna, and Twinsburg. There are 182 properties and districts listed on the National Register of Historic Places (NRHP) in Summit County, including three National Historic Landmarks. The City of Akron is the location of 60 of these properties and districts, including 2 on the National Historic Landmarks. Portage County includes 50 places on the NRHP including one place of National significance and seven places of Statewide significance. The portions of Wayne County in the AMATS area include Chippewa and Milton Townships, which includes one property listed on the NRHP. The region's historic sites are shown on the **Economic Infrastructure map**.

Social Infrastructure



Environmental Vulnerability Impacts

The impact of climate and weather conditions on the environment cannot be overlooked when planning for transportation projects in the Greater Akron area. AMATS developed a *Climate Resiliency Assessment* in August 2022, as a means to integrate climate adaptation considerations into the transportation decision making process. The report identifies critical roadway infrastructure that is threatened by extreme weather and outlines recommendations for integrating climate resiliency into the transportation planning process.

Extreme weather issues such as increased precipitation and temperatures may change the road network that can have devastating effects on the region's roads and bridges. Critical infrastructure damage can lead to economic disruptions, delayed emergency response times, and costly emergency repairs. Because the primary extreme weather threat in the region is precipitation that results in flooding, the majority focus on transportation infrastructure is mostly in areas adjacent to the region's floodplains. Research and best practices from around the country illustrate that storm water management upgrades such as green infrastructure and other improvements can lower the risk of costly damage from flooding.

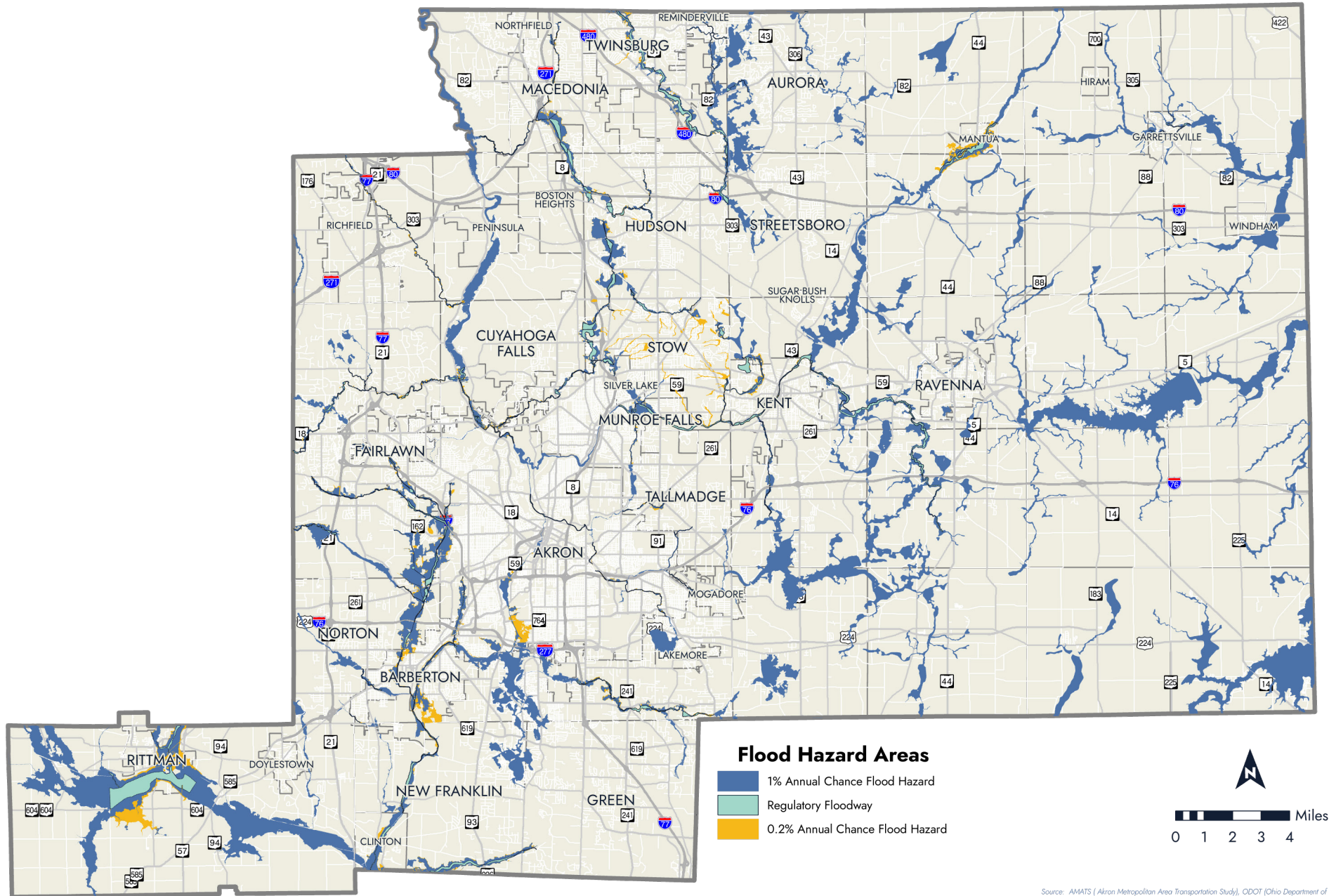
Increased suburban sprawl would also be a cause for concern regarding increases in flooding damage. New developments that fail to implement effective storm water management practices will increase the likelihood of flash floods and costly damage to area infrastructure. Development increases flooding when more impervious surfaces (e.g., pavements, buildings) are built.

Stormwater runoff causes flooding with both peak flow and total volume of stormwater runoff and can also affect water quality by increasing the temperature of receiving water, as well as sediment, pathogens, and nutrient loads. Urban flooding can occur due to overbank flooding or when stormwater overwhelms drainage systems and ends up in basements, backyards, and streets.

In order to address design flaws before any infrastructure is replaced, local governments may want to consider **updating design guidelines** to better manage stormwater flows. Some areas may even need **stabilization projects** to prevent further damage to the hardest hit areas. Further, **installing green infrastructure** is one of the best ways to combat problems with runoff, erosion, and flooding. The **Flood Hazard Area map** below identifies flood zone areas in the AMATS area.

AMATS recommends multiple strategies to incorporate resiliency planning into the transportation planning process. The strategies include prioritizing projects that are at high risk from extreme weather events and supporting roadway design changes to ensure transportation infrastructure is capable of withstanding extreme weather events.

Flood Hazard Areas



Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation)

Environmental Mitigation

Environmental mitigation guidelines and activities are required for projects that use federal funds and that may have adverse impacts on certain natural resources or environmental functions. Impacts are to be avoided, minimized or, as a last resort, reduced, eliminated or compensated for by replacing or providing substitute resources. AMATS is responsible for developing a discussion of environmental mitigation as part of its regional transportation planning process and the regulations of 23 CFR 450. Furthermore, the *IIJA* requires that the Regional Transportation Plan identifies types of potential environmental mitigation activities and potential areas to carry out these activities.

Mitigation measures are intended to help public officials make decisions about the environmental consequences with their transportation projects and related planning and to take actions that protect, restore and enhance the environment. The section below discusses general mitigation strategies for transportation plans during the Project Development Process (PDP).

Early review and analysis of project alternatives by regulatory and resource agencies combined with effective inter-office coordination are required to develop successful transportation projects. The ODOT Office of Environmental Services (OES) in cooperation with ODOT Districts, the ODOT Office of Real Estate, the ODOT Aerial Imagery Archive, and project consultants coordinate to develop mitigation projects.

A detailed assessment of individual projects in future stages of development may emphasize the importance of certain mitigation efforts, where needed. Potential environmental impacts and mitigation activities are considered for projects recommended in TO2050 through consultation with state agencies. It is the policy of AMATS to require that all federally funded projects comply with applicable environmental rules as a condition to receiving funding.

Mitigation activities should involve the five measures below:

- **Avoid** the impact altogether by not taking a certain action or parts of an action.
- **Minimize** impacts by limiting the degree or magnitude of the action and its implementation.
- **Rectify** the impact by repairing, rehabilitating, or restoring the affected environment.
- **Reduce or eliminate** the impact over time by preservation and maintenance operations during the life of the action.
- **Compensate** for the impact by replacing or providing substitute resources or environments.

Additional information about guidance in preparing compliance documentation to ensure the environment is protected during transportation projects, is available at ODOT's OES website:

www.transportation.ohio.gov/wps/portal/gov/odot/programs/environmental-services



Appendix E | Public Involvement



Appendix F | Resolution of Approval

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2025-04 - Approving Amendment #12 to the FY 2024-2027
Transportation Improvement Program to delete three projects.

DATE: March 7, 2025

The following changes have been requested to the Transportation Improvement Program (TIP) FY 2024-2027:

Deleted project phases

1. **SUM-Stow Hike & Bike Trail (PID 113016)** – The construction phase of this project is being moved from FY 2027 to FY 2030 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.
2. **SUM-Veteran’s Rails to Trails (PID 116868)** – The construction phase of this project is being moved from FY 2027 to FY 2030 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.
3. **POR-SR 43-12.74 (PID 121376)** – The construction phase of this project is being moved from FY 2027 to FY 2029 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The projects listed meet all the amendment requirements mentioned above. Therefore, this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2025-04. This Resolution approves the amendment to the FY 2024-2027 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2025-04

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

Approving Amendment #12 to the AMATS Transportation Improvement Program FY 2024-2027 to delete three projects.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP); and

WHEREAS, this Committee has been requested to amend the AMATS Transportation Improvement Program FY 2024-2027 to delete three projects:

1. **SUM-Stow Hike & Bike Trail (PID 113016)** – The construction phase of this project is being moved from FY 2027 to FY 2030 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.
2. **SUM-Veteran’s Rails to Trails (PID 116868)** – The construction phase of this project is being moved from FY 2027 to FY 2030 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.
3. **POR-SR 43-12.74 (PID 121376)** – The construction phase of this project is being moved from FY 2027 to FY 2029 for fiscal constraint of the upcoming TIP. Moving construction phase also deletes funding from this TIP.

WHEREAS, the necessary public involvement has been fulfilled as described in the AMATS Public Participation Plan; and

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis; and

WHEREAS, AMATS has conducted an environmental justice review of this amendment and determined the amendment contains no adverse impacts; and

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook 2045, the current regional transportation plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the AMATS Transportation Improvement Program FY 2024-2027 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook 2045, the regional transportation plan.
5. That this Committee affirms no adverse impacts regarding environmental justice.
6. That this Committee affirms consistency with Transportation Outlook 2045, the regional transportation plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Larry D. Jenkins, Jr., P.E., P.S., 2025 Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 12 - 3-27-25
RESOLUTION 2025-04
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027
 TABLE 2-3 (HIGHWAY IMPROVEMENTS)

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
113016	SUM-STOW HIKE & BIKE TRAIL STOW SILVER LAKE CUYAHOGA FALLS CONNECTOR AMENDMENT #12 (DELETE PHASE)	2.57	STOW/SILVER LAKE/CUYAHOGA FALLS SR 8 PEDESTRIAN BRIDGE TO SPRINGDALE RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C				0 700,000 280,000 0	1,017,600	STOW	EXEMPT
116868	SUM-VETERANS RAILS TO TRAILS AMENDMENT #12 (DELETE PHASE)	3.27	HUDSON SPRINGDALE RD TO BARLOW RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C				0 700,000 1,600,000 0	2,382,800	HUDSON	EXEMPT
121376	POR-SR 43-12.74 N MANTUA ST IMPROVEMENTS AMENDMENT #12 (DELETE PHASE)	0.43	KENT NEEDHAM AVE TO NORTH OF DAVEY TREE ENTRANCE	PAVEMENT RECONSTRUCTION/RESURFACING, SIGNAL UPGRADE AT ROOSEVELT HS, NEW SIDEWALKS, LIGHTING, CURB RAMPS, STORM SEWERS, SIGNING, AND PAVEMENT MARKINGS	CRP LOCAL STATE	C C C				0 2,000,000 3,800,000 0 225,000 0	5,800,000 6,025,000	KENT	EXEMPT