



**Akron Metropolitan Area Transportation Study
Policy Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, August 12, 2021
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation

2. **Minutes**
 - A. June 24, 2021 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**

5. **New Business**
 - A. *AMATS Funding Policy Guidelines* – **Discussion Only** Attachment 5A

6. **Resolutions**
 - A. **Resolution 2021-12** – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11). – **Motion Required** Attachment 6A

7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Thursday, September 23, 2021 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

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



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Tuesday, August 10, 2021
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. June 17, 2021 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**
5. **New Business**
 - A. *AMATS Funding Policy Guidelines* – **Discussion Only** Attachment 5A
6. **Resolutions**
 - A. **Resolution 2021-12** – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11). – **Motion Required** Attachment 6A
7. **Other Business**
8. **Adjournment**

**Next Regular Meeting:
Thursday, September 16, 2021 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

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



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Meeting Room 3
Akron-Summit County Public Library – Akron Main Public Library
60 South High Street, Akron, Ohio**

Thursday, August 5, 2021
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Item**
 - A. Discussion Regarding *AMATS Funding Policy Guidelines*.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, September 16, 2021 - 6:30 p.m.
Meeting Room 3
Akron-Summit County Public Library – Akron Main Public Library
60 South High Street, Akron, Ohio

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, June 24, 2021 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. Chairwoman Clark 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 May 20, 2021 meeting.

Motion

Michael Marozzi made a motion to approve the minutes and it was seconded by Bobbie Beshara. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Amy Mohr 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

Mr. Baker introduced Messrs. Farhad Ahmadzai and David Swirsky as new members of the AMATS Technical Staff.

Mr. Baker said that AMATS will be moved into the PNC Building in Akron by July 1. **Mr. Baker** said that it was uncertain as to whether the TAC would

continue to meet at the Hilton Garden Inn due to new bidding procedures instituted by the city of Akron.

Mr. Baker said that an agreement between Congress and the Biden administration regarding a bipartisan, five-year, \$1.2 trillion infrastructure bill was announced recently. **Mr. Baker** described aspects of the bill.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated June 7, 2021.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

- A. Resolution 2021-09 – Approving Amendment #9 to the FY 2021-2024 Transportation Improvement Program to add 12 new resurfacing projects in FY 2023 and FY 2024.**

Mr. Pulay presented Attachment 6A.

Motion

*Tom Sheridan made a motion to approve Resolution 2021-09 and it was seconded by **Jim Bowling**. The motion was approved.*

- B. Resolution 2021-10 – Amending the FY 2022 Transportation Planning Work Program and Budget to include an update to the regional Intelligent Transportation System architecture.**

Heather Davis Reidl presented Attachment 6B.

Motion

*Amy Mohr made a motion to approve Resolution 2021-10 and it was seconded by **Michael Marozzi**. The motion was approved.*

- C. Resolution 2021-11 – Approving Amendment #10 to the FY 2021-2024 Transportation Improvement Program to add 11 new resurfacing projects in FY 2022.**

Mr. Pulay presented Attachment 6C.

Motion

*Tom Sheridan made a motion to approve Resolution 2021-11 and it was seconded by **Jim Bowling**. The motion was approved.*

VII. Other Business

- A. **Mr. Marozzi** praised the Staff for their hard work in developing an emergency round of funding for resurfacing projects to ensure the agency spent down its allocated balances.

VIII. Adjournment

A. **Motion**

***Bobbie Beshara** made a motion to adjourn and it was seconded by **Jim Bowling**. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, August 12, 2021.**

**AMATS POLICY COMMITTEE
2021 ATTENDANCE**

	Jan 28	Mar 25	Apr 22	May 20	Jun 24	Aug 12	Sept 23	Dec 16
M Denotes Member Present								
A Denotes Alternate Present								
AKRON - Mayor Dan Horrigan (Hardy) (DiFiore)	A	A		A				
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A	A						
BARBERTON - Mayor William B. Judge (Hunt) (Tracy)				A	A	A		
BOSTON HEIGHTS - Mayor Bill Goney (Polyak)				M				
CLINTON - Mayor Clarissa Allega						A		
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A	A	A	A	A			
DOYLESTOWN - Mayor Terry Lindeman (Kerr)		A						
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A			A				
GARRETTSVILLE - Mayor Rick Patrick (Klamer)								
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M	M	A	M	A			
HIRAM - Mayor Lou Bertrand (J. McGee)			M					
HUDSON - City Mgr. Jane Howington (Comeriatto) (Hannan) (Sheridan)	A	A	A	A	A			
KENT - City Mgr. David Ruller (Baker) (Bowling)	A	A	A	A	A			
LAKEMORE - Mayor Richard Cole (Fast)		A		A				
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)								
MANTUA - Mayor Linda Clark (Iafelice) (Trew)	M	M	M	M	M			
METRO - Dawn Distler (Shea)	M	M		M	M			
MOGADORE - Mayor Michael Rick			A					
MUNROE FALLS - Mayor James W. Armstrong (Bowery)								
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	M	A			
NORTHFIELD - Mayor Jesse Nehez (Magistrelli)								
NORTON - Mayor Mike Zita (Fowler)	A	A	A					
ODOT - Gery Noirot (Phillis) (Root)	M	M	M	M	M			
PARTA - Claudia Amrhein (Baba) (Popik) (Schrader)	M	M	A	A	A			
PENINSULA - Mayor Daniel R. Schneider, Jr.								
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)								
PORTAGE COUNTY COMM. - Vicki Kline (Long)								
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A	A	M					
PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)	A	M	M	M	M			
RAVENNA - Mayor Frank Seman (Finney)	A		A	A	A			
REMINDEVILLE - Mayor Sam Alonso (Krock)								
RICHFIELD - Mayor Michael Wheeler (Darwish) (Papp)			M					
RITTMAN - City Mgr. Bobbie Beshara (Robertson)	A	M	M	M	M			
SILVER LAKE - Mayor Bernie Hovey (Housley)								
STOW - Mayor John Pribonic (McCleary)	A		A	A				
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A	M	M				
SUGAR BUSH KNOLLS - Mayor John Guidubaldi								
SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A				
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Miller-Dawson)			A					
SUMMIT COUNTY COMM. & ECON. DEV. - Bryan Herschel				M				
SUMMIT COUNTY COMM. & ECON. DEV. - Stephen Knittel								
TALLMADGE - Mayor David G. Kline (Kidder)	M	M	A	M				
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)		A	A	A	A			
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)								
WAYNE COUNTY ENGINEER - Scott A. Miller (Jones)	M	M	M	A				
WINDHAM - Mayor Deborah Blewitt								

**AMATS POLICY COMMITTEE
2021 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Farhad Ahmadzai	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Mr. David Swirsky	AMATS
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Chad Root	ODOT
Mr. Tony Urankar	MS Consultants, Inc.

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, June 17, 2021 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

- A. **Chairman John H. Cieszkowski, Jr.** called the virtual 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 May 13, 2021 meeting.

Motion

Tony Demasi made a motion to approve the minutes and it was seconded by Jim Bowling. The motion was approved by a voice vote.

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Mr. Baker introduced Messrs. Farhad Ahmadzai and David Swirsky as new members of the AMATS Technical Staff.

Mr. Baker said that AMATS will be moving into the PNC Building in Akron on July 1. **Mr. Baker** said that it was uncertain as to whether the TAC would continue to meet at the Hilton Garden Inn due to new bidding procedures instituted by the city of Akron.

Mr. Baker noted that AMATS approved *Transportation Outlook 2045* and the first round of federal stimulus-funded projects in May. **Mr. Baker** said that AMATS will consider a second round of stimulus projects totaling \$4.1 million,

which will be funded through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).

Mr. Baker summarized developments regarding federal transportation infrastructure legislation. **Mr. Baker** said that there were two potential versions of federal infrastructure legislation being considered by the Biden administration and Congress. **Mr. Baker** described the two bills. **Mr. Baker** said that climate change will likely be addressed in any final legislation.

Nick Lautzenheiser asked whether AMATS' new offices had adequate conference room space to host TAC meetings. **Mr. Baker** said no and noted that he hoped that the committee would continue to meet in eastern Summit County or western Portage County as those areas are geocentrically located within the Greater Akron area. **Mr. Baker** noted that the city of Green offered its facilities to AMATS as possible meeting locations.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated June 7, 2021.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

- A. Resolution 2021-09 – Approving Amendment #9 to the FY 2021-2024 Transportation Improvement Program to add 12 new resurfacing projects in FY 2023 and FY 2024.**

Mr. Pulay presented Attachment 6A.

Motion

Jim Bowling made a motion to approve Resolution 2021-09 and it was seconded by ***Tony Demasi***. The motion was approved.

- B. Resolution 2021-10 – Amending the FY 2022 Transportation Planning Work Program and Budget to include an update to the regional Intelligent Transportation System architecture.**

Heather Davis Reidl presented Attachment 6B.

Motion

James Kusner made a motion to approve Resolution 2021-10 and it was seconded by Amy Mohr. The motion was approved.

- C. **Resolution 2021-11 – Approving Amendment #10 to the FY 2021-2024 Transportation Improvement Program to add 11 new resurfacing projects in FY 2022.**

Mr. Pulay presented Attachment 6C.

Motion

Robert Finney made a motion to approve Resolution 2021-11 and it was seconded by Bradley Kosco. The motion was approved.

VII. Other Business

VIII. Adjournment

A. **Motion**

Tony Demasi made a motion to adjourn and it was seconded by Valerie Shea. The motion was approved.

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, August 5, 2021.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2021 ATTENDANCE**

	Jan 21	Mar 18	Apr 21	May 13	Jun 17	Aug 5	Sept 16	Dec 9
M Denotes Member Present								
A Denotes Alternate Present								
AKRON ENGINEERING BUREAU - Michael J. Teodecki (Jonke)	M	M	M	M				
AKRON PLANNING DEPT. – Mark Moore (Tomic)								
AKRON TRAFFIC ENGINEERING - Michael Lupica	M	M	M	M				
AURORA - Harry Stark (Cooper)	M	M	A	A				
BARBERTON – Trevor Hunt (Halter)	M	M	M		M			
BARBERTON – Greg Tracy								
CUYAHOGA FALLS – Adam Paul								
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M		M	M			
DOYLESTOWN - Eng. Assoc. - Ronny Portz								
FAIRLAWN - Nicholas Spagnuolo (Staten)	A							
GREEN - Wayne Wiethe (Haring)	M	M	M	M				
GREEN - Paul Pickett (Schemansky)			M					
HUDSON – Nick Sugar (Hannan)	M	M	M	M				
HUDSON – Brad Kosco (Wonsick)	M	M	M	M	M			
KENT - Jim Bowling	M	M	M		M			
KENT - Jon Giaquinto (Baker)								
LAKEMORE – Mayor Richard Cole, Jr. (Fast)				A	A			
MACEDONIA - Joseph Gigliotti (Sheehy)	M		M	M	M			
METRO – Valerie Shea (Baarson) (Mullen)	M	M	M	M	M			
MOGADORE – Vacant								
MUNROE FALLS – Vacant								
NEFCO - Joe Hadley, Jr. (Lautzenheiser)	A	A	A	A	A			
NEW FRANKLIN - Bryan Kepler (Ganoe)	M	M		M				
NORTHFIELD - Richard S. Wasosky								
NORTON – Josh Slaga (Hess)				A	A			
ODOT – Chad Root (Bruner) (Phillis)	M	M	M	A	A			
PARTA – Claudia Amrhein (Baba) (Popik) (Schrader)	A	A	A	A	A			
PORTAGE COUNTY ENGINEER – Larry Jenkins (Kusner)	M	M	M	M	A			
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)								
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty								
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M						
RAVENNA - Robert Finney (Jeffers)	M	M	M	M	M			
RICHFIELD - Chris Papp (Frantz) (Neumeyer)	M		M	M				
RITTMAN – Bobbie Beshara (Robertson)	M	M	M	M	M			
SILVER LAKE – John Tutak								
STOW – Jim McCleary	M	M	M	M				
STOW – Nate Leppo (Jones)								
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M	M	M	M			
SUMMIT CO. COMM. & ECON. DEV. – Dennis Tubbs	A		A	A				
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A				
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M	M	M	M				
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A							
TALLMADGE - Andrea Kidder (Kline)		M	M	M				
TWINSBURG - Amy Mohr (Muter)	M	M	M	M	M			
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)								
WINDHAM – Deborah Blewitt (Brown)								

**AMATS TECHNICAL ADVISORY COMMITTEE
2021 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan 21 Mar 18 Apr 21 May 13 Jun 17 Aug 5 Sept 16 Dec 9

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho							
AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens		M	M		M		
AMATS - Curtis Baker	M	M	M	M	M		
CUYAHOGA VALLEY NATIONAL PARK – Vacant							
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic							
GREATER AKRON CHAMBER - Gregg Cramer							
OHIO TURNPIKE COMMISSION – Anthony Yacobucci							
PORTAGE COUNTY PORT AUTHORITY – Vacant							
PORTAGE PARK DISTRICT - Christine Craycroft							
PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)							
RAILROAD INDUSTRY REP. - William A. Callison (Davis)							
SUMMIT COUNTY PORT AUTHORITY – Vacant							
SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)		M	M	M	M		
TRUCKING INDUSTRY – Vacant							

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Robert Fowler	City of Norton
Mr. George Maki	E.L. Robinson Engineering
Mayor Gerard Neugebauer	City of Green

STAFF MEMBERS PRESENT

Mr. Farhad Ahmadzai	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Mr. David Swirsky	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, June 17, 2021 – 6:30 p.m.**

Meeting Summary

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

Attendees:

Danny Durst
Austen Rau
Fred Wise

Staff:

Heather Davis Reidl, Mobility Planner
Jeff Gardner, Transportation Planner
Darryl Kleinhenz, Planner
David Pulay, Engineer/Transportation Improvement Program (TIP) Coordinator

I. Welcome

David Pulay welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Mr. Pulay** made a brief presentation regarding 12 New Fiscal Year 2023 and 2024 Resurfacing Projects.
- B. Mr. Pulay** asked Mr. Wise as to whether there were any developments stemming from a recent Summit County Council meeting regarding the Everett Road project in Akron. (Mr. Wise stated his opinion that Summit County should preserve the Everett Road right of way (ROW) for cycling needs during the May 13 CIC meeting.) **Fred Wise** expressed concerns that active transportation is not a priority for the Summit County Engineer's office. **Mr. Wise** added that the engineer's office has indicated that such forms of transportation should be addressed under the areas of parks and recreation. **Mr. Wise** expressed disappointment that Summit County Council voted 9-2 to approve Resolution 2021-132 to vacate segments of Everett Road during its June 14 meeting.

Mr. Pulay asked if there are plans to remove the Everett Road pavement. **Mr. Wise** said yes and added that there are also plans by the engineer's office to remove a bridge. The attendees discussed the vacation of Everett Road and issues related to ROW preservation and the development of bike and hike trails.

- C. **Darryl Kleinhenz** said that he received an email dated June 7, 2021 from Mr. Wise regarding the need for safety improvements at the Wyoga Lake Road/State Road Intersection in Cuyahoga Falls. (In his email, Mr. Wise sought AMATS' advice on what sort of improvements should be pursued at the intersection.) **Mr. Pulay** stated that Cuyahoga Falls City Engineer Tony Demasi indicated to him that the city has hired a consultant to study possible solutions to improve the level of safety at the intersection. **Mr. Pulay** said that, depending upon its completion date, the study may be discussed at an upcoming CIC meeting.
- D. **Austen Rau** asked whether AMATS was involved in the process to develop the *Merriman Valley Master Plan*. **Mr. Kleinhenz** said that he was involved with the process as the agency's representative, but noted that AMATS was not directly involved in the crafting of the plan. **Mr. Pulay** said that the agency provided traffic count data for the plan. **Mr. Kleinhenz** said that he could correspond with Mr. Rau regarding the agency's role in the plan via email. **Messrs. Kleinhenz and Pulay** indicated that the agency is interested in the plan's development. **Mr. Rau** said that he had a proposal for a trail for potential inclusion in the plan. **Mr. Rau** described a trail proposal advocated by the *Summit County Trail Plan* in the Mud Brook area of Cuyahoga Falls.
- E. **Mr. Kleinhenz** asked Mr. Rau to describe a planned Bike-N-Brainstorm event in Cuyahoga Falls. **Mr. Rau** described the route for the Aug. 6 event. **Mr. Rau** said that a flier detailing the event would be available soon. **Mr. Rau** said that several area bike shops have expressed a willingness to promote the event in their stores and on social media. The attendees discussed the Aug. 6 event and its promotion.
- F. **Mr. Rau** asked if there was an attempt to re-designate state Route 8 as an interstate. **Mr. Pulay** said yes and described the effort that was launched in late 2013 by various community leaders to re-designate state Route 8 as Interstate 380. **Mr. Pulay** said that re-designation as an interstate would have opened additional sources of funding for the state Route 8 corridor. **Mr. Pulay** noted that the effort faded due to state Route 8 not fully meeting the standards for a federal interstate. **Mr. Rau** asked if the upcoming project to improve state Route 8 would address those standards. **Mr. Pulay** said no and explained that the project is a complete pavement reconstruction. **Mr. Rau** asked if the state Route 8 bridge replacement project would help the route meet interstate standards. **Mr. Pulay** said no and explained that the bridge replacement, while a high-priority project due to safety concerns, is considered a maintenance-type project.
- G. **Mr. Pulay** observed that Greater Akron area traffic levels have seemingly returned to and are possibly exceeding pre-Pandemic levels with the recent easing of health restrictions.

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, August 5, 2021.**

**YEAR END FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 1, 2020 to June 30, 2021**

Description	Annual Budget	FY2021 Expenses	% Budget Expended	Carryover to FY2022
I. Short Range Planning	\$189,700	\$128,359	68%	\$61,000
FY2020 Carryover	14,700	14,683		0
FY2021	175,000	113,676		61,000
II. Transportation Improvement Program	\$340,100	\$286,712	84%	\$53,000
FY2020 Carryover	65,100	65,078		0
FY2021	275,000	221,634		53,000
III. Continuing Planning & Data Collection Transportation System Update	\$157,600	\$82,195	52%	\$74,000
FY2020 Carryover	7,600	6,874		0
FY2021	150,000	75,321		74,000
IV. Long Range Plan Activity	\$716,000	\$651,704	91%	\$62,000
FY2020 Carryover	136,000	134,060		0
FY2021	580,000	517,645		62,000
V. Service	\$413,500	\$322,856	78%	\$89,000
FY2020 Carryover	113,500	112,270		0
FY2021	300,000	210,586		89,000
VI. OhioRideshare and AQ Advocacy	\$347,000	\$217,883	63%	\$66,500
FY2020 OhioRideshare Carryover	47,000	33,588		0
FY2021 OhioRideshare	80,000	34,095		45,500
FY2020 Air Quality Carryover	100,000	51,380		0
FY2021 Air Quality	120,000	98,820		21,000
VII. Local	\$25,000	\$12,129	49%	\$0
AMATS local Costs	25,000	12,129		0
VIII. AMATS Transportation Quarterly	\$73,488	\$51,813	71%	\$21,000
FY2020 Carryover	14,900	14,789		0
FY2021	58,588	37,024		21,000
IX. GRAND TOTAL AMATS BUDGET	\$2,262,388	\$1,753,652	78%	\$426,500

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: July 28, 2021

AMATS has met with the TAC TIP Subcommittee to review revisions to our Funding Policy Guidelines. We will look at all the changes later in this meeting. A new incentive called the Project Delivery Incentive Program (PDIP) will be introduced in this funding cycle. The purpose of PDIP is to incentive 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 project cost (instead of the traditional 20 percent). The maximum reduction of local share will be \$100,000. Projects applied for in the Resurfacing Program and the STBG program will be eligible. The reduction in local match will be paid for using Toll Revenue Credits (TRC). These credits can be used by AMATS as part of the local match. AMATS has over \$11 million available in TRC to apply to projects. Typically AMATS has only used TRC to eliminate local match for planning studies and air quality funding. TRC is a tool that AMATS has not taken advantage of very often and ODOT has threatened to take it away due to lack of use. Currently AMATS is guaranteed access to its TRC through FY2027.

Due to the changes to our Funding Policy Guidelines the applications will be due in October instead of August 31. The applications and other information about funding will be posted on the AMATS website. The table below is a quick reference to our funding programs. Please let us know if you have any questions.

Funding Program	Description/Primary Purpose	Eligible Project Phases	Funding Match	Maximum Project Funding
Surface Transportation Block Grant (STBG)	Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities.	Right-of-way Construction	80% federal 20% local	\$6,000,000
Transportation Alternatives Set Aside (TASA)	Funding for bike and pedestrian facilities.	Planning (SRTS) Engineering Right-of-way Construction	80% federal 20% local	\$700,000
AMATS Resurfacing Program (STBG funds reserved exclusively for resurfacing)	Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads.	Construction	80% federal 20% local	\$700,000

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

July 28, 2021

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025
112487	Romig Rd BRT Study	METRO	P	\$80,000	1					
106875	AV/CV Data System Analysis		P	\$90,001						
102701	E. Exchange St-complete street	Akron	R(C)	\$240,000						
108200	White Pond Dr resurfacing	Summit Co Eng	C	\$600,000	3					
108454	Olde Eight Road Resurfacing	Summit Co Eng	C	\$700,000	3					
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C	\$700,000	3					
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C	\$700,000	3					
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C	\$700,000	3					
112754	Johnson Rd Resurfacing	Norton	C	\$443,869	3					
112757	Riddle St Resurfacing	Ravenna	C	\$200,000	3					
112756	S Chestnut St Resurfacing	Ravenna	C	\$192,000	3					
113169	Munroe Falls Av Resurfacing	Munroe Falls	C	\$261,190	3					
113171	Tallmadge Rd Ph 1 Resurfacing	Portage Co	C	\$700,000	3					
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C	\$336,588	3					
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C	\$459,662	3					
112755	New Milford Rd Resurfacing	Portage Co Eng	C	\$590,882	3					
106539	Wooster Rd/State St reconstruction	Barberton	C	\$1,329,680	4					
115334	Broad Blvd Resurfacing	Cuyahoga Falls	C	\$800,000						
115313	Arlington St Resurfacing	Akron	C	\$800,000						
115299	Eastern Rd/Gates St Resurfacing	Wayne Co	C	\$606,887						
115305	Eastern Rd Resurfacing	Rittman	C	\$465,712						
115336	Barber Rd Resurfacing	Norton	C	\$662,923						
115308	Tallmdge Rd Ph 2 Resurfacing	Portage Co	C	\$523,444						
115337	Munroe Ave Ph 1 Resurfacing	Tallmadge	C	\$152,357						
115339	E. Mennonite Rd Resurfacing	Aurora	C	\$572,000						
115340	Main St/S. Water St Resurfacing	Kent	C	\$799,200						
115338	Brecksville Rd (north) Resurfacing	Richfield	C	\$800,000						
115341	Frost Rd Resurfacing	Streetsboro	C	\$508,712						
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C			\$700,000	1			
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C			\$356,264	1			
106416	SR 43 Widening	Streetsboro	C			\$731,225	2			
112583	Ravenna Rd Resurfacing	Twinsburg	C			\$432,000	3			
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C			\$700,000	3			
112743	Terex Rd Resurfacing	Hudson	C			\$506,000	3			
113176	Swartz Rd Resurfacing	Summit Co	C			\$500,000	3			
102701	E. Exchange St-complete street	Akron	(R)C			\$3,600,000	4			
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,649,197	4			
115348	Riverview Rd+ Resurfacing	Akron	C			\$700,000				
115350	4th St Resurfacing	Barberton	C			\$323,728				
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C			\$573,764				
115352	E Sanitarium Rd Resurfacing	Lakemore	C			\$100,000				
115353	Mogadore Rd Resurfacing	Mogadore	C			\$506,040				
115354	Cleveland Massillon Rd Resurfacing	New Franklin	C			\$562,132				
115356	Cannon Rd Resurfacing	Twinsburg	C			\$540,000				
	Ohio Ave Resurfacing	Rittman	C			\$496,852				
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000	1	
112741	Hopocan Av Resurfacing	Barberton	C					\$281,696	1	
112735	Snyder Av Resurfacing	Barberton	C					\$611,976	1	
112740	Wooster Rd W Resurfacing	Barberton	C					\$231,808	3	
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836	3	
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390	4	
115357	Eastern Rd Resurfacing	Norton	C					\$642,240		
115358	Canton Rd Resurfacing	Summit Co Eng	C					\$528,000		
115359	Old Forge Rd Resurfacing	Portage Co Eng	C					\$628,362		
115360	N Chestnut St Resurfacing	Ravenna	C					\$504,000		
112716	N Main St Complete Streets	Akron	(R)C							\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C							\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C							\$600,000
				2022		2023		2024		2025
	P = Engineering		Annual STBG Expenditures	\$15,015,107		\$14,977,202		\$13,354,308		\$10,200,000
	R = Right-of-Way		Annual STBG Allocations	\$11,612,891		\$10,633,414		\$10,633,414		\$10,633,414
	C = Construction		Balance	-\$3,402,216		-\$4,343,788		-\$2,720,894		\$433,414

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CMAQ Funding Program and Balances
 July 28, 2021

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	FY 2024	FY 2025
	Sold							
111426	Air Quality Advocacy Program	AMATS		\$100,000	1			
111431	Rideshare Program	AMATS		\$80,000	1			
	Pending							
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C	\$2,827,675				
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C	\$2,606,199				
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,500,000				
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000				
111428	Air Quality Advocacy Program	AMATS				\$100,000		
111432	Rideshare Program	AMATS				\$80,000		
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202		
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000		
106416	SR 43 Widening	Streetsboro	C			\$3,300,775		
111429	Air Quality Advocacy Program	AMATS					\$100,000	
111433	Rideshare Program	AMATS					\$80,000	
113165	Ravenna & Shephard Improvements	Macedonia	R(C)				\$80,000	
113161	Highland & Valley View Improvements	Macedonia	R(C)				\$104,000	
112245	METRO CNG Replacements (3 buses)	METRO	C				\$1,260,000	
112244	PARTA 2 replacement clean diesel buses	PARTA	C				\$779,253	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)				\$32,000	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C				\$228,000	
112716	N Main St Complete Streets	Akron	C					\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C					\$6,000,000
113161	Highland & Valley View Improvements	Macedonia	(R)C					\$1,704,811
113165	Ravenna & Shephard Improvements	Macedonia	(R)C					\$1,289,288

			2022	2023	2024	2025
P = Engineering	Annual CMAQ Expenditures		\$9,033,874	\$5,307,977	\$2,663,253	\$9,894,099
R = Right-of-Way	Annual CMAQ Allocations		\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127
C = Construction	Balance		-\$3,442,747	\$283,150	\$2,927,874	-\$4,302,972

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
TASA Funding Program and Balances
 July 28, 2021

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	FY 2024	FY 2025
	Sold							
	Pending							
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C	\$38,416				
106539	Wooster Rd/State St reconstruction	Barberton	R	\$13,000				
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$337,200				
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C	\$700,000				
99729	Raber Rd sidewalks	Green	C			\$500,000		
107930	Freedom Trail Phase 4	MetroParks	C			\$700,000		
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C			\$700,000		
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C			\$313,600		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)C			\$120,000		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)				\$32,000	
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C					\$700,000
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)					\$368,000

			2022	2023	2024	2025
P = Engineering	Annual TASA Expenditures		\$1,088,616	\$2,333,600	\$32,000	\$1,768,000
R = Right-of-Way	Annual TASA Allocations		\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342
C = Construction	Balance		-\$25,274	-\$1,270,258	\$1,031,342	-\$704,658

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: Funding Policy Guidelines

DATE: July 29, 2021

The AMATS Technical Advisory Committee Transportation Improvement Program (TAC TIP) Subcommittee met twice to review the Funding Policy Guidelines. The goal of these meetings was to discuss any changes that would enhance our funding procedures. Below are the descriptions of the proposed changes.

- 1. The Project Delivery Incentive Program (PDIP)** - The purpose of PDIP is to incentive 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 project cost (instead of the traditional 20 percent). The maximum reduction of local share will be \$100,000. Projects applied for in the Resurfacing Program and the STBG program will be eligible. 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 approved by 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. The timeline for the PDIP program is as follows:

Resurfacing program – 2 years from AMATS Resolution Approval

STBG program – 4 years from AMATS Resolution Approval

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.

2. **Revise the limit of projects funded per sponsor from three to two per funding category.**
The purpose of this change is to promote a more equitable distribution of our funding. There is no limit on the number of applications a sponsor may submit.

3. **Add language about the ODOT Let and Local Let Process.** 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.

4. **Surface Transportation Block Grant (STBG) Revisions.**
 - a) **Award points for landslide issues.** Expand existing "Bridge Closed" to "Bridge/Road Closed" which could include reasons from landslides (20 points). Add the language "Documented Landslide Endangering Road" (15 points).

Roadway Safety	Points
High-crash location listed in AMATS/ODOT Traffic Crash Reports	
Top 50% of list	20
Bottom 50% of list	15
Bridge/Road Closed	20
Bridge Load Restricted	15
Documented Landslide Endangering Road	15

- b) **Describe the type of improvements and how many points will be given for complete street components.** A maximum of 10 points will be awarded according to the following table.

Complete Streets Components	Points	
Bicycle, Pedestrian and Transit	(Maximum of 10 points)	
<u>Transit Improvements</u>	Full	Partial
Bus Signal Priority/Preemption	4	2
Enhanced Bus Shelters	4	2
Dedicated Transit Lanes	4	2
ADA Sidewalk Extensions at Bus Stops	4	NA
Other Transit Enhancements	4	2
<u>Bicycle and Pedestrian Improvements</u>		
Cycle Track/Shared Use Path	4	NA
New Sidewalks	4	2
On Street Bicycle Lane	4	2
Other Bicycle/Pedestrian Enhancements	4	2

- c) **Change delay reduction from Level of Service (LOS) to percent Free Flow Speed.** This change is necessitated because the methodology AMATS uses to measure congestion has changed from LOS to Free Flow Speed. If a new project is a recommended capacity improvement in the 2020 Congestion Management Process (CMP) Report it will receive 10 points.

Delay Reduction	Points
Recommended Capacity Improvement in the 2020 CMP	10

3. Resurfacing Program Revisions.

- a) **Average Daily Traffic (ADT) point structure.** The points given for ADT shall be capped at 15 for values of 15,000 and above instead of capped at 10 points for values of 10,000 and above. For ADT values less than 15,000 it shall be divided by 1,000 to determine the number of points given.

Weighted Average Daily Traffic	Points
0 to 14,999	Divide ADT by 1000
15,000 and above	15

AMATS is projected to have \$30,000,000 available for new projects. This amount includes over programming. The table below shows how the funding will be allocated to each program.

Projected Funding Available for 2021 Funding Cycle	
Total:	\$ 30,000,000
STBG	\$ 14,000,000
Resurfacing	\$ 14,000,000
TASA	\$ 2,000,000

The revised Funding Policy Guidelines are attached for your review.

FUNDING POLICY GUIDELINES

Revised July 2021

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

<u>Section</u>		<u>Page</u>
1	Introduction	3
2	Policy Guidelines	
	Program Administration	4
	General Project Eligibility	5
	Funding Programs	
	Surface Transportation Block Grant	7
	Transportation Alternatives Program	9
	Resurfacing Program	12
	Pavement Repair and Sidewalk Ramp Program	15
	FTA Urbanized Area Formula Program	16
	FTA Elderly and Disabled Program	18
	FTA Bus and Bus Facilities Program	20
3	TIP Project Selection and Implementation Process	
	Duties of TAC and TAC TIP Subcommittee	22
	Project Selection Process	24
4	Evaluation Criteria	
	STBG Project Evaluation Criteria	26
	TASA Project Evaluation Criteria	28
	Resurfacing Project Evaluation Criteria	30
	Elderly and Disabled Evaluation Criteria	31
5	Appendix	
	Overview of Transportation Funding Programs	
	Roadways Eligible for Federal-aid Funding	

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. In order 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 representative 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.

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.

AMATS receives suballocated funds at the discretion of ODOT and US DOT. If ODOT's or US DOT's current funding policy changes in regards 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 and 2010 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 2018-17 (approved September 20, 2018).
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.

If a project sponsor feels that their project can not 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.

4. Maximum Projects Awarded per Sponsor – The number of projects awarded to one sponsor shall be ~~three~~ two projects per funding category. There is no limit to the number of project applications that a sponsor may submit.

5. 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.
6. 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).
7. 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.
8. 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.
9. 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.
10. 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.
11. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
12. The Project Delivery Incentive Program (PDIP) - The purpose of PDIP is to incentive 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 approved by 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.

Timeline for the PDIP program is as follows:

- Resurfacing program – 2 years from AMATS Resolution Approval
- STBG program – 4 years from AMATS Resolution Approval

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.

13. 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

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 suballocates 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:
 - 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.

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.

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. 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. 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.

TRANSPORTATION ALTERNATIVES SET ASIDE

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 suballocates 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 column in the following table:

<http://www.dot.state.oh.us/Divisions/Engineering/Consultant/Consultant/prequal-engineering.pdf>

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.

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 ft sidewalk to an 8 ft 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).
 - 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 \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. 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.

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.

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. 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. 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 \$87,500 (based on the maximum STBG funding by AMATS of \$700,000).**
- 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 \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. 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.

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.

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. 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. 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.

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 of 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 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 suballocations 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.

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.

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 2021-12 – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11).

DATE: July 28, 2021

Executive Summary

This memorandum discusses the latest round of funding for ODOT's Elderly and Disabled Program. The staff is recommending that the Policy Committee approve \$669,588 in federal funds from the Elderly and Disabled Program for handicap-accessible buses and associated equipment for METRO RTA, PARTA, United Disability Services, Family & Community Services, Jewish Family Service and Hattie Larlham. The approved projects will be programmed into FY 2022 of the TIP (PID #115366).

Introduction

In February 2021, the Ohio Department of Transportation (ODOT) posted an announcement that it would be accepting applications to award funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Eligible sponsors include non-profit organizations, state or local government authorities, and operators of public transportation services, including private operators of public transportation for services in Summit County, Portage County, or the AMATS portions of Wayne County.

Projects awarded through the Elderly and Disabled Program must be included in, or consistent with, the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The AMATS Policy Committee approved the current Coordinated Plan in May 2018. The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

The deadline for letters of intent was February 22, 2021. Applications were accepted in March.

Background

The purpose of the Elderly and Disabled Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. Capital and operating expenses are eligible. Capital expenses include the acquisition of vehicles, handicap-accessible equipment and computer hardware and scheduling software. Operating expenses may be used to meet and exceed the requirements of the Americans with Disabilities Act (ADA), to fill the gaps between human services and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce; including transportation to and from jobs and employment support services.

The total amount of Elderly and Disabled funds allocated to the AMATS area from Federal Fiscal Year 2021 is \$588,799, with additional discretionary funding available from ODOT. Approved projects will be programmed into FY 2022 of the TIP.

Project Awards

ODOT received six applications for funding. METRO RTA, PARTA, United Disability Services (UDS), Hattie Larlham, Jewish Family Service, and Family & Community Services (FCS) submitted applications. All six agencies are eligible to submit applications under this program. The projects awarded total \$669,588 in federal funds.

The attached Table 1 shows the project awards for all six agencies. Program guidance and scoring criteria can be found on the ODOT Office of Transit website. Projects are scored based on project type, level of coordination with other agencies, project effectiveness, the management capacity of the applicant, and the completeness of the application.

Staff Comment

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Regional Transportation Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The new projects listed meet all amendment requirements mentioned above. Therefore, this amendment is considered free of negative impact.

Recommendations

The projects awarded by ODOT utilize the full amount of funding available to the AMATS area at this time, and provides funding to all six applicants. These projects are to be programmed under ODOT PID: 115366 in FY 2022.

Attached to this memo is Resolution 2021-12. This resolution approves the ODOT project awards and the requested changes to FY 2022 of the TIP, as described above. The Staff recommends approval.

Table 1
Enhanced Mobility for the Elderly and Disabled
Project Awards

Organization	County (Service Area)	Recipient Type	Description	Vehicle Type	Total Project Cost Awarded
METRO RTA	Summit (Parts of Cuyahoga)	Non-Traditional	Purchase Replacement Van	LTV	\$67,310
METRO RTA	Summit (Parts of Cuyahoga)	Non-Traditional	Purchase Replacement Van	LTV	\$67,310
METRO RTA	Summit (Parts of Cuyahoga)	Non-Traditional	Purchase Replacement Van	LTV	\$67,310
PARTA	Portage, Summit & Cuyahoga Counties	Non-Traditional	Purchase Replacement Van	AV	\$48,466
Family & Community Services, Inc.	Portage	Traditional	Purchase Expansion Van	MMV	\$50,337
Family & Community Services, Inc.	Portage	Traditional	Purchase Expansion Van	MMV	\$50,337
Hattie Larlham Foundation	Portage, Summit	Traditional	Purchase Expansion Van	LTV-FS	\$74,000
United Disability Services	Summit, Portage	Traditional	Purchase Expansion Van	AV	\$50,844
Jewish Family Service of Akron	Summit	Traditional	Purchase Expansion Van	MMV	\$42,000
United Disability Services	Summit, Portage	Traditional	Purchase Replacement Van	AV	\$50,337
United Disability Services	Summit, Portage	Traditional	Purchase Replacement Van	AV	\$50,337
United Disability Services	Summit, Portage	Traditional	Purchase Replacement Van	AV	\$51,000

RESOLUTION NUMBER 2021-12

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

**APPROVING FY 2022 ELDERLY AND DISABLED PROGRAM PROJECT
AWARDS (FY 2021-2024 TIP AMENDMENT #11)**

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 AMATS to develop and maintain the Transportation Improvement Program (TIP) for the area in cooperation with ODOT and the area's transit authorities; and

WHEREAS, the Ohio Department of Transportation (ODOT) accepted applications from eligible agencies in the AMATS area to receive funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

WHEREAS, six applications were submitted by eligible agencies in the AMATS area; and

WHEREAS, ODOT has reviewed and scored these applications; and

WHEREAS, the Staff recommends the projects submitted by METRO RTA, PARTA, United Disability Services, Jewish Family Service, Family & Community Services and Hattie Larlham as described in the accompanying memorandum; and

WHEREAS, METRO RTA, PARTA, United Disability Services, Jewish Family Service, Family & Community Services and Hattie Larlham are eligible recipients, or subrecipients, of FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds; and

WHEREAS, these projects will be viewed as air quality neutral for TIP purposes; and

WHEREAS, the requested TIP amendment described above was posted online via several media, as well as presented to the AMATS Citizens Involvement Committee (CIC) on August 5, 2021; and

WHEREAS, this Committee has reviewed the public comments collected prior to the August 12, 2021, Policy Committee meeting; and

RESOLUTION NUMBER 2021-12 (continued)

WHEREAS, the projects submitted by METRO RTA, PARTA, United Disability Services Jewish Family Service, Family & Community Services and Hattie Larlham are consistent with the *AMATS Area Coordinated Public Transit Human Services Transportation Plan*; and

WHEREAS, the environmental justice impacts of this amendment have been considered to be consistent with “Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations”; and

WHEREAS, this Committee has analyzed these requests and found them to be consistent with *Transportation Outlook*, the area’s Regional Transportation Plan; and

WHEREAS, this Committee has been requested to amend FY 2022 of the AMATS FY 2021-2024 Transportation Improvement Program as discussed in the accompanying memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2021-2024, as specified above.
2. That this Committee authorizes that METRO RTA receive \$201,930 in federal funds from the Elderly and Disabled Program in support of their acquisition of three light transit vehicles (LTVs).
3. That this Committee authorizes that PARTA receive \$48,466 in federal funds from the Elderly and Disabled Program in support of their acquisition of an accessible van.
4. That this Committee authorizes that United Disability Services (UDS) receive \$202,518 in federal funds from the Elderly and Disabled Program in support of their acquisition of four accessible vans.
5. That this Committee authorizes that Jewish Family Service receive \$42,000 in federal funds from the Elderly and Disabled Program in support of their acquisition of a modified minivan.
6. That this Committee authorizes that Family & Community Services (FCS) receive \$100,674 in federal funds from the Elderly and Disabled Program in support of their acquisition of two modified minivans.
7. That this Committee authorizes that Hattie Larlham receive \$74,000 from the Elderly and Disabled Program in support of their acquisition of one LTV.

RESOLUTION NUMBER 2021-12 (continued)

8. That this Committee considers the Citizens Involvement Committee meeting of August 5, 2021, and online public notices as adequately providing an opportunity for public involvement.
9. 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.

Mayor Linda Clark, 2021 Chairwoman
Metropolitan Transportation Policy Committee

Date