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

Thursday, August 11, 2022
1:30 p.m.

Agenda

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

2. **Minutes**
   - A. June 16, 2022 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   - A. Financial Progress Report – **Motion Required** — Attachment 3A
   - B. Technical Progress Report — Oral
   - C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**
   - A. Final Draft Resiliency Report. – **Motion Requested** — Attachment 4A

5. **New Business**
   - A. Connecting Communities Planning Grant Program. — Attachment 5A

6. **Resolutions**
   - A. **Resolution 2022-14** – Approving Support for Infrastructure and Congestion-Related Performance Measures Targets. – **Motion Required** — Attachment 6A
   - B. **Resolution 2022-15** – Approving Amendment #20 to the FY 2021-2024 Transportation Improvement Program to delete an existing project and revise the funding of an existing project. – **Motion Required** — Attachment 6B
   - C. **Resolution 2022-16** – Adopting a Goal of Zero Fatalities and Serious Injuries by 2050 for the AMATS Area. – **Motion Requested** — Attachment 6C

7. **Other Business**

8. **Adjournment**

   Next Regular Meeting:
   Thursday, September 22, 2022 - 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

Thursday, August 4, 2022
1:30 p.m.

Agenda

1. **Call to Order**
   A. Determination of a Quorum — Oral

2. **Minutes**
   A. June 9, 2022 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   A. Financial Progress Report – **Motion Required** — Attachment 3A
   B. Technical Progress Report — Oral
   C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**
   A. Final Draft Resiliency Report. – **Motion Requested** — Attachment 4A

5. **New Business**
   A. Connecting Communities Planning Grant Program. — Attachment 5A

6. **Resolutions**
   A. **Resolution 2022-14** – Approving Support for Infrastructure and Congestion-Related Performance Measures Targets. – **Motion Required** — Attachment 6A

   B. **Resolution 2022-15** – Approving Amendment #20 to the FY 2021-2024 Transportation Improvement Program to delete an existing project and revise the funding of an existing project. – **Motion Required** — Attachment 6B

   C. **Resolution 2022-16** – Adopting a Goal of Zero Fatalities and Serious Injuries by 2050 for the AMATS Area. – **Motion Requested** — Attachment 6C

7. **Other Business**

8. **Adjournment**
   Next Regular Meeting:
   Thursday, September 15, 2022 - 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
Virtual Meeting

Thursday, August 4, 2022
6:30 p.m.

Agenda

1. **Welcome**

2. **Introductions**

3. **Item**
   A. Discussion regarding the *Vision Zero* resolution being considered by the AMATS Policy Committee.

   B. Approving Support for Infrastructure and Congestion-Related Performance Measures Targets.

4. **Open Discussion**

5. **Adjournment 7:45 P.M.**
   Next Regular Meeting:
   Thursday, September 15, 2022 - 6:30 p.m.

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

Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, June 16, 2022 – 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 Neugebauer 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 19, 2022 meeting.

Motion
Linda Clark *made a motion to approve the minutes and it was seconded by* ***William B. Judge****. The motion was unanimously 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* ***Bill Goncy****. The motion was unanimously approved by a voice vote.*

B. Technical Progress Report

Mr. Baker said that AMATS received funding estimates from ODOT which the agency will use to finalize its projected FY 2022 federal funding program totals. The department will relay FY 2023 estimates to AMATS soon. AMATS is expected to receive $12.5 million in STBG funds, $1.25 million in TASA, and $1.25 million in Carbon Reduction Program funds.

Mr. Baker said that a new federal NOFA regarding the *Safe Streets and Roads for All* Program has been announced. **Mr. Baker** said that applicants to this program must have a *Safety Action Plan* in place before applying for funding. **Mr. Baker** said that he would discuss this program further under *Other Business* later during the committee meeting.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated May 31, 2022.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

A. Resolution 2022-11 – Approving Amendment #18 to the FY 2021-2024 Transportation Improvement Program to add two new projects.

Mr. Pulay presented Attachment 6A.

Jim McCleary stated that the city of Stow's parliamentarian informed him that the nature of Resolution 2022-11 necessitated a voice vote regarding the resolution. The members discussed the necessity to hold a voice vote under *Robert's Rules of Order*. **Chairman Neugebauer** called for a voice vote regarding the resolution. The members agreed to a voice vote regarding Resolution 2022-11.

Motion
Michael Marozzi *made a motion to approve Resolution 2022-11 and it was seconded by* ***Jim Bowling****. The motion was unanimously approved in a voice vote.*

B. Resolution 2022-12 – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #19).

Jeff Gardner presented Attachment 6B.

Motion
Bill Goncy *made a motion to approve Resolution 2022-12 and it was seconded by* ***Linda Clark****. The motion was unanimously approved in a voice vote.*

C. Resolution 2022-13 – Resolution to approve a 15 percent cost increase for three projects over the AMATS funding cap.

Mr. Baker presented Attachment 6C.

Mr. Baker asked Joe Paradise to explain why the Summit County Engineer's office requested the 15 percent cost increase for three projects. **Mr. Paradise** explained that unanticipated inflationary pressures have resulted in the engineer's office encountering higher-than-expected project costs for the three resurfacing projects located on Ravenna Road, Olde Eight Road, and Cleveland Massillon Road. **Mr. Paradise** described the projects and the efforts of the engineer's office to estimate project costs and to seek contract bids.

Mr. Baker noted that the TAC TIP Subcommittee reviewed the Summit County Engineer's office request during its June 9 meeting and recommended that the Policy Committee approve the project cost increase. **Mr. Baker** reiterated that such funding policy decisions are to be decided by the AMATS Policy Committee.

The members discussed the ramification and potential consequences of approving the increase upon the *AMATS Funding Policy Guidelines*. The members discussed whether the increase would establish a precedent for the funding of future projects that may face similar inflationary pressures.

Jim Bowling asked Mr. Paradise whether the Summit County Engineer's office could proceed with the projects if the funding increase was not approved. **Mr. Paradise** said that he would recommend that the office proceed with the projects as they are needed, but noted that it would be difficult to do so without the increase.

Mr. Bowling stated that he did not want to set a precedent that the funding cap for projects could be arbitrarily adjusted by the Policy Committee. **Mr. Bowling** said that, if the Policy Committee wants to increase the funding cap for future projects, such an increase must be made in the *AMATS Funding Policy Guidelines* by the committee before project applications are approved.

Chairman Neugebauer asked if there were other STBG-funded projects whose sponsors could seek similar funding increases prior to the end of the fiscal year. **Mr. Pulay** said no with regards to requests.

Mr. McCleary asked if the Summit County Engineer's office had submitted any of the project contracts for bidding purposes yet. **Mr. Paradise** said that the projects have been bid out. **Mr. McCleary** noted that, until project contracts are bid, project sponsors and AMATS will not know how much projects may exceed their estimated costs.

Motion

Jim McCleary *made a motion to approve Resolution 2022-13 and it was seconded by* ***Michael Marozzi****. The motion was unanimously approved in a voice vote.*

VII. Other Business

A. **Mr. Baker** described the federal *Safe Streets and Roads for All* discretionary grant program which was established under the USDOT's *Vision Zero* initiative. **Mr. Baker** said that the first step for communities interested in seeking program grants is to develop a *Safety Action Plan*. **Mr. Baker** said that Akron officials approached AMATS about the agency developing a regional safety action plan rather than area communities pursuing grants individually. **Mr. Baker** said that the agency has the capability to develop a regional plan and gauged the members' interest in doing so. **Mr. Baker** added that a regional plan with specific recommendations based on the agency's crash reports may allow communities to seek future funding for their respective projects under *Vision Zero*.

Mayors Adamson and **Neugebauer** expressed support for the development of a regional action plan. **Mr. Baker** said that AMATS would contact members and accept nominations from communities for volunteers to join a Policy Committee task force to begin this initiative.

VIII. Adjournment

There being no other business, the meeting adjourned.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m**. on **Thursday, August 11**, **2022.**

AMATS POLICY COMMITTEE
2022 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Jan 27**	**Mar 24**	**May 19**	**June 16**	**Aug 11**	**Sept 22**	**Dec 15**
AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)	A	A	A	A			
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)				A			
BARBERTON - Mayor William B. Judge (Hunt) (Tracy)	M	M	M	M			
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M		M			
CLINTON - Mayor Clarissa Allega							
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A		A	A			
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A		A				
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A						
GARRETTSVILLE - Mayor Rick Patrick (Klamer)							
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M		A	M			
HIRAM - Mayor Lou Bertrand (J. McGee)							
HUDSON – Thomas Sheridan (Comeriato)	A	A					
KENT – City Mgr. David Ruller (Baker) (Bowling)		A		A			
LAKEMORE – Mayor Richard Cole (Fast)	A	A	A	A			
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)							
MANTUA - Mayor Linda Clark (Fabian) (Iafelice)			M	M			
METRO – Dawn Distler (Shea)	M	M	M	A			
MOGADORE - Mayor Michael Rick							
MUNROE FALLS - Mayor Allen Mavrides (Bowery)							
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)		M	M	M			
NORTHFIELD – Mayor Jenn Domzalski (Magistrelli)							
NORTON – Administrative Officer Robert Fowler (Slaga)	M						
ODOT – Gery Noirot (Phillis) (Root)	A			A			
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	M	M	M	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			
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A	A	A			
REMINDERVILLE - Mayor Sam Alonso (Krock)							
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)							
RITTMAN – City Mgr. Bobbie Beshara (Robertson)	M	M	M	M			
SILVER LAKE - Mayor Bernie Hovey (Housley)							
STOW - Mayor John Pribonic (McCleary)	A	A	A	A			
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A	A	A			
SUGAR BUSH KNOLLS - Mayor John Guidubaldi							
SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A			
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Olivia Marcis)	A	A					
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson				M			
SUMMIT COUNTY COMM. & ECON. DEV. – Stephen Knittel							
TALLMADGE - Mayor David G. Kline (Kidder)	M	M		A			
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A	A				
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)							
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)		M					
WINDHAM - Mayor Deborah Blewitt							

AMATS POLICY COMMITTEE
2022 ATTENDANCE

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Mr. Dominic DiSalvo	City of Ravenna
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Trevor Hunt	City of Barberton
Mr. Matt Mullen	METRO

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, June 9, 2022 – 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 Kosco** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the May 12, 2022 meeting.

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

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion
Joe Paradise *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 said that the June 9, 2022 TAC meeting was scheduled at the request of ODOT. The department must have Resolutions 2022-11 and 2022-12 approved by AMATS by June 30, 2022.

AMATS continues to monitor the status of various federal grant programs.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ, and TASA Funding Program and Balances dated May 31, 2022.

Jim Bowling noted that the STBG table listed Kent's Main Street/South Water Street resurfacing project (PID# 115340) as not being sold. **Mr. Bowling** said that the project sold three months ago and that ODOT has approved the project. **Mr. Bowling** said that the project contractor is scheduled to begin construction June 13, 2022.

Mr. Pulay explained that that the Main Street/South Water Street project was not listed as sold due to the lag time between when projects are sold and when that information is available to AMATS through the ODOT ELLIS website. **Amy Prater** explained that AMATS, for the purposes of developing the agency's Funding Program and Balance tables, considers a project as sold based on the encumbrance of funds as listed on the ODOT ELLIS website. **Mr. Bowling** accepted Ms. Prater's explanation and noted that the project sold recently. **Mr. Bowling** asked if there were other projects pending that were sold that will be removed from future tables. **Mr. Pulay** and **Ms. Prater** said yes.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

A. Resolution 2022-11 – Approving Amendment #18 to the FY 2021-2024 Transportation Improvement Program to add two new projects.

Mr. Pulay presented Attachment 6A.

Motion
Wayne Wiethe *made a motion to approve Resolution 2022-11 and it was seconded* ***Larry Jenkins****. The motion was approved.*

B. Resolution 2022-12 – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #19).

Jeff Gardner presented Attachment 6B.

Rebecca Schrader asked whether the listing of awarded projects included any awards for METRO or PARTA. **Mr. Gardner** said no. **Mr. Gardner** noted that FY 2022 funding to the Greater Akron area's transit authorities could have been awarded under another ODOT PID number. **Mr. Gardner** said that the number listed in the memorandum - PID# 117297 – concerned funding from the ODOT Elderly and Disabled Program for the area's social service agencies only. **Mr. Gardner** asked whether PARTA was awarded funding. **Ms. Schrader** said that PARTA applied for funding, but that the transit authority has not yet received confirmation regarding its funding status from ODOT. **Ms. Schrader** said that PARTA was told that an announcement by ODOT regarding its funding status

would be released by the department in July. **Mr. Gardner** said that AMATS has not received confirmation regarding funding for PARTA yet.

Motion
Joe Paradise *made a motion to approve Resolution 2022-12 and it was seconded by* ***Wayne Wiethe****. The motion was approved.*

VII. Other Business

A. **Mr. Baker** reminded the committee members that a virtual meeting of the TAC TIP Subcommittee meeting was scheduled immediately following the TAC meeting. **Mr. Baker** urged TAC members who are members of the subcommittee to remain in the virtual meeting for the subcommittee meeting.

B. **Mr. Baker** described the federal *Safe Streets and Roads for All* discretionary grant program which was established under the USDOT's *Vision Zero* initiative. **Mr. Baker** said that the first step for communities interested in seeking program grants is to develop a *Safety Action Plan*. **Mr. Baker** said that Akron officials approached AMATS about the agency developing a regional safety action plan rather than area communities pursuing grants individually. **Mr. Baker** said that the agency has the capability to develop a regional plan and gauged the members' interest in doing so. **Mr. Baker** added that a regional plan with specific recommendations based on the agency's crash reports may allow communities to seek future funding for their respective projects under *Vision Zero*. **Mike Teodecki**, **Mr. Bowling**, and **Christine Jonke** expressed support for the development of a regional action plan.

VIII. Adjournment

A. ***Motion***
Wayne Wiethe *made a motion to adjourn the meeting and it was seconded by* ***Joe Paradise****. The motion was approved.*

The next regularly scheduled TAC meeting will be at **1:30 p.m**. on **Thursday, August 4, 2022**.

AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE

M Denotes Member Present A Denotes Alternate Present	Jan 20	Mar 17	May 12	June 9	Aug 4	Sept 15	Dec 8
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	M	A		M			
AKRON PLANNING DEPT. – Helen Tomic (Garritano)			A	A			
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)			M	M			
AURORA - Harry Stark (Cooper)	A			A			
BARBERTON – Mike Teodecki (Shreve)	M	M	M	M			
BARBERTON – Trevor Hunt			M				
CUYAHOGA FALLS – Rob Kurtz (Paul)							
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M		M			
DOYLESTOWN - Eng. Assoc. - Ronny Portz							
FAIRLAWN - Nicholas Spagnuolo (Staten)		A	A	A			
GREEN - Wayne Wiethe (Haring)	M	A	A	M			
GREEN - Paul Pickett (Ciocca)		M	A	M			
HUDSON – Nick Sugar (Hannan)	M	M	A	M			
HUDSON – Brad Kosco (Wonsick)	M	M	M	M			
KENT - Jim Bowling	M	M	M	M			
KENT - Jon Giaquinto (Baker)							
LAKEMORE – Mayor Richard Cole, Jr. (Fast)		A	A	A			
MACEDONIA - Joseph Gigliotti (Sheehy)	M	M		M			
METRO – Valerie Shea (Baarson) (Mullen)	M	M	M	M			
MOGADORE – Vacant							
MUNROE FALLS – Vacant							
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M		M			
NEW FRANKLIN – Bryan Kepler (Ganoe)	M		M				
NORTHFIELD – Daniel J. Collins							
NORTON – Josh Slaga (Hess)							
ODOT – Chad Root (Bruner) (Phillis)	M	A		A			
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	A	A	A	A			
PORTAGE COUNTY ENGINEER – Larry Jenkins	M	M	A	M			
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)							
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty							
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich		M	M	M			
RAVENNA - Robert Finney (DiSalvo)	M	M	A	M			
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)							
RITTMAN – Bobbie Beshara (Robertson)	M	M		A			
SILVER LAKE – John Tutak							
STOW – Jim McCleary	M	M		M			
STOW – Nate Leppo (Jones)				M			
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M	M	A			
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)							
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A			
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M		M	M			
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)							
TALLMADGE - Andrea Kidder (Kline)	M						
TWINSBURG - Amy Mohr (Muter)		M	M				
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)							
WINDHAM – Deborah Blewitt (Brown)							

AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE

M Denotes Member Present A Denotes Alternate Present	Jan 20	Mar 17	May 12	June 9	Aug 4	Sept 15	Dec 8
NON-VOTING MEMBERS							
AKRON CANTON AIRPORT - Renato Camacho							
AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)				M			
AMATS - Curtis Baker	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	A			
TRUCKING INDUSTRY – Vacant							

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Paul Ciocca	City of Green
Mr. Dominic DiSalvo	City of Ravenna
Mr. Chuck Hauber	Summit County Engineer's Office
Ms. Rebecca Schrader	PARTA

STAFF MEMBERS PRESENT

Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, June 9, 2022 – 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
Bill Maki
Austin Rau

Staff:

Curtis Baker, Director
Seth Bush, GIS Coordinator
Jeff Gardner, Transportation Planner
David Pulay, Transportation Engineer

I. Welcome

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees. Introductions were made among the attendees.

II. Discussion Items

A. **Mr. Baker** said that the June 9, 2022 TAC meeting was scheduled at the request of the Ohio Department of Transportation (ODOT). The department must have Resolutions 2022-11 and 2022-12 approved by the AMATS Policy Committee by June 30, 2022.

B. **David Pulay** presented Attachment 6A - Resolution 2022-11 – Approving Amendment #18 to the FY 2021-2024 Transportation Improvement Program to add two new projects. **Mr. Pulay** presented Attachment 6B - Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #19).

C. **Austin Rau** asked about the status of planning for a June 17, 2022 Bike-N-Brainstorm in the city of Cuyahoga Falls. **Mr. Baker** asked Mr. Rau to contact him to discuss planning for this event.

D. **William Maki** asked for maps depicting the projects listed in Attachment 6A. **Mr. Pulay** said that maps are included with the attachment. **Mr. Pulay** described the project areas as depicted in the maps. **Mr. Maki** asked that the Staff forward the maps to him. **Mr. Pulay** said that he would do so.

E. **Mr. Maki** asked about the impacts of inflationary pressures on the costs of projects in 2022 and 2023. **Mr. Baker** said that ODOT District 4 has indicated that its original project construction estimates are off by about 20 percent.

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 4, 2022**.

To; AMTS and City of Cuyahoga Falls 14 June 2022

Subject: Street Lights and Pedestrian Crossing

1)See two attached photographs: #1 Street lights and #2 Pedestrian crossing.

2) In phot #1, maybe we can plan to have more "original" street lights to make our communities different from others? Attract more tourism? Safer streets?

3) In phot #2, the changing of pedestrian traffic to adding an "X" may require changes in the Ohio codes? It would speed up pedestrian flow – instead of waiting for two lights to cross over to another block, the pedestrian may just cross over using the X.

W J Maki
william_maki@att.net

Extended Traffic Lights

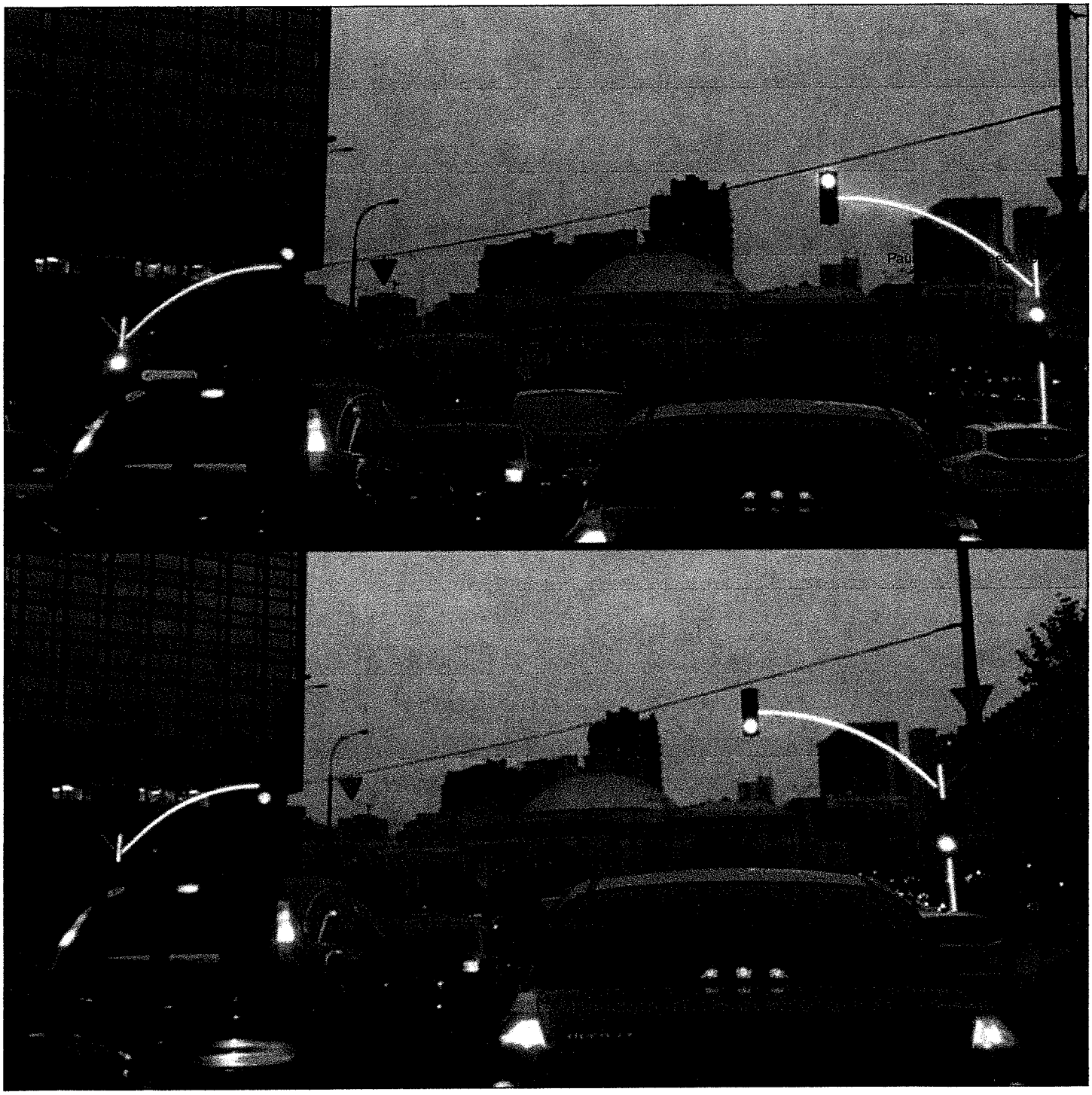


Photo: Reddit

#2

Diagonal Crosswalks

Photo: Twitter.com/beachang

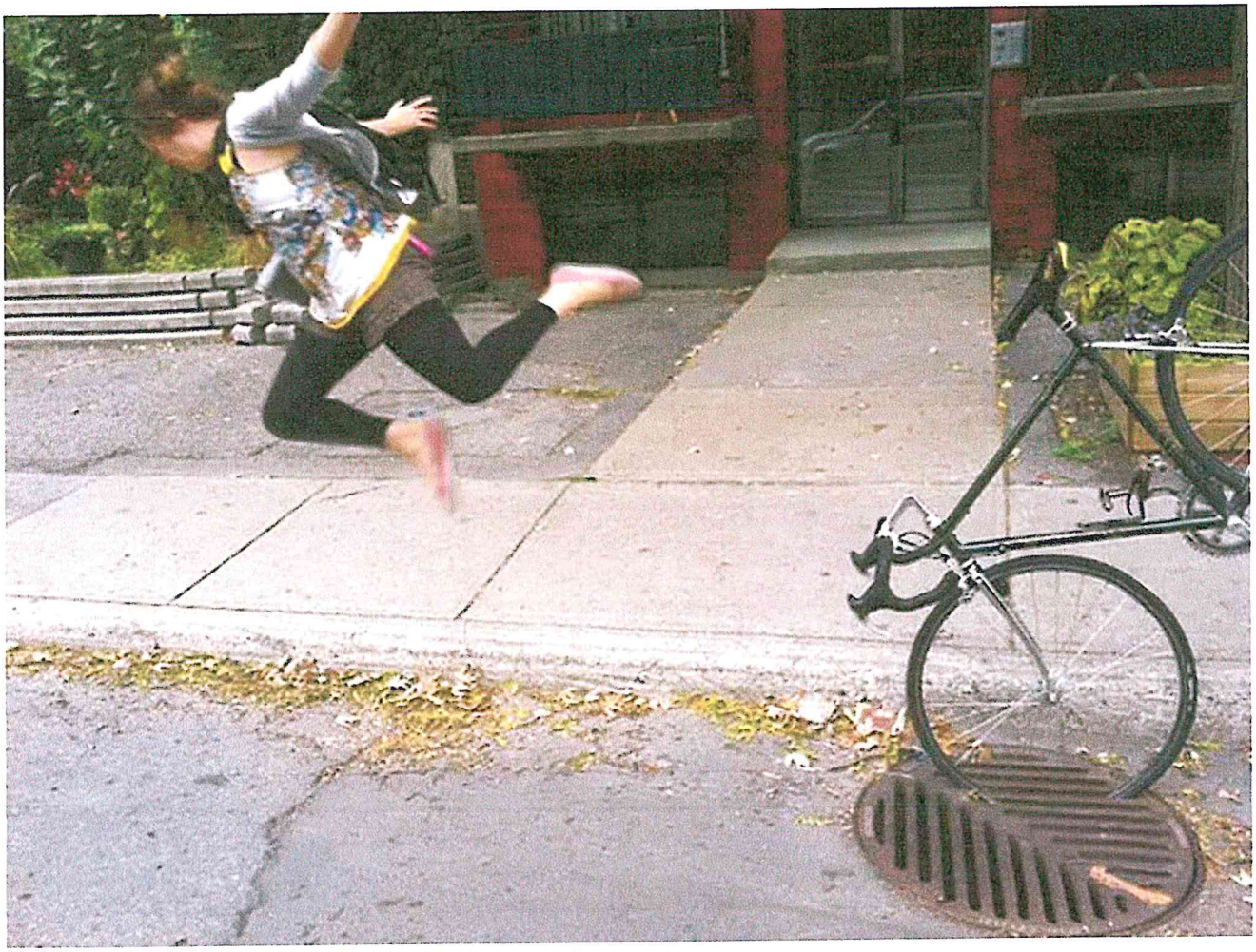
Popular in Japan, the invention of diagonal crosswalks is a dream for pedestrians waiting to cross the street. Instead of needing to wait for two lights to turn red, they can safely stroll across the street once, diagonally. This innovation prevents jaywalking and helps people not get hit by cars.

Woman Takes This Picture Just Seconds Before Noticing Her Mistake

February 13, 2022

Riding A Bicycle

Riding your bicycle on a warm summer's day is a nostalgic activity that many enjoy. That was definitely the case for Mary as she rode downtown on her bicycle.



Reddit

The ride was pleasant and peaceful up until her wheel got stuck in a drainage system. Mary learned a costly lesson that day, and that is to watch where she is going!

Hopefully, our drain designs are "designed" for the safe passage of bicyclists!

Bill Mak

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
June 30, 2022

	Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	June Expenses
I.	**Short Range Planning**	**$360,000**	**$260,972**	**72%**	**$26,635**
	FY2021 Carryover	85,000	84,898		0
	FY2022	275,000	176,074		26,635
II.	**Transportation Improvement Program**	**$263,450**	**$255,436**	**97%**	**$22,856**
	FY2020 Carryover	53,450	53,440		0
	FY2021	210,000	201,996		22,856
III.	**Continuing Planning & Data Collection Transportation System Update**	**$224,000**	**$221,875**	**99%**	**$6,676**
	FY2021 Carryover	44,000	42,909		0
	FY2022	180,000	178,965		6,676
IV.	**Long Range Plan Activity**	**$464,500**	**$346,413**	**75%**	**$28,494**
	FY2021 Carryover	64,500	64,424		0
	FY2022	400,000	281,989		28,494
V.	**Service**	**$493,900**	**$299,616**	**61%**	**$20,613**
	FY2021 Carryover	98,900	98,844		0
	FY2022	395,000	200,771		20,613
VI.	**OhioRideshare and AQ Advocacy**	**$246,500**	**$199,472**	**81%**	**$11,313**
	FY2021 OhioRideshare Carryover	45,500	38,949		0
	FY2022 OhioRideshare	80,000	41,400		11,313
	FY2021 Air Quality Carryover	21,000	19,218		0
	FY2022 Air Quality	100,000	99,905		0
VII.	**Local**	**$25,000**	**$35,685**	**143%**	**$0**
	AMATS local Costs**	25,000	35,685		0
VIII.	**AMATS Transportation Quarterly**	**$23,785**	**$23,070**	**97%**	**$0**
	FY2021 Carryover	14,150	14,075		0
	FY2022	9,635	8,995		0
IX.	**GRAND TOTAL AMATS BUDGET**	**$2,101,135**	**$1,642,538**	**78%**	**$116,585**

****Moving expenses for AMATS offices (unexpected)**

Attachment 3C

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 22, 2022**

We are excited to present a new funding opportunity to our AMATS members that will begin in FY 2023. The USDOT is rolling out a new funding program called the Carbon Reduction Program. The Carbon Reduction Program will fund a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources. Eligible projects include on- and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation and projects that support the deployment of alternative fuel vehicles. Since the program was supposed to be deployed in FY 2022 the funding for FY 2023 is double the amount of the following years. We anticipate having $2.5 million in FY 2023 and then $1.3 million the following years through FY 2026.

AMATS also wants our members to know that in FY 2024 we are anticipating the cancellation of a large project that will free up $4.1 million of STBG funds. We will discuss this in more detail later in the meeting when I present TIP Amendment #20. AMATS would like to advance some resurfacing projects that are already in the pipeline to use up these funds. We will most likely offer advancements to those resurfacing projects that have the lowest Pavement Condition Index and are project ready.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

STBG Funding Program and Balances

July 18, 2022

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	Orig. Amt
	Sold											
112745	**Gilchrist Rd Ph 1 Resurfacing**	**Mogadore**	**C**	**$409,704**	**1**							$409,704
	Pending											
112756	S Chestnut St/Riddle St Resurfacing*	Ravenna	C	$58,800								
115341	Frost Rd Resurfacing*	Streetsboro	C	$12,552								
108467	Cleveland Massillon Rd Part 1 & 2 Resurfacing*	Summit Co	C	$210,000								
108140	Ravenna Rd Part 1 Resurfacing*	Summit Co	C	$105,000								
102737	SR 241/764 7.78/VAR	Akron	C	$150,000	1							$150,000
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C	$573,764	1							$573,764
108453	Akron Cleveland Rd Resurfacing	Summit Co	C	$700,000	1							$700,000
115348	Riverview Rd+ Resurfacing	Akron	C	$700,000	1							$700,000
108370	Wooster Rd/State St reconstruction	Barberton	C	$1,866,078	1							$1,930,644
106416	SR 43 Widening	Streetsboro	C	$858,657	2							$858,657
102701	E. Exchange St-complete street	Akron	(R)C	$3,840,000	2							$3,840,000
115357	Eastern Rd Resurfacing	Norton	C	$642,240	3							$642,240
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	$259,493	3							$259,493
112743	Terex Rd Resurfacing	Hudson	C	$506,000	3							$506,000
115356	Cannon Rd Resurfacing	Twinsburg	C	$540,000	3							$540,000
115354	Cleveland Massillon Rd PH 2 Resurfacing	New Franklin	C	$562,132	3							$562,132
108200	White Pond Dr resurfacing	Summit Co	C	$600,000	3							$600,000
115954	W Ohio Ave Resurfacing	Rittman	C	$496,852	3							$496,852
113176	Swartz Rd Resurfacing	Summit Co	C	$500,000	4							$500,000
115352	E Sanitarium Rd Resurfacing	Lakemore	C	$100,000	4							$100,000
115350	4th St Resurfacing	Barberton	C	$323,728	4							$323,728
115353	Mogadore Rd Resurfacing	Mogadore	C	$506,040	4							$506,040
108141	Valley View Rd Resurfacing	Summit Co Eng	C			$300,000	1					$300,000
112741	Hopocan Av Resurfacing	Barberton	C			$281,696	1					$281,696
112735	Snyder Av Resurfacing	Barberton	C			$611,976	1					$611,976
108240	Wooster Rd West Reconstruction	Barberton	C			$5,739,644	3					$5,739,644
84397	Seiberling Way Ph 1	Akron	(P)(R)C			$4,118,390	4					$4,124,830
115358	Canton Rd Resurfacing	Summit Co	C			$528,000	4					$528,000
115359	Old Forge Rd Resurfacing	Portage Co	C			$628,362	4					$628,362
115360	N Chestnut St Resurfacing	Ravenna	C			$504,000	4					$504,000
113161	Highland & Valley View Improvements	Macedonia	R(C)			$64,000						$64,000
102745	Darrow Rd Reconstruction	Stow	R(C)			$160,000						$160,000
112716	N Main St Complete Streets	Akron	(R)C					$6,000,000				$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C					$3,600,000				$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C					$600,000				$600,000
113161	Highland & Valley View Improvements	Macedonia	(R)C					$238,051				$238,051
102745	Darrow Rd Reconstruction	Stow	(R)C					$4,500,000				$4,500,000
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)					$200,000				$200,000
116917	Arlington Rd Widening	Green	R(C)					$674,602				$674,602
116917	Arlington Rd Widening	Green	(R)C						$1,699,040			$1,699,040
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C						$5,900,000			$5,900,000
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C						$400,142			$400,142
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C						$1,089,752			$1,089,752
116540	Valley View Rd Resurfacing	Macedonia	C							$292,500		$292,500
117105	S Main St Resurfacing	Green	C							$787,500		$787,500
117065	Cleveland Massillon Rd Resurfacing	Norton	C							$787,500		$787,500
116962	Norton Ave Resurfacing	Barberton	C							$499,662		$499,662
116539	Miller Rd Resurfacing	Akron	C							$409,500		$409,500
116932	Valley View Rd Resurfacing	Hudson	C							$787,500		$787,500
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C							$935,966		$935,966
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C							$787,500		$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit C	C							$787,500		$787,500
117057	S Prospect St Resurfacing	Ravenna	C							$247,500		$247,500
116925	E Barlow Rd Resurfacing	Hudson	C							$439,744		$439,744
116479	Highland Rd Resurfacing	Twinsburg	C							$522,000		$522,000
117063	Cleveland Massillon Rd Resurfacing	Fairlawn	C							$787,500		$787,500
117138	Cleveland Massillon Rd PH 1 Resurfacing	New Franklin	C							$700,000		$700,000
116620	Greenwich Rd Resurfacing	Norton	C							$787,500		$787,500
116703	Valley View Rd Resurfacing	Summit Co	C							$787,500		$787,500
116462	E Market St	Akron	C								$6,100,000	$6,100,000
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C								$787,500	$787,500
	Doylestown Rd/Portage St Resurfacing	Wayne Co	C								$508,829	$508,829
116470	Frost Rd PH 2 Resurfacing	Streetsboro	C								$461,835	$461,835
116557	S Main St Resurfacing	Summit Co	C								$787,500	$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C								$787,500	$787,500
116623	Graham Rd Resurfacing	Stow	C								$787,500	$787,500
	N Main St Resurfacing	Rittman	C								$400,262	$400,262

		2023	2024	2025	2026	2027	2028
P = Engineering	Annual STBG Expenditures	**$14,521,040**	**$12,936,068**	**$15,812,653**	**$9,088,934**	**$10,346,872**	**$10,620,926**
R = Right-of-Way	Annual STBG Allocations	$14,171,139	$12,738,922	$12,993,717	$10,633,414	$10,633,414	$10,633,414
C = Construction	Balance	-$349,901	-$197,146	-$2,818,936	$1,544,480	$286,542	$12,488

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CRRSAA Special Funding ($4 M)

July 18, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	Quarter	Orig. Amt
	Pending							
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	$3,389,704	3			$3,649,197

		2023	2024
P = Engineering	Annual STBG Expenditures	**$3,389,704**	**$0**
R = Right-of-Way			
C = Construction			

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

July 18, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold									
111428	**Air Quality Advocacy Program**	**AMATS**		**$100,000**	**1**					$100,000
111432	**Rideshare Program**	**AMATS**		**$80,000**	**1**					$80,000
	Pending									
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	$1,981,616	1					$2,500,000
112270	CNG Bus Buy (3 buses)	METRO	C	$1,560,000	1					$1,560,000
106416	SR 43 Widening	Streetsboro	C	$3,300,775	2					$3,300,775
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	$267,202	3					$267,202
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)	$32,000						$32,000
111429	Air Quality Advocacy Program	AMATS				$100,000				$100,000
111433	Rideshare Program	AMATS				$80,000				$80,000
112245	METRO CNG Replacements (3 buses)	METRO	C			$1,260,000				$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C			$779,253				$779,253
113165	Ravenna & Shephard Improvements	Macedonia	R(C)			$80,000				$80,000
113161	Highland & Valley View Improvements	Macedonia	R(C)			$104,000				$104,000
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C			$228,000				$228,000
112716	N Main St Complete Streets	Akron	C				$900,000			$900,000
112026	SR 59-2.14 (E Main St)	Kent	C				$5,300,000			$5,300,000
113161	Highland & Valley View Improvements	Macedonia	(R)C				$1,704,811			$1,704,800
113165	Ravenna & Shephard Improvements	Macedonia	(R)C				$1,289,288			$1,289,288
102745	Darrow Rd Signal Improvements	Stow	C				$1,197,690			$1,197,690
116990	Kent Rd Signal Improvements	Stow	C				$1,520,145			$1,520,145
116917	Arlington Rd Roundabouts	Green	R(C)				$762,124			$762,124
116917	Arlington Rd Roundabouts	Green	(R)C					$3,305,666		$3,305,666
117173	SR 303/SR 14/Ranch Improvements	Streetsboro	C					$459,517		$459,517
117253	METRO 2 electric buses	METRO	C					$1,454,750		$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C					$1,600,000		$1,600,000
116924	Downtown Hudson Signal Improvements	Hudson	C					$2,316,939		$2,316,939

		2023	2024	2025	2026	2027
P = Engineering	Annual CMAQ Expenditures	$7,321,593	$2,631,253	$12,674,058	$9,136,872	$0
R = Right-of-Way	Annual CMAQ Allocations	$7,464,583	$6,705,046	$6,839,155	$5,591,127	$5,591,127
C = Construction	Balance	$142,990	$4,073,793	-$5,834,903	-$3,545,745	$5,591,127

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

July 18, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Pending									
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)(C)	$18,000	1					$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	$32,000	3					$32,000
99729	Raber Rd sidewalks	Green	C	$500,000	3					$500,000
113160	Rubber City Heritage Trail East Side Seg B	Akron	C	$700,000						$700,000
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C			$313,600				$313,600
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)(R)C			$368,000				$368,000
107930	Freedom Trail Phase 4	MetroParks	C			$700,000				$700,000
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallma	C			$700,000				$700,000
102745	Darrow Rd Sidewalks	Stow	R(C)			$140,000				$140,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C				$700,000			$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C				$700,000			$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C				$700,000			$700,000
112026	E Main St (SR 59) Improvements	Kent	C				$700,000			$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C				$560,000			$560,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)				$68,144			$68,144
116457	Springside Dr Sidewalks	Summit Co	P(R)(C)	$100,000						$100,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)					$10,000		$10,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C					$590,584		$590,583
116457	Springside Dr Sidewalks	Summit Co	(P)(R)C						$590,000	$590,000

		2023	2024	2025	2026	2027
P = Engineering	Annual TASA Expenditures	$1,350,000	$2,221,600	$3,428,144	$600,584	$590,000
R = Right-of-Way	Annual TASA Allocations	$1,444,924	$1,288,175	$1,313,940	$1,063,342	$1,063,342
C = Construction	Balance	$94,924	-$933,425	-$2,114,204	$462,758	$473,342

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CRP Funding Program and Balances

July 18, 2022

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	Orig. Amt

		2023	2024	2025
P = Engineering	Annual CRP Expenditures	$0	$0	$0
R = Right-of-Way	Annual CRP Allocations	$2,501,785	$1,284,847	$1,310,546
C = Construction	Balance	$2,501,785	$1,284,847	$1,310,546

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 Climate Resiliency Report**

DATE: **July 22, 2022**

The purpose of the Climate Resiliency Report is to assess the vulnerability of the area's transportation infrastructure to extreme weather and climate impacts. The outline of this report follows the direction of the Federal Highway Administration's (FHWA) Vulnerability Assessment and Adaptation Framework.

This report integrates climate adaptation considerations into the transportation planning and decision-making process. The report examines historical weather patterns in the region, focusing on precipitation and average daily temperature. It includes a vulnerability assessment focusing on road and bicycle infrastructure in floodplains and identifies infrastructure of regional importance most at risk during extreme weather events. Finally, the report identifies steps AMATS should consider to integrate resiliency planning into the transportation planning process.

Recommendations of the Climate Resiliency Report include developing a goal statement regarding resiliency planning as part of AMATS Long Range Transportation Plan goals and objectives, incorporating resiliency planning into the Funding Policy Guidelines for project selection, and promoting new road and transit design approaches and standards to minimize potential disruption due to extreme weather events.

This report was presented in draft form in May 2022. Since then, staff have incorporated comments from committee members and the report is now presented as a final draft. The AMATS staff recommends approval of the AMATS Climate Resiliency Report.

AMATS
CLIMATE RESILIENCY ASSESSMENT

August 2022

Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300 / Akron, Ohio 44308-1136
Phone: 330-375-2436

This report 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 Chippewa and Milton Township in Wayne County. The contents of this report 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 report does not constitute a standard, specification or regulation.

Table of Contents

Executive Summary

The Akron Metropolitan Area Transportation Study (AMATS) is responsible for regional transportation planning in the greater Akron area. The agency collaborates closely with local governments and monitors changes in the area over time. As the metropolitan planning organization (MPO) for the greater Akron area, AMATS must consider the impacts of climate on transportation infrastructure. Increases in precipitation and extreme weather events can have devastating effects on the region's roads and bridges. Critical infrastructure damage can lead to economic disruptions, delayed emergency response times and costly emergency repairs.

In terms of climate data, days over 1- and 2-inch precipitation were chosen to illustrate the rising risk of flooding. These indicators will provide vital context for the vulnerability assessment of infrastructure in the area. For example, any infrastructures in floodplains, as well as 100-year floodplains, will be ranked as the highest risk. This risk characterization will prioritize which infrastructures are most vulnerable to increases in flooding. Also, a critical assessment will identify the infrastructure that is the most critical to moving people and goods in the region. A matrix of vulnerability and criticality will produce a master list of infrastructures that will guide any decisions regarding resiliency planning.

This report will integrate climate adaptation considerations into transportation decision making process. Research and best practices from around the country illustrate that storm water management upgrades such as green infrastructure and other improvements can lower the risk of costly damages from flooding. Examples from other areas and suggestions for the AMATS area are discussed in this report.

AMATS recommends multiple strategies to incorporate resiliency planning into the transportation planning process. Recommendations include incorporating a resiliency goal into the AMATS 2050 Long Range Transportation Plan, prioritizing projects that are at high risk from extreme weather events and supporting roadway design changes to ensure transportation infrastructure is capable of withstanding extreme weather events.

The outline of this report follows the direction of the Federal Highway Administration's (FHWA) Vulnerability Assessment and Adaptation Framework (the Framework), third edition. It is a manual to help transportation agencies and their partners assess the vulnerability of transportation infrastructure and systems to extreme weather and climate effects. The analysis in this report aligns with certain elements of the Ohio Department of Transportation (ODOT) Infrastructure Resiliency Plan. While that report is more detailed and focused state-wide, this report shares a similar vulnerability assessment for the transportation infrastructure in the Greater Akron area.

Introduction

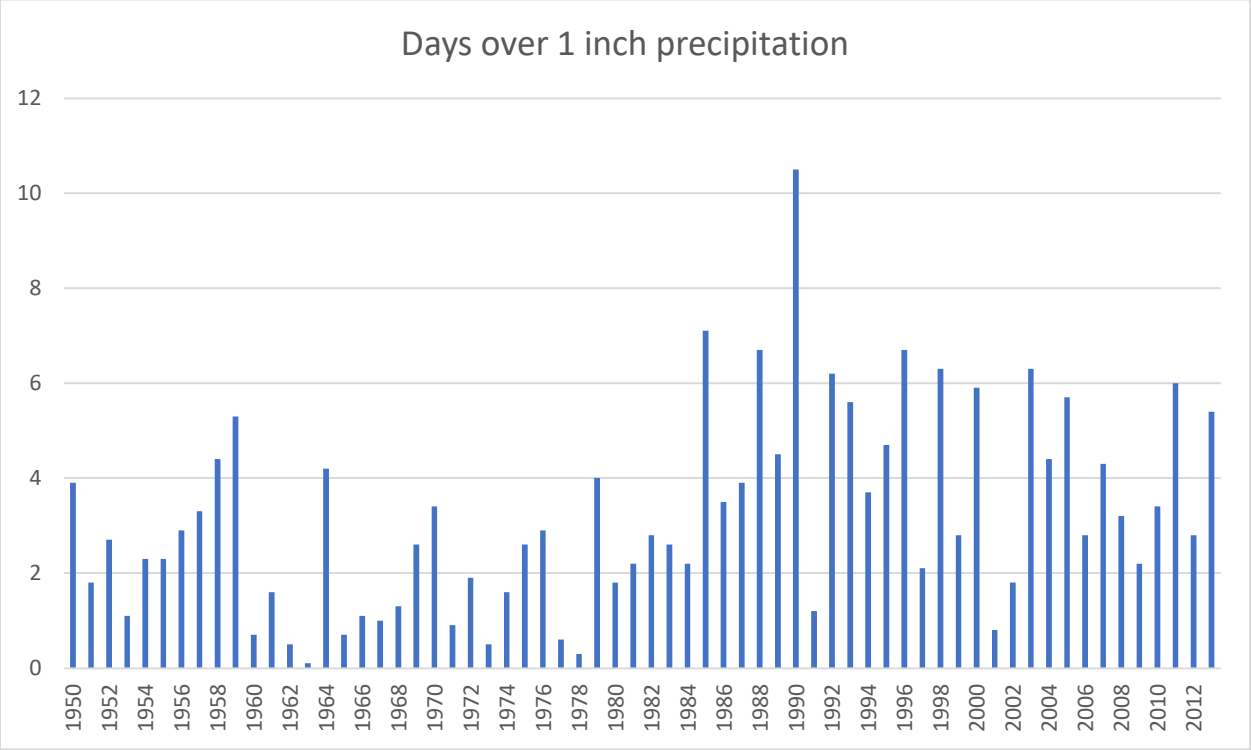
The purpose of a Climate Vulnerability Assessment is to determine what impacts can be expected on the region's transportation infrastructure due to extreme weather.

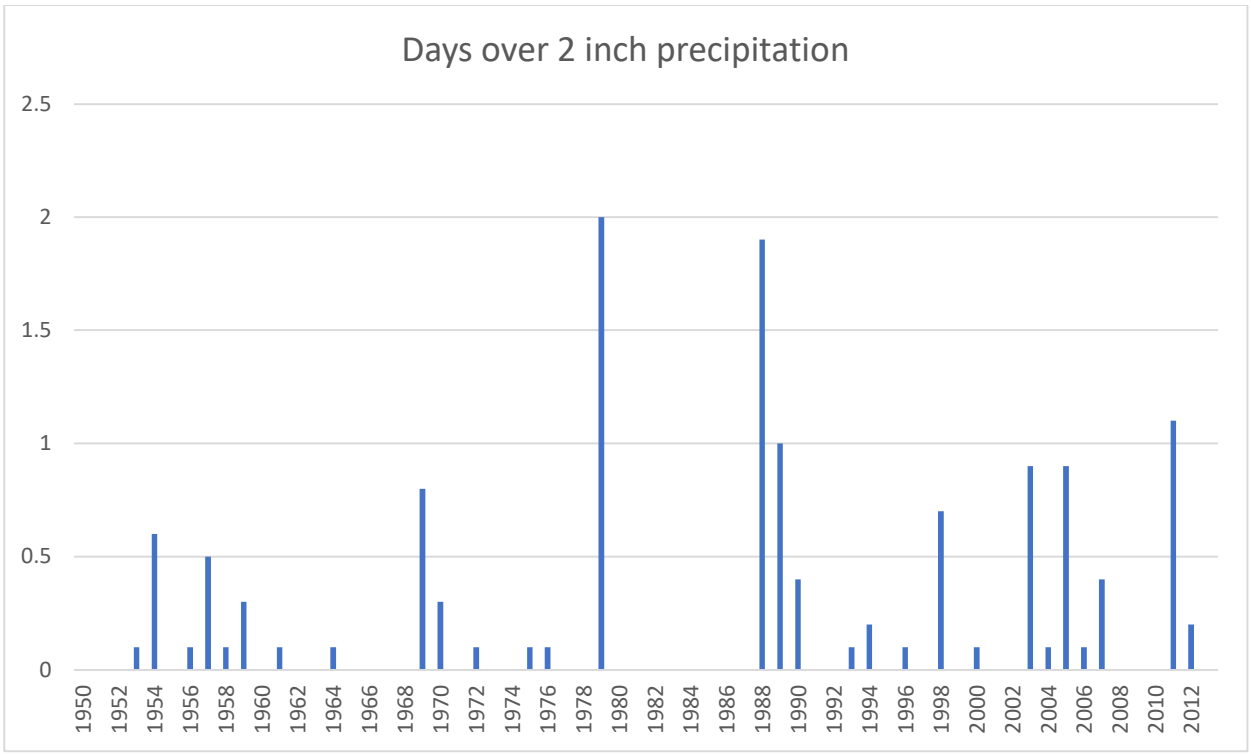
In order to determine what impacts might be expected it is important first to understand what types of extreme weather need to be accounted for. AMATS began by analyzing historic weather data related to precipitation and temperature. Because the primary extreme weather threat in the region is precipitation that results in flooding, the majority of the AMATS Climate Vulnerability Report focuses on transportation infrastructure in areas adjacent to the region's floodplains.

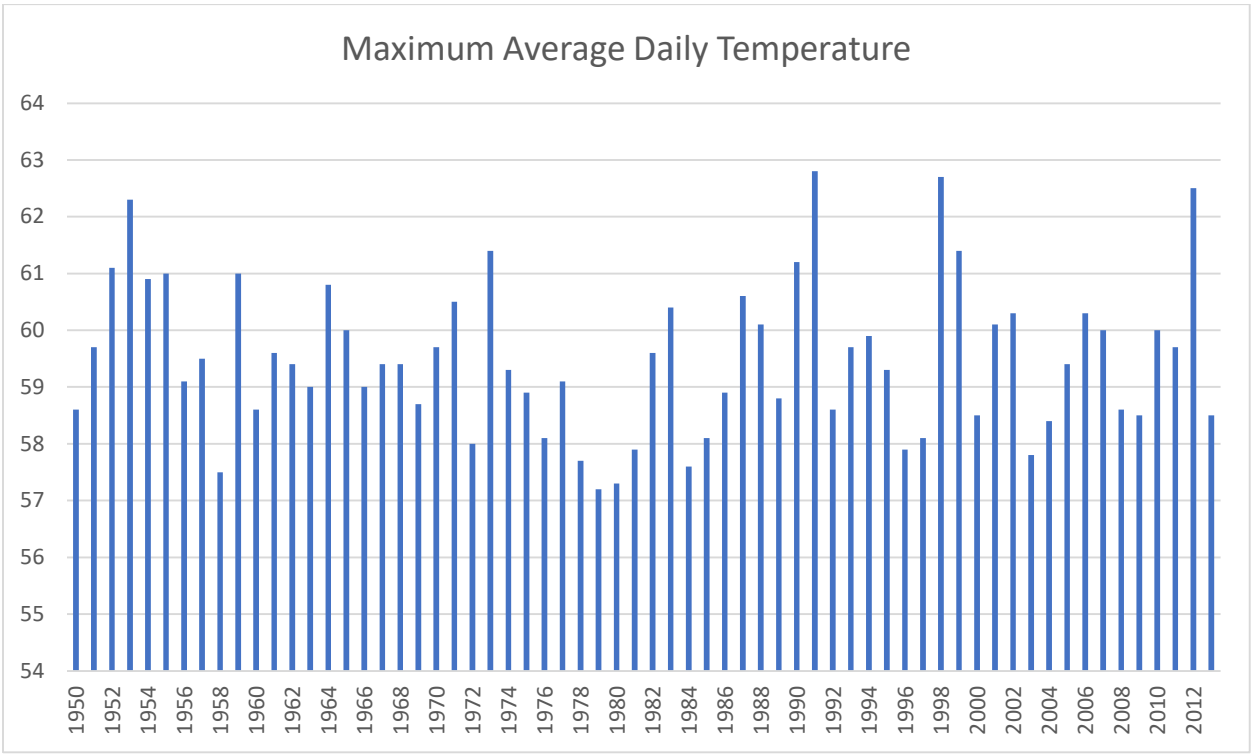
The Climate Vulnerability Assessment will identify critical roadway infrastructure that is threatened by extreme weather and conclude with recommendations for integrating climate resiliency into the transportation planning process.

Section 1: Climate Data in the Greater Akron Region

Recent data from the "The Climate Explorer", a federal-level interdepartmental toolkit, is displayed below for greater Akron. While the data is only available through 2013, it provides a historical viewpoint of how the climate has changed over time.







Based on climate data collected since 1950, the Greater Akron area's maximum daily temperature has not drastically changed. However, the area has seen a recent increase in days with 1 and 2 inches of precipitation. It is important for the region to be prepared for heavy rain events.

Non-Climate Stressors: Impervious Surfaces

Adding to these data, increased suburban sprawl would also be a cause for concern regarding increases in flooding damage. New developments that fail to implement effective storm water management practices will increase the likelihood of flash floods and costly damages to area infrastructure.

Development increases flooding when pervious, vegetated land is replaced with impervious surfaces (e.g., pavement, buildings). This reduces evapotranspiration and prevents precipitation from slowly infiltrating into the soil and recharging groundwater, rivers, and streams. Impervious surfaces increase stormwater runoff volumes, velocities, and peak discharges.

Stormwater runoff, which increases as a function of impervious surface, not only causes flooding (both peak flow and total volume of stormwater runoff) but can also affect water quality by increasing the temperature of receiving water, as well as sediment, pathogens, and nutrient loads. Urban flooding can occur due to overbank flooding or when stormwater overwhelms drainage systems and ends up in basements, backyards, and streets.

Section 2: Vulnerability Assessment

Identification of Assets

The scope of the analysis for this report is constrained to transportation infrastructure, which is defined as roads, bridges (including culverts), and multi-purpose (walking & cycling) trails. To identify infrastructure that is vulnerable to extreme weather and flooding, the following maps were made to illustrate which infrastructure is located in floodplains (regulatory, 1%, and 0.2%). As defined by the Federal Emergency Management Agency (FEMA), A "Regulatory Floodway" means **the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing** the water surface elevation more than a designated height. Additionally, the “1% floodway” is the extension of the regulatory floodway, when accounting for a flood that has a one percent change of happening, aka 100-year flood event, in any given year. Following, the “.2% floodway” is the next extension for a 500-year flood event.

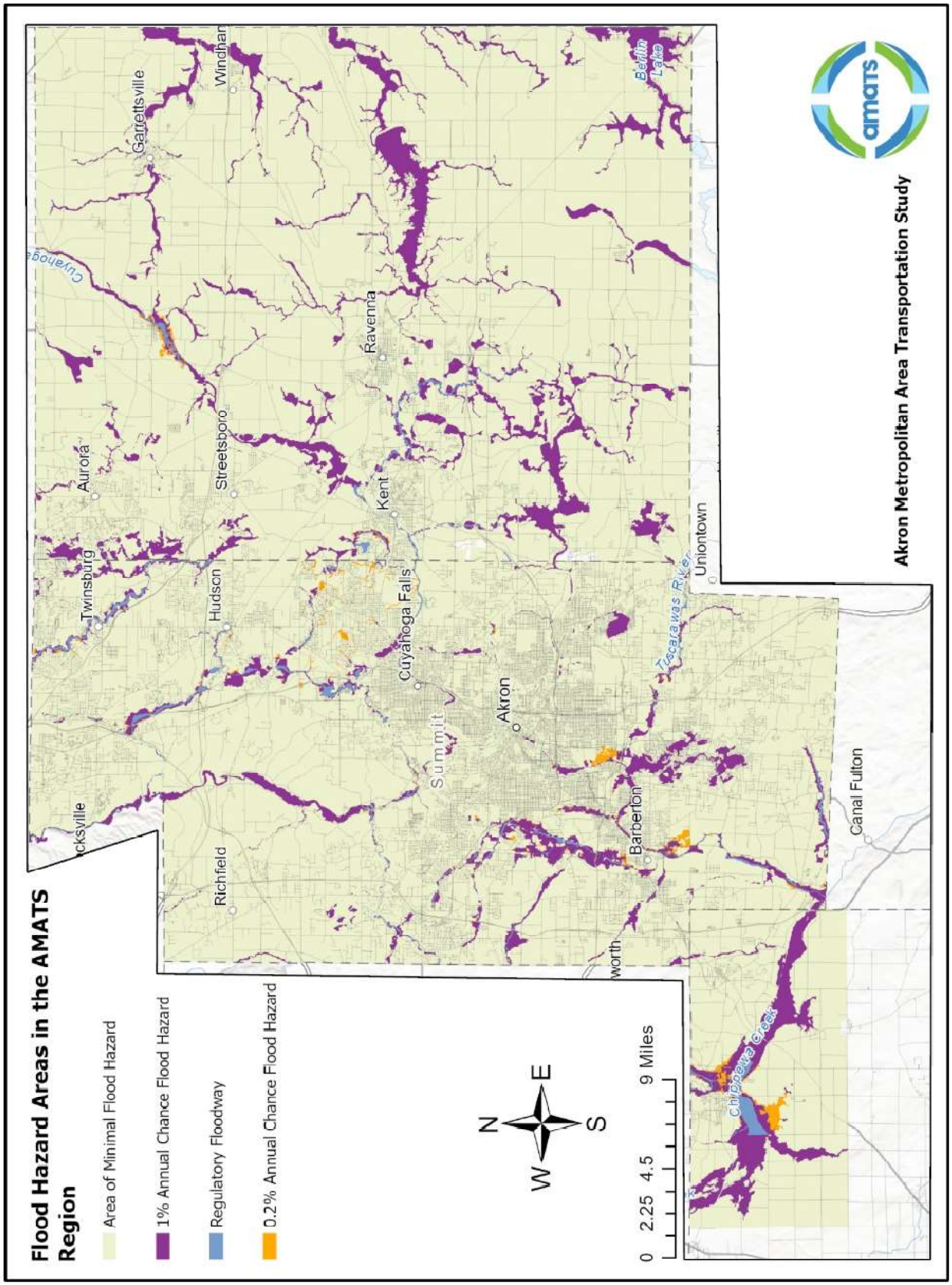


FIGURE 1: FLOOD HAZARD AREAS IN THE AMATS REGION

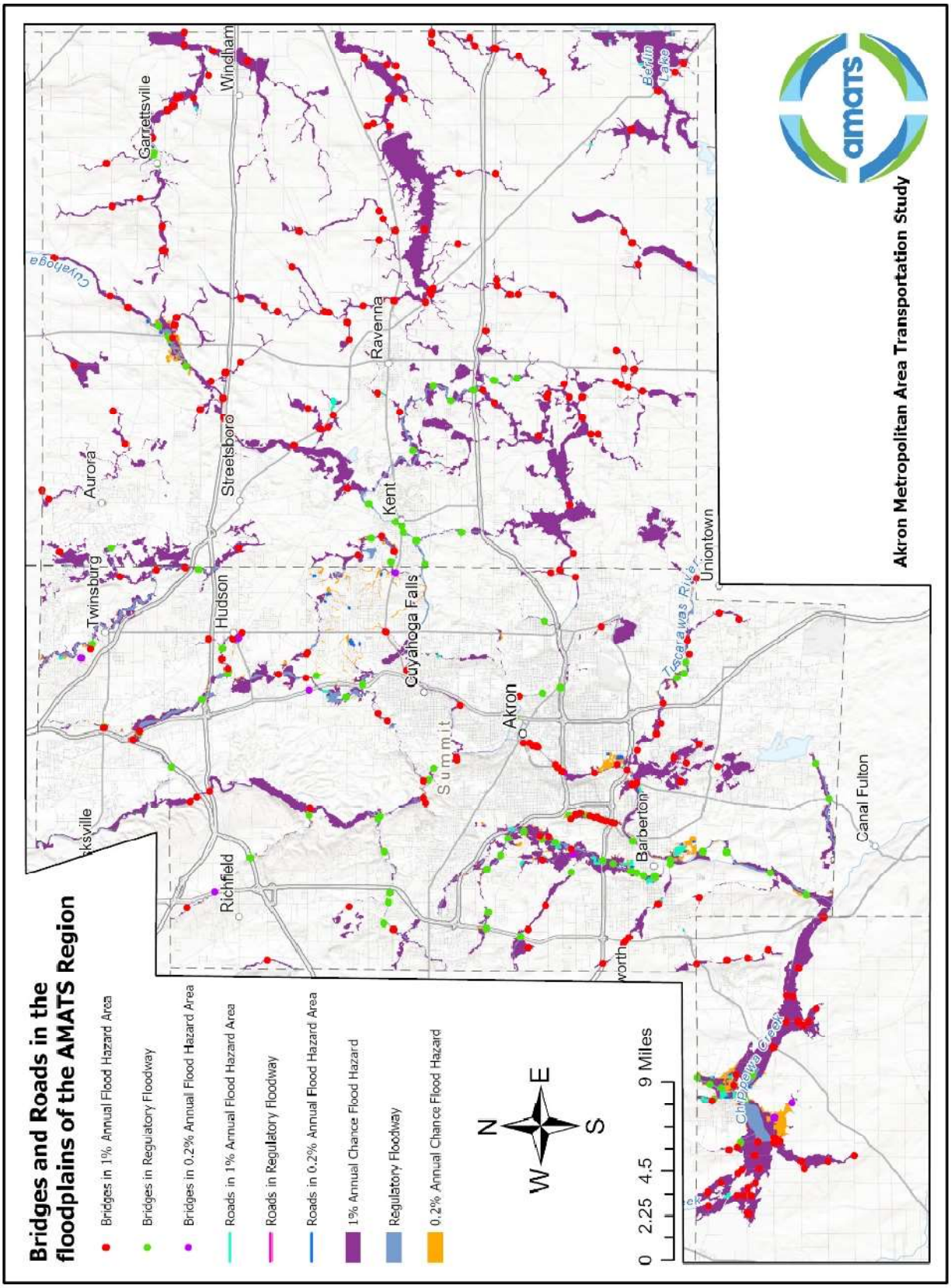


FIGURE 2: BRIDGES AND ROADS IN THE FLOODPLAINS OF THE AMATS REGION

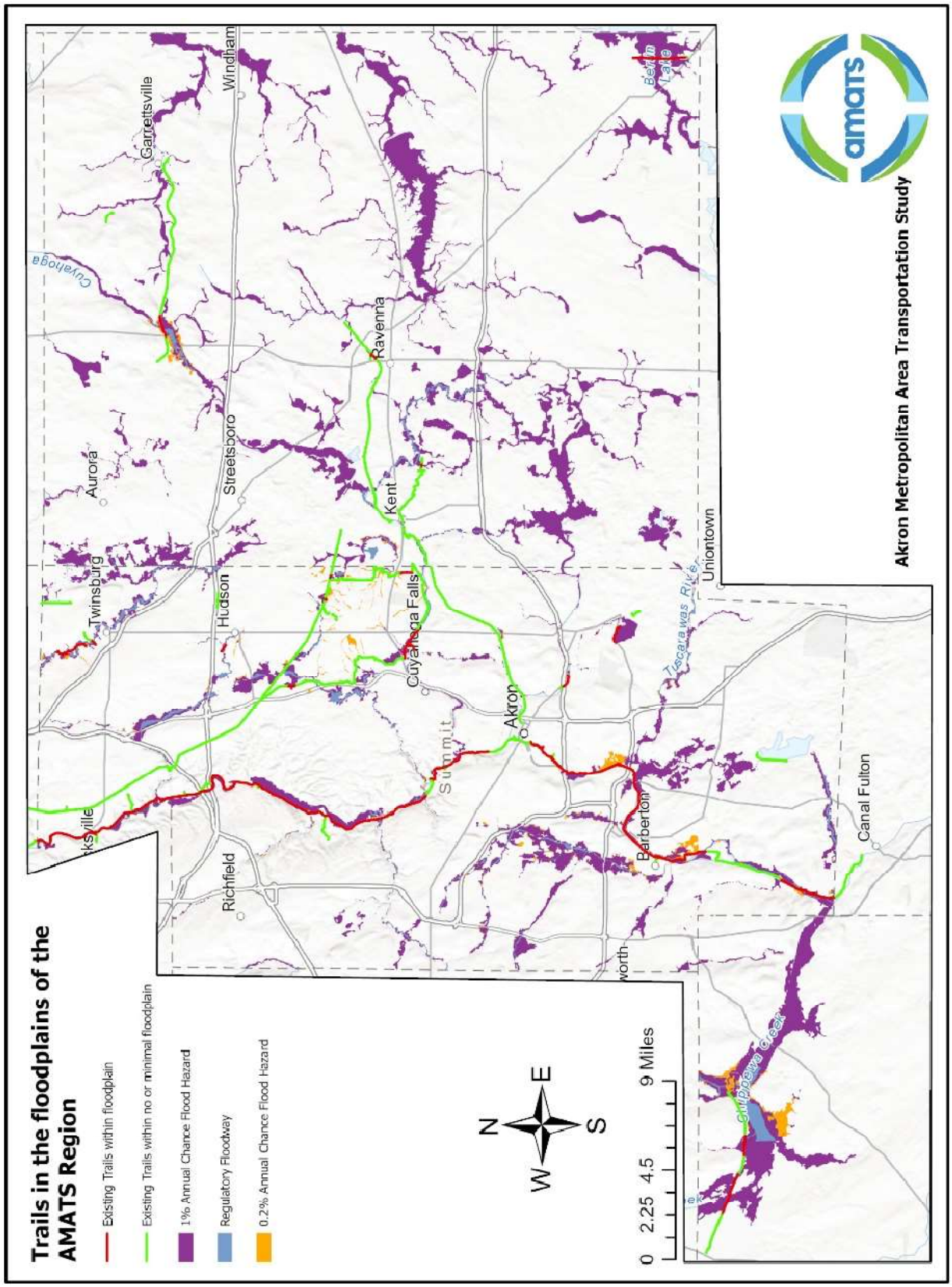


FIGURE 3: TRAILS IN THE FLOODPLAINS OF THE AMATS REGION

Vulnerability of Assets

The next step in the analysis of the areas infrastructure identified the roads and bridges (including culverts) in floodplains that are rated as “poor” or worse.

Roads are evaluated using AMATS’ PCI rating. The PCI rating is a numerical rating of the pavement condition based on the type and severity of distresses observed on the pavement surface. The PCI value of the pavement condition is represented by a numerical index between 0 and 100, where 0 is the worst possible condition and 100 is the best possible condition. A poor rating is designated as less than 55. It is important to keep in mind that not every road in the AMATS area is evaluated for PCI. Only those which are eligible to receive AMATS funding are evaluated, so any listings of “poor” roadways cannot be considered exhaustive. Counties and municipalities should evaluate their own infrastructure to identify other assets potentially at risk.

Bridges are evaluated by the Ohio Department of Transportation (ODOT). AMATS reviews the ODOT Bridge Inventory dataset, which includes both bridges and culverts, and identifies those bridges which are considered “poor”. Per ODOT, “poor” assets in this dataset are any asset coded 4 or less using the lowest of the “Deck Summary” or “General Appraisal” attributes.

These poor or worse assets are especially vulnerable given that they are in worse condition than other infrastructure in the area. They would be the first roads and bridges to be especially damaged by increases in flooding and other extreme weather events.

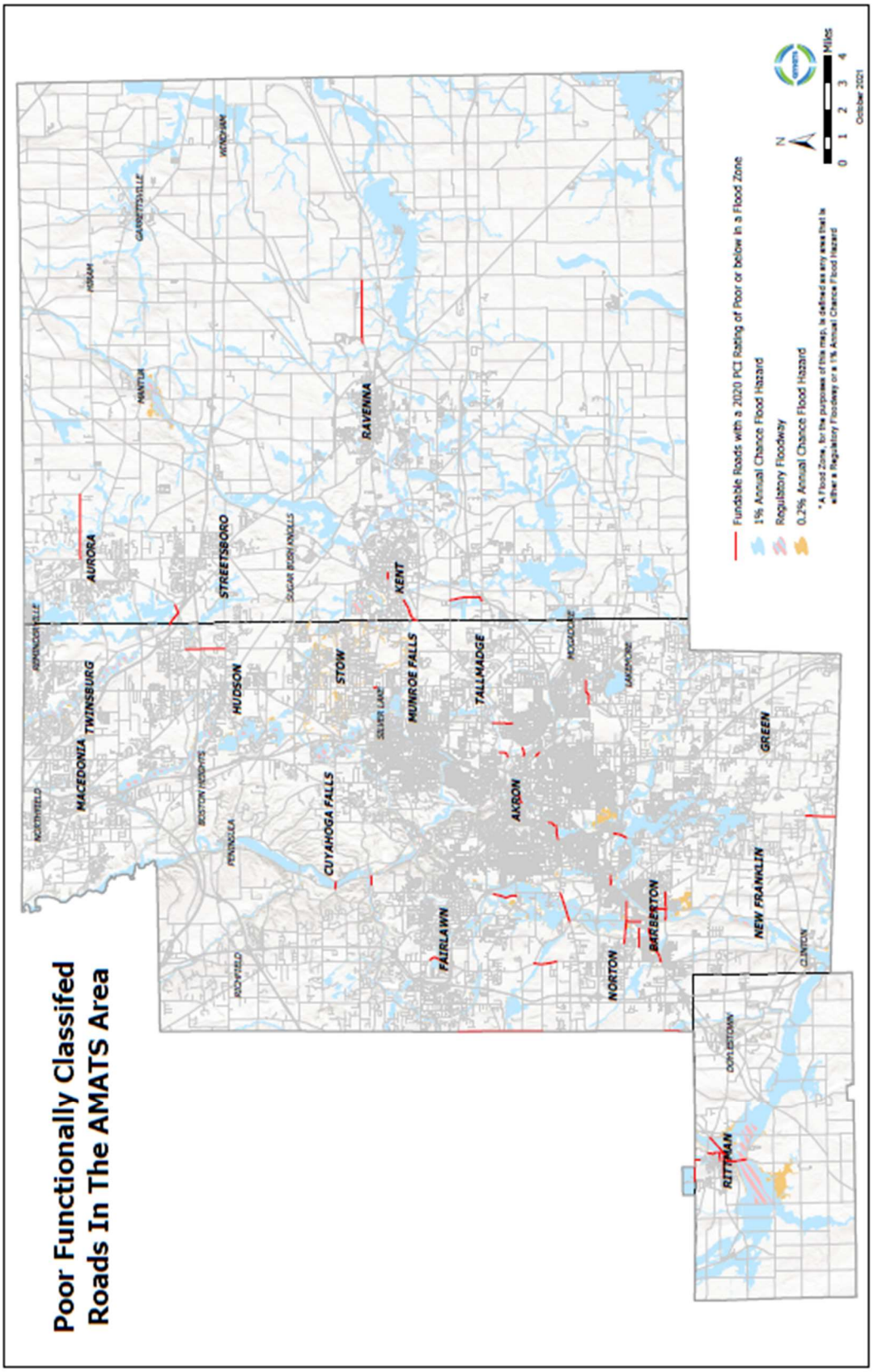


FIGURE 4: POOR FUNCTIONALLY CLASSIFIED ROADS IN THE AMATS AREA

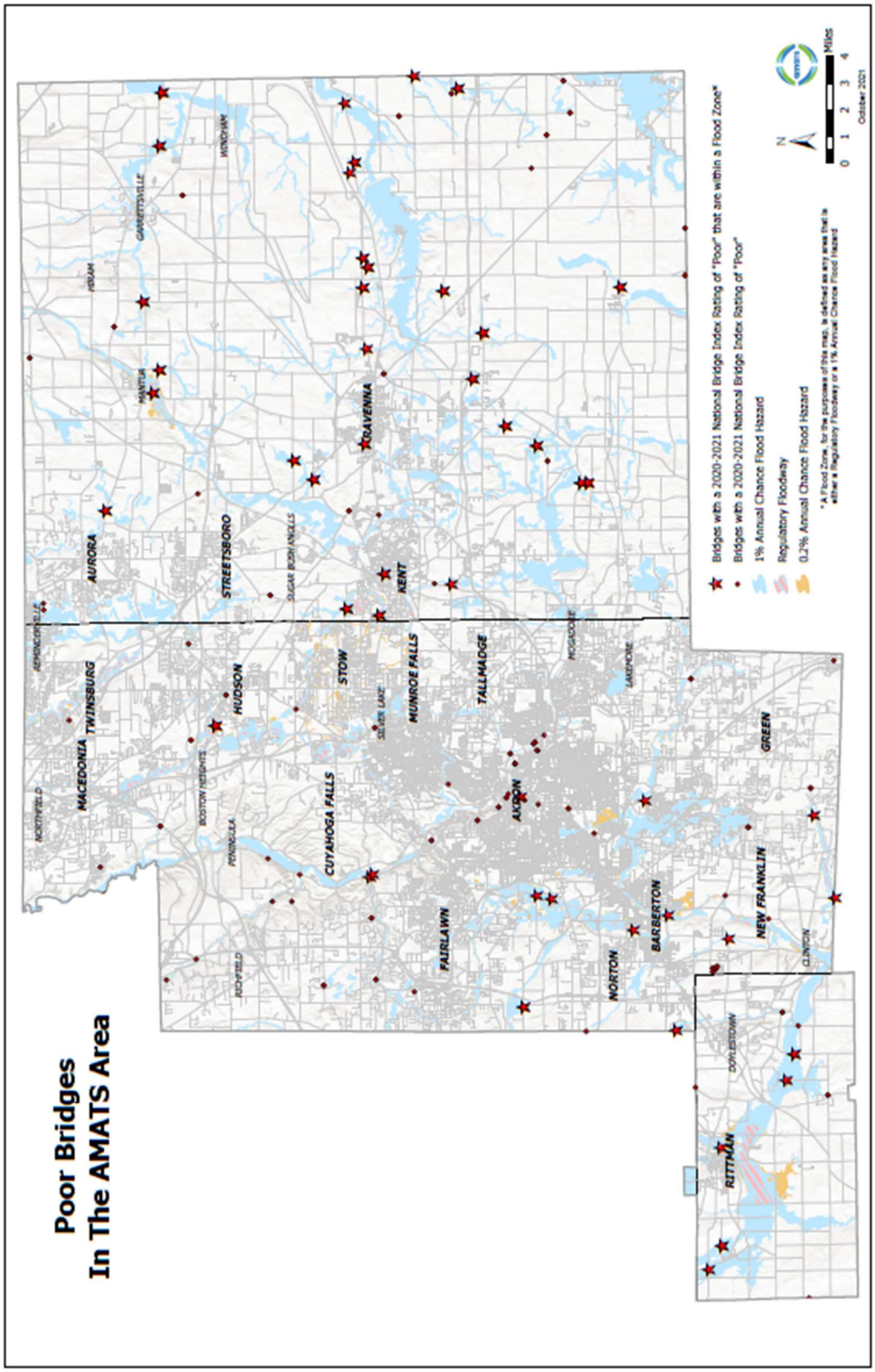


FIGURE 5: POOR BRIDGES IN THE AMATS AREA

Although there are many poor roads in floodplains within the Greater Akron area, the total miles of poor roads in floodplains is relatively low at 5.19 centerline miles. This is because in most cases the sections of poor roads that are in the floodplains are very short. Additionally, there are 46 poor bridges/culverts in floodplains. The number of poor bridges is calculated using the National Bridge Inventory's rating system.

Regional Importance Assessment

Average daily traffic (ADT) was used to identify the assets that are the most important to the transportation network in the area. Below is a list of "poor", or worse, roads and bridges, in floodplains, that are vital to the network because of relatively high ADT numbers (over 5,000).

These road segments are the final product of the analysis. They comprise the matrix of vulnerability and regional importance and should be monitored closely by local agencies for damages due to climate change and/or extreme weather events.

Roadway	***From***	***To***	***Community***	***Year(s) of Latest ADT***	***Latest ADT(s)***
Cleveland Massillon Rd	Rothrock Rd	Commercial Dr	Fairlawn	2017 2018	20,590 21,780
Van Buren Ave	Snyder Ave	Robinson Ave	Barberton	2016 2017	5,179 5,610
Stow Rd	Streetsboro St	Hudson Aurora Rd	Hudson	2017 2018	6,070 8,620
Norton Ave	Barber Rd	Wooster Rd	Barberton	2017	6,100
Triplett Blvd	Hilbish Ave	Canton Rd	Akron	2017 2019	8,060 9,400
Mogadore Rd	Tallmadge Rd	Howe Rd	Kent	2018	7,770
E Garfield Rd	Chillicothe Rd	Aurora City Limits	Aurora	2016 2017 2019	8,239 10,090 6,150
Bath Rd	Yellow Creek Rd	Riverview Rd	Cuyahoga Falls	2017	8,320
Main St	Mt Pleasant St NW	Yager Rd	Clinton	2016 2017	4,357 5,820
Haymaker Pkwy	River St	Water St	Kent	2016	18,378
Home Ave	Arlington St	Lane Change	Akron	2017	8,310
Robinson Ave	Wooster Rd	Van Buren Ave	Barberton	2019	11,830
Wadsworth Rd	Barber Rd	Collier Rd	Norton	2016	6,346

Roadway	*From*	*To*	*Community*	*Year(s) of Latest ADT*	*Latest ADT(s)*
Wooster Rd W	31st St	8th St	Barberton	2016 2017 2018 2019 2019	12,154 12,630 14,190 11,150 10,830
Brittain Rd	Eastwood Ave	Evans Ave	Akron	2017 2018	11,560 13,990
Norton Ave	Barberton Corp Limit	Barber Rd	Barberton	2018	7,890
Snyder Ave	Van Buren Ave	5th St	Barberton	2017	5,880
Manchester Rd	Carnegie Ave (Corp Limit)	Waterloo Rd	Akron	2016 2016	21,817 17,635

Local examples of vulnerable areas

There are a number of regional examples of the impacts of extreme weather events on local infrastructure.

Tinker's Creek

One example of this kind of disruption happens regularly along Tinker's Creek in Streetsboro (pictured to the right). This section of the road is in a 1% floodway designation.

Detours generated due to these types of events can lead to major travel time delays and additional congestion in otherwise low-volume roads. It can also create disruption of routes for emergency vehicles.

Yellow Creek Watershed

In Summit County, the Yellow Creek Watershed has been a source of increasingly challenging extreme weather and runoff-related issues in the past two decades. The Yellow Creek Watershed Analysis document includes a comprehensive level of detail about the challenges in the watershed.

The document highlights that "stormwater management efforts in the watershed include the formation of a Surface Water Management District (SWMD) in 2017, grant-funded stream restoration projects over several years, and most recently wetland restoration projects. However, natural erosion processes combined with extreme weather and/or inadequately managed stormwater in the watershed have contributed to evidence of channel erosion observed throughout stream network by both residents and

stream experts. One particularly extreme event in 2014 caused widespread damage and stream instability that has continued to worsen."

This degradation is at least partially attributable to both extreme weather in recent years and inadequately managed stormwater runoff from impervious surfaces such as roofs, roads, and parking lots. "In Summit County and across Ohio, flooding has increased in frequency and intensity since 2003 (Delaney, 2016; Liberatore, 2013; USEPA, 2016). This increase in flood frequency, coupled with consistently increasing urbanization in the Yellow Creek Watershed, has resulted in significant hydromodification over the years (Delaney, 2016). A notable example of the increased flooding in Yellow Creek is the occurrence of a storm on May 12, 2014, which dropped approximately five inches of rain in about two hours (estimated to be around a 500-year event for those in the hardest hit areas) (National Weather Service, 2014). Per resident claims, this storm washed out culverts, eroded roadways, and caused major debris jams in addition to flooding."

The analysis of causes then goes to describe stormwater runoff problems in detail. "The Impervious area hotspot critical area addresses portions of the watershed that have dense urbanization and large amounts of impervious surface cover. Parking lots, commercial buildings, and roadways dominate the landscape. This critical area covers approximately 3600 acres, or 18%, of the watershed. The watershed's impervious cover is concentrated along the commercial corridor of Medina Road (Route 18), with much of the impervious cover within the City of Fairlawn and the Village of Richfield. These areas were developed at a time where stormwater management requirements were minimal or nonexistent. Such a large area of dense urbanization threatens the watershed by increasing the velocity, quality, temperature, and pollutant load of stormwater runoff that is being discharged."

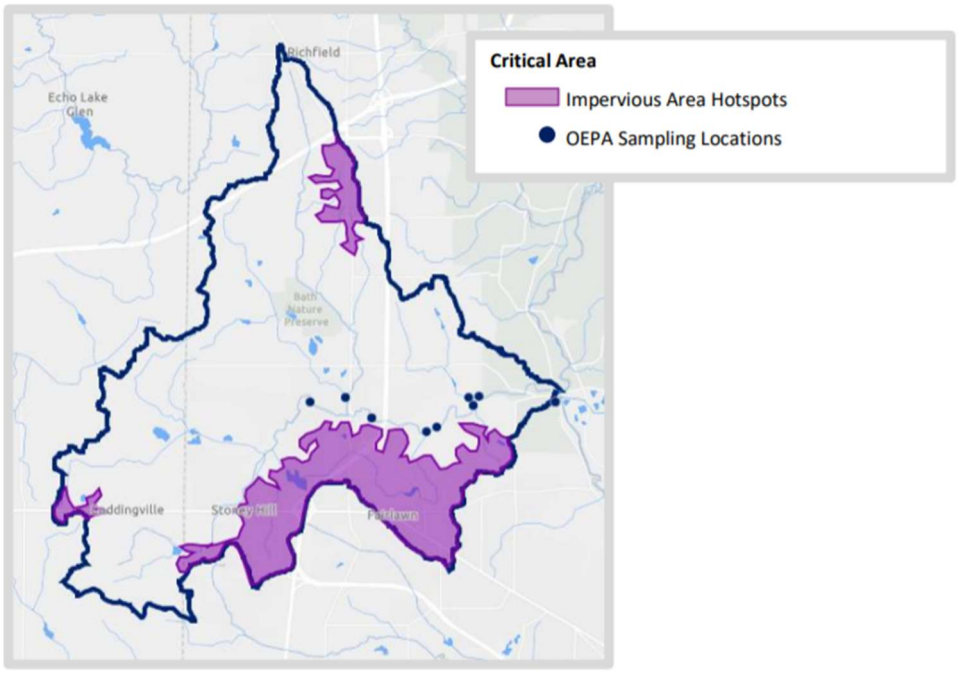


Figure 7: Critical Area 1, Yellow Creek HUC-12

Of course, the stormwater runoff not only threatens the watershed, but the infrastructure located in the watershed. This should be a cause for concern for local governments and more resources should be devoted to follow up on the recommendations set forth in the document.

Further, AMATS suggests monitoring localized flooding that is not mapped by FEMA. Flooding has occurred in the Greater Akron area along roadways in areas not designated as floodways by FEMA. Although outside the scope of this report, these locations also deserve consideration by local communities.

Section 3: Overview of Potential Solutions

While these events can have significant impacts, it is important to review potential solutions to severe weather events. Where the worst flooding happens, replacing the current infrastructure would be the first idea to consider. However, to address design flaws before any infrastructure is replaced, local governments should consider *updating design guidelines* to better manage stormwater flows. Some areas may even need stabilization projects to prevent further damage to the hardest hit areas. Further, installing green infrastructure is one of the best ways to combat problems with runoff, erosion, and flooding. Expanding funding options for green infrastructure is critical to supporting networks of regional green infrastructure. Below are several examples of effective green infrastructure.

Green Infrastructure

Green infrastructure is a set of stormwater management techniques and practices that mimic natural hydrologic functions. Commonly, green infrastructure incorporates landscape features to store or treat excess runoff. Green infrastructure can include site-specific management practices such as rain gardens, as well as watershed-scale strategies such as land preservation. The restoration of wetlands and floodplains enhances the land's ability to store water and reduce runoff. In places where urban infrastructure already exists, cities can incorporate or "retrofit" green infrastructure during infrastructure replacement and capital improvement projects. green infrastructure is gaining widespread support as a credible approach that communities can use to manage stormwater sustainably. The following are examples of different types of green infrastructure.

Bioretention

Bioretention is an adapted landscape feature that provides onsite storage and infiltration of collected stormwater runoff. Stormwater runoff is directed from surfaces to a shallow depression that allows runoff to pond prior to infiltration in an area that is planted with water-tolerant vegetation. As runoff accumulates, it will pond and slowly travel through a filter bed where it either infiltrates into the ground or is discharged via an underdrain. Small-scale bioretention areas are often referred to as rain gardens. A bioswale along a roadway is also a bioretention practice. In locations with low infiltration rates, underdrains can be used to collect runoff at the bottom of the filter bed and discharge the treated

runoff to another green infrastructure practice or storm sewer system. Allowing runoff to filter through soil removes pollutants and reduces peak discharges, which mitigates flooding.

Blue Roof

A blue roof is designed to hold up to eight inches of precipitation on its surface or in engineered trays. It is comparable to a vegetated roof without soil or vegetation. After a storm event, precipitation is stored on the roof and discharged at a controlled rate. Blue roofs greatly decrease the peak discharge of runoff and allow water to evaporate into the air prior to being discharged. Precipitation discharge is controlled on a blue roof through a flow restriction device around a roof drain. The water can either be slowly released to a storm sewer system or to another green infrastructure practice such as a cistern or bioretention area.

Permeable Pavement

Permeable pavement includes both pavements and pavers with void space that allow runoff to flow through the pavement. Once runoff flows through the pavement, it is temporarily stored in an underground stone base prior to infiltrating into the ground or discharging from an under drain. Permeable pavers are highly effective at removing heavy metals, oils, and grease in runoff. Permeable pavement also removes nutrients such as phosphorous and nitrogen. Soil and engineered media filter pollutants as the runoff infiltrates through the porous surface. The void spaces in permeable pavement surfaces and reservoir layers provide storage capacity for runoff. All permeable pavement systems reduce runoff peak volume.

Underground Storage

Underground storage systems vary greatly in design. Underground storage systems detain runoff in underground receptacles that slowly release runoff. Often the underground receptacles are culverts, engineered stormwater detention vaults, or perforated pipes. One of the benefits of underground storage is that it does not take up additional surface area and can be implemented beneath roadways, parking lots, or athletic fields. Underground storage systems are typically designed to store large volumes of runoff and therefore can have a significant impact in reducing flooding and peak discharges.

Stormwater Tree Trench

A stormwater tree trench is a row of trees that is connected by an underground infiltration structure. At the ground level, trees planted in a tree trench do not look different than any other planted tree. Underneath the sidewalk, the trees sit in a trench that is engineered with layers of gravel and soil that store and filter stormwater runoff. Stormwater tree trenches provide both water quality and runoff reduction benefits.

Retention Pond

A retention pond is one of the earliest prototypes of green infrastructure and is now considered a more traditional type of stormwater infrastructure because it has been integrated into gray infrastructure design. It is an engineered stormwater basin designed to store runoff and release it at a controlled rate while maintaining a level of ponded water. Pollutants and sediment loads are reduced as the runoff is retained in the basin. Retention ponds are a very common stormwater management practice and may be designed with sustainable elements to increase water quality and decrease peak discharges. Vegetated forebays may be added to increase sediment removal as well as provide habitat. Another

enhancement to traditional stormwater retention ponds is the addition of an iron-enhanced sand filter bench that removes dissolved substances such as phosphorus from runoff.

Extended Detention Wetland

Extended detention wetlands, such as the one shown in the figure on the right, may be designed as a flood mitigation strategy that also provides water quality and ecological benefits. Extended detention wetlands can require large land areas but come with significant flood storage benefits. Extended detention wetlands can be created, restored (from previously filled wetlands), or enhanced existing wetlands. Wetlands typically store flood water during a storm and release it slowly, thereby reducing peak flows. An extended detention wetland allows water to remain in the wetland area for an extended period, which provides increased flood storage as well as water quality benefits. Extended detention wetlands are distinct from preservation of existing wetlands, but the two practices often are considered together as part of a watershed-based strategy.

While green infrastructure can be a great tool, it can bring challenges, including costs, related to installation and maintenance.

Summit County Cost Examples

The following information was shared by the Summit County Engineer's Office to illustrate the substantial costs related to current runoff-related issues like scouring, erosion, and flooding.

As seen below, significant costs already exist for vulnerable infrastructure in the AMATS area. These issues currently pose challenges and are expensive to address. Local government agencies also expect these issues to grow, citing projected annual increases for certain project types.

PREVIOUS AND FUTURE PROJECTS					
Damage due to increase runoff	Scour due to increase velocity	Blockage of culverts & other large structures by debris	Blockage of storm sewers & smaller structures by debris	Increased landslide risk caused by increase runoff & saturated soils	Total Bridge Failure/wash out
Example Project	2020 Yellow Creek stream bank stabilization $185,000	2020 Riverview Rd over Slipper Run, Peninsula $260,000	Storm sewer inspection, cleaning, repairs & replacement. Akron-Cleveland Rd, 1300-ft, $250,000 (Future Project)	West Bath Rd Landslide Repairs (retaining wall and resurfacing) Design & Construction $1,675,000	Shaw Rd bridge destroyed by flooding & replaced in 2012 ($220,000) add 3%/yr inflation
Number of Similar Projects Per Year	2	1	2	1	1 every 20 years or more as flooding becomes more frequent
Annual Cost	$370,000	$260,000	$250,000	$1,675,000	$300,000
Projected Annual Increase	50%	3% inflation per year	3% inflation per year	50%	3% inflation per year

Routine Drainage Repairs attributed to Current Erosion					
Annual Amount in the 2021 SCE Budget	Landslide Mitigation	Storm Sewer Cleaning	Annual Maintenance	Culvert Replacement	Rock Channel Protection
1 years worth of efforts					
$1,225,000	$100,000	$125,000	$450,000	$450,000	$100,000
3% inflation per year					

Portage County Cost Examples

The information below was shared by the Portage County Engineer's Office to illustrate the current costs related to runoff/flooding issues.

PREVIOUS AND FUTURE PROJECTS					
Damage due to increase runoff	Scour due to increase velocity	Blockage of culverts & other large structures by debris	Blockage of storm sewers & smaller structures by debris	hydralic issues undersized culverts (Flooding)	Total Bridge Failure/wash out
Example Project	Hankee rd stabilization project $300,000	ravenna rd underpass, $100,000	Dawley Bridge #119 $50,000	Ravenna rd section B, Parkman rd sec. C, Silica sand sec. A, Porter rd C, Stroup rd C, Coit rd A	Newton Falls bridge, $700,000
Number of Similar Projects Per Year	2	2	2	1	1 every 20 years or more as flooding becomes more frequent
Annual Cost	$600,000	$200,000	$100,000	$200,000	$700,000
Projected Annual Increase	50%	3% inflation per year	3% inflation per year	3% inflation per year	3% inflation per year

Routine Drainage Repairs attributed to Current Erosion					
Annual Amount in the 2021 PCE Budget	Landslide Mitigation	Storm Sewer Cleaning	Annual Maintenance	Culvert Replacement	Rock Channel Protection
1 years worth of efforts					
$750,000	$50,000	$75,000	$300,000	$75,000	$75,000
3% inflation per year					

Section 5: Incorporate into Decision Making

As the metropolitan planning organization for the Greater Akron area, AMATS proposes the following strategies and recommendations to ensure the transportation planning process is considering resiliency planning and extreme weather potential.

Develop a goal statement relating to system resiliency to be included in AMATS 2050 Long Range Transportation Plan

Community planning as well as transportation planning begins with an understanding of what is important to the community and how the planning process and project evaluation criteria should reflect such key concerns. AMATS should incorporate system resiliency into its long range transportation plan goals and objectives.

Identify resiliency/extreme weather prioritization criteria that can be incorporated in the AMATS Funding Policy Guidelines

Like the concept of a goals statement, the criteria used to prioritize projects as part of the programming process should reflect the needs associated with climate change-related disruptions. Thus, to the extent that points or weights are used to assign relative importance to different goals, a desire for adaptive

design concepts or of investing in projects that are in high-risk areas should be part of the prioritization criteria.

In 2021 AMATS incorporated scoring criteria for roadways endangered by land slides as part of it's safety planning component of the guidelines. AMATS could consider making additional changes to prioritize roadways threatened by extreme weather.

Consider new road and transit design approaches and standards to minimize potential disruption due to extreme weather events

AMATS acknowledges that it is customary to rely on ODOT's manuals for bridges and location and design. This recommendation is one more of an overarching nature. While there are set policies and procedures when it comes to design, the following recommendation indicates that those design standards could potentially be revised per the needs identified within this plan.

In areas that are considered highly vulnerable to current or future weather-related stresses, any project that is to be reconstructed or rehabilitated should consider new design approaches and standards that allow for greater protection against future stresses. In most cases, this would be done on a project-by-project basis given the project-specific context that determines design characteristics (e.g., drainage requirements). In some cases, government agencies have provided such a flexible design approach in context sensitive design projects; or in other cases, agencies have used design exceptions for standard approaches when circumstances have suggested an approach that is more appropriate compared to the norm. From a planning perspective, the long-range plan can be part of this overall design approach by identifying those areas that are considered highly vulnerable and AMATS can interact with implementing agencies to assure that a flexible design approach will be applied.

Conclusion

AMATS will continue to track climate stressors in the region and plan accordingly. Potential shifts in federal and state policies will also be monitored closely, and AMATS will align its goals and work programs appropriately. Specifically, AMATS will keep abreast of any updates to the FHWA's Framework and the ODOT Infrastructure Resiliency Plan. Collaboration with local government agencies will be vital as it may be necessary to adapt to more extreme weather in the future. AMATS will continue to revise its vulnerability assessment on a 4-year cycle along with other planning documents which feed into its Long-Range Transportation Plan.

Sources

Interdepartmental: U.S. Climate Resilience Toolkit- https://toolkit.climate.gov/

FHWA: Climate Change & Extreme Weather Vulnerability Assessment Framework - https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/vulnerability_assessment_framework/index.cfm

EPA: Climate Resilience Evaluation and Awareness Toolkit- https://epa.maps.arcgis.com/apps/MapSeries/index.html?appid=3805293158d54846a29f750d63c6890e

Summit County Engineer's Office: Yellow Creek Watershed Technical Memorandum- https://www.summitengineer.net/files/11932/file/yellow-creek-watershed-analysis_final.pdf

Summit Soil and Water Conservation District: Nine-Element Nonpoint Source Implementation Strategic Plan- https://www.summitengineer.net/files/15937/file/yellow-creek-nps-is.pdf

NOAA Coastal Services Center: Economic Assessment of Green Infrastructure Strategies for Climate Change Adaptation: Pilot Studies in The Great Lakes Region - https://coast.noaa.gov/data/digitalcoast/pdf/climate-change-adaptation-pilot.pdf

City of Toledo: Green Infrastructure Toledo Case Study- https://toolkit.climate.gov/case-studies/all-hands-deck-creating-green-infrastructure-combat-flooding-toledo

Broward Metropolitan Planning Organization: South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project- http://www.browardmpo.org/images/WhatWeDo/SouthFloridaClimatePilotFinalRpt.pdf

Appendix

Entire list of “poor”, or worse, rated roads located in floodplains in the greater Akron area.

Roadway	***From***	***To***	***Community***	***Year(s) of Latest ADT***	***Latest ADT(s)***
Cleveland Massillon Rd	Rothrock Rd	Commercial Dr	Fairlawn	2017 2018	20,590 21,780
Van Buren Ave	Snyder Ave	Robinson Ave	Barberton	2016 2017	5,179 5,610
Stow Rd	Streetsboro St	Hudson Aurora Rd	Hudson	2017 2018	6,070 8,620
4th St NW	Lake Ave	Norton Ave	Barberton	2018	3,750
Norton Ave	Barber Rd	Wooster Rd	Barberton	2017	6,100
Triplett Blvd	Hilbish Ave	Canton Rd	Akron	2017 2019	8,060 9,400
Main St S	Pavement Change	Eastern Rd	Rittman	2018	3,239
Medina Line Rd	Stimson Rd	Ridgewood Rd	Copley Wadsworth	2016 2018 2018	3,540 3,980 3,130
Market St	Arlington St	Case Ave	Akron	N/A	N/A
White Pond Dr	Copley Rd	Pavement Change	Copley Akron	2017	3,250
College St	Main St	Industrial St	Rittman	2018 2018	394 317
Mogadore Rd	Tallmadge Rd	Howe Rd	Kent	2018	7,770
Hopocan Ave	Hillsdale Ave	8th St	Barberton	2017 2019	3,800 3,417
Middlebury Rd	Corp Limit/Pavement Change	Munroe Falls Kent Rd	Kent	N/A	N/A
Hazel St	Arlington St	Pavement Change	Akron	2017	3,280
Ohio Ave	Metzger Ave	Industrial St	Rittman	2018	2,939
Eastern Rd	Rufener St	Main St	Rittman	2018	1,131
Ira Rd	Riverview Rd	Akron Peninsula Rd	Cuyahoga Falls	2017 2019	2,180 2,340
Newton Falls Rd	Ravenna Twp Limit	Rockspring Rd	Charlestown	2019 2019	560 1,120
E Garfield Rd	Chillicothe Rd	Aurora City Limits	Aurora	2016 2017 2019	8,239 10,090 6,150
Bath Rd	Yellow Creek Rd	Riverview Rd	Cuyahoga Falls	2017	8,320
Ohio Ave	Industrial St	Sunset Dr	Rittman	2018	3,962
Snyder Ave	2nd St	Van Buren Ave	Barberton	2016	4,957

Roadway	*From*	*To*	*Community*	*Year(s) of Latest ADT*	*Latest ADT(s)*
Cleveland Massillon Rd	Hemphill Rd	Summit Rd	Norton	2018	4,080
Waterloo Rd	Wooster Rd	Cordelia Ave (Corp Limit)	Akron	2019	4,383
Main St	Mt Pleasant St NW	Yager Rd	Green	2016 2017	4,357 5,820
Haymaker Pkwy	River St	Water St	Kent	2016	18,378
Home Ave	Arlington St	Lane Change	Akron	2017	8,310
Robinson Ave	Wooster Rd	Van Buren Ave	Barberton	2019	11,830
Wadsworth Rd	Barber Rd	Collier Rd	Norton	2016	6,346
Wooster Rd W	31st St	8th St	Barberton	2016 2017 2018 2019 2019	12,154 12,630 14,190 11,150 10,830
Main St N	Milton Rd	Ohio Ave W	Rittman	2018 2018 2018 2018	3,672 4,005 3,742 4,520
Wellman Rd	Middleton Rd (Corp Limit)	Aurora Hudson Rd	Streetsboro	2017	2,930
Rhodes Ave	Russell Ave	Thornton St	Akron	2019	2,040
Medina Line Rd	Weaverville Rd	Johnson Rd	Norton	2020	1,380
Brittain Rd	Eastwood Ave	Evans Ave	Akron	2017 2018	11,560 13,990
Norton Ave	Barberton Corp Limit	Barber Rd	Barberton	2018	7,890
Industrial St	Ohio Ave	Sunset Dr	Rittman	2018 2018	1,431 207
South St	Pavement Change	Lake Shore Blvd		2017	4,200
Snyder Ave	Van Buren Ave	5th St	Barberton	2017	5,880
Bowery St	State St	Main St	Akron	2017	3,280
Manchester Rd	Carnegie Ave (Corp Limit)	Waterloo Rd	Akron	2016 2016	21,817 17,635
South St	Manchester Rd	Pavement Change	Akron	2016	2,263
Grant St	S Main St	Industrial St	Rittman	2018 2018 2018	833 245 917
Darrow Rd	Lane Change	Kent Rd	Stow	N/A	N/A

Attachment 5A

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: **Notice of Funding Available – Connecting Communities Planning Grant**

DATE: **July 22, 2022**

As part of the Connecting Communities initiative in 2010, AMATS developed a grant program to provide communities with funding for the development of transportation plans that lead to the identification of projects eligible for AMATS funds. AMATS has successfully completed five rounds of planning grants, awarded a total of almost $500,000, and assisted 12 communities. AMATS will continue the program with a sixth round of funding in FY 2023, making available two $40,000 grants. The details of the program are described in the Notice of Funding Available attached to this memo.

AMATS staff will make the application available on the AMATS website on September 1, 2022, with a deadline to submit by September 30, 2022.

The Connecting Communities Planning Grant Task Force will meet to score and review the applications and make preliminary recommendations to the Policy Committee. The grant recipients will then be selected by the Policy Committee at their December 15, 2022 meeting.

Notice of Funding Available

Connecting Communities Planning Grant

The Akron Metropolitan Area Transportation Study developed the Connecting Communities Initiative to encourage the integration of land use and transportation. The purpose of the Connecting Communities Planning Grant Program is to fund transportation plans that are consistent with the Connecting Communities Initiative to promote livable communities through transportation planning**. The Planning Grant Program has been created to provide communities with funding to develop transportation plans that will lead to projects eligible for AMATS funds.**

Connecting Communities principles:

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

To be eligible for a Connecting Communities Planning Grant, a project must:

- Be intended for transportation planning
- Be site specific
- Result in transportation and land use improvements that are consistent with *Connecting Communities – A Guide to Integrating Land Use and Transportation*

Ineligible activities include:

- Preliminary Engineering
- Final Design
- Preparation of environmental documentation
- Right-of-way acquisition
- Preparation of bid documents
- Construction

AMATS has made $80,000 available for two $40,000 planning grants to be awarded through the Connecting Communities Planning Grant Program. Projects may be a joint venture between sponsors, but each project is eligible for a maximum of one grant. Additionally, applications for no more than 2 projects may be submitted per community. A selection committee, The Connecting Communities Task Force, will be charged with reviewing sponsors' applications and making recommendations to the Policy Committee.

Local commitment, in the form of specific legislation, is required of sponsors and co-sponsors seeking planning grant funds. This ensures that Councils and Boards recognize that the project is being submitted for federal funding. Legislation must include the following: project name, description and cost. All projects are required to include legislation. Failure to submit legislation by the established due date may result in cancellation of project application.

Important Dates:

September 1, 2022 –Applications will be made available on the AMATS website.

September 30, 2022 – Deadline to submit applications by 4:30 pm.

December 15, 2022 – Approval of grants takes place at the Policy Committee Meeting.

For more information, please contact Heather Davis Reidl at hreidl@akronohio.gov or 330-375-2436 ext. 4434.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee Members**
Technical Advisory Committee Members
Citizens Involvement Committee Members

FROM: **AMATS Staff**

RE: **Resolution 2022-14 – Approving Support for Infrastructure and Congestion-Related Performance Measures Targets**

DATE: **July 22, 2022**

Executive Summary

The purpose of this resolution is to approve support for infrastructure condition (PM2) and congestion related (PM3) performance targets.

Background

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

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

Including a performance management approach to planning is intended to improve project and program delivery, inform investment decision making, focus staff efforts on priorities, and provide greater transparency and accountability to the public. Federal guidance applies performance measurement at the programmatic, rather than project level and links performance measures and targets to funding decisions by way of performance-based funding. The purpose of this approach is to institute performance-based decision-making as part of the project selection process.

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

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

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

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow for the various core programs established in MAP-21. US DOT issued performance measure goals for each of the above areas.

In the transportation planning process, the public and other stakeholders articulate a strategic direction that is based on a shared vision for the future.

- **Goals and Objectives** stem from the area's vision and goals, and they address key desired outcomes. Agencies like AMATS create objectives—which are specific, measurable statements—that shape planning priorities.
- **Performance Measures** support objectives and are the basis for comparing alternative improvement strategies, investment and policy strategies, and tracking results.

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

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

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

- **Investment Plan** – In order to link the Regional Transportation Plan (*Transportation Outlook 2045*), which has an horizon of at least 20 years, to projects in the TIP, AMATS may consider developing a mid-range investment plan that, for example, may cover 10 years.
- **Resource Allocation / Program of Projects** – Project prioritization or selection criteria are used to identify specific projects or strategies for a capital plan or TIP. Projects included in the TIP are selected based on performance, and whether they show a clear link to meeting performance objectives.

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

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

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

Public involvement and data are essential in the process. The public's vision for their transportation system plays a central role in determining goals, performance measures, and investment priorities. Agencies also decide on priorities using data and information on how potential strategies performed in the past, are performing now, and how they are projected to perform in the future.

Like all planning, the performance-based planning process is cyclical. As planning cycles evolve, goals and objectives may be adjusted, and performance measures and targets may be refined. Making adjustments ensures that agencies focus on the most important priorities and that those priorities remain achievable.

TARGET SETTING AND COORDINATION

Safety (PM1)

Federal legislation requires MPOs like AMATS to establish performance targets and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety (PM1 – Performance Measures Group 1) are:

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

In accordance with federal legislation, AMATS used a five-year average to calculate baseline safety targets. These baseline targets are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the *Traffic Crashes and Safety Performance Measures (2018-2020) Report*, approved in March 2022. This technical memorandum also includes analyses of bicycle and pedestrian safety data.

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2015-2019 for setting the CY 2021 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2021 targets in December 2021. States will be notified in March 2022. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance.

The CY 2021 highway safety targets for Ohio are:

- 1,084 fatalities
- 8,101 serious injuries
- 0.93 fatality rate
- 6.97 serious injury rate
- 811 non-motorized fatalities and non-motorized serious injuries

Baselines used to set the CY 2021 targets are (the average of CY 2015-2019):

- 1,128.8 fatalities
- 8,434.2 serious injuries
- 0.97 fatality rate
- 7.25 serious injury rate
- 844.8 non-motorized fatalities and non-motorized serious injuries

Agencies such as AMATS are also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2021 AMATS decided to support the goals set forth by ODOT for the entire state, rather than

develop separate targets for our area (See AMATS Policy Resolution 2020-20, approved in December 2020).

ODOT's Calculated Targets for CY 2022

After reviewing historical crash trends, external factors, and through consultation with ODOT's partners, the Strategic Highway Safety Plan Steering Committee recommended that Ohio set a 2 percent annual reduction target across all five categories.

Although the 2% annual target will be difficult to achieve across all five categories, the Safety Steering Committee concluded that an aspirational but achievable target is better than adopting targets that accept the status quo.

ODOT has adopted the 2% annual reduction target based on the state's commitment to safety. This commitment includes the following new initiatives:

- An additional $50 million annually for ODOT's Highway Safety Improvement Program
- Updates to the state's distracted driving law

Below are Ohio's CY 2022 targets. The baseline years for setting CY 2022 targets are CY 2016-2020. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2022 targets in December 2023. States will be notified in March 2024.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

CY 2022 Targets for Ohio are:

- 1,106 fatalities
- 7,744 serious injuries
- 0.970 fatality rate
- 6.780 serious injury rate
- 808 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2016-2020):

- 1,152.2 fatalities
- 8,063.4 serious injuries
- 1.015 fatality rate
- 7.063 serious injury rate
- 840.4 non-motorized fatalities and non-motorized serious injuries

The following estimates for CY 2021 are based on preliminary figures. Official safety data for CY 2021 will be available in several weeks:

- 1,356 fatalities
- 7,916 serious injuries

- 1.20 fatality rate (estimated)
- 6.99 serious injury rate (estimated)
- 882 non-motorized fatalities and non-motorized serious injuries (estimated)

Statewide roadway fatalities increased by 9.8%, up from 1,230 in 2020. Lockdowns during the COVID outbreak in 2020 partly attribute to the large increase from 2020 to 2021.

The AMATS Policy Committee supports ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2022 (previously approved with AMATS Resolution 2022-04, in January 2022). A further review of safety data can be found in the March 2022 AMATS traffic crash report.

Infrastructure Condition (PM2)

Pavement and Bridge Performance Measures

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of Ohio's National Highway System (NHS) pavements and bridges. ODOT must establish 2-year and 4-year statewide targets for both metrics within a 4-year performance period. Additionally, ODOT must establish only 4-year targets for interstate pavements. There are four targets for highways and two for bridges. These measures (PM2 – Performance Measures Group 2) are shown below:

National Highway System Pavement Condition				
Pavements	**2018 Target 2-Year**	**2018 Target 4-Year**	**5-Year Avg**	**Proposed Target (2022 - 2026)**
Percentage of Interstate Pavements in Good Condition	N/A	50%	64.7%	**> 55%**
Percentage of Interstate Pavements in Poor Condition	N/A	1%	0.1%	**< 1%**
Percentage of Non-Interstate NHS Pavements in Good Condition	35%	35%	46.4%	**> 40%**
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%	3%	1.2%	**< 2%**
National Highway System Bridge Condition				
Bridges	**2018 Target 2-Year**	**2018 Target 4-Year**	**5-Year Avg**	**Proposed Target (2022 - 2026)**
Percentage of NHS Bridges in Good Condition	50%	50%	58.1%	**> 55%**
Percentage of NHS Bridges in Poor Condition	5%	5%	1.9%	**< 3%**

The targets reflect ODOT's review of HPMS submitted NHS pavement data and bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are

only required for the good and poor conditions. ODOT's review confirms that a high percentage of Ohio's NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT's Pavement and Bridge Management Systems predict these patterns to continue. The AMATS Transportation Improvement Program FY 2021-2024, Appendix H – Performance Measures, contains a full discussion of local infrastructure conditions.

The staff is recommending support for ODOT's proposed statewide infrastructure targets.

The table below shows AMATS area pavement conditions over the past ten years.

AMATS Historical Pavement Conditions

AMATS Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2010	27%	73%	0.0%	100%
2011	30%	69%	0.2%	100%
2012	29%	71%	0.2%	100%
2013	28%	72%	0.1%	100%
2014	31%	69%	0.5%	100%
2015	12%	87%	0.5%	100%
2016	43%	57%	0.1%	100%
2017	55%	45%	0.5%	100%
2018	55%	45%	0.2%	100%
2019	68%	32%	0.2%	100%
2020	63%	37%	0.0%	100%
5 Yr Avg (2016-2020)	**57%**	**43%**	**0.2%**	100%

AMATS Non-Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2010	36%	64%	0.0%	100%
2011	39%	61%	0.6%	100%
2012	26%	72%	2.2%	100%
2013	29%	70%	0.8%	100%
2014	19%	80%	1.1%	100%
2015	18%	81%	1.5%	100%
2016	29%	68%	2.9%	100%
2017	32%	64%	4.0%	100%
2018	31%	67%	2.4%	100%
2019	33%	63%	3.6%	100%
2020	41%	55%	4.2%	100%
5 Yr Avg (2016-2020)	**33%**	**63%**	**3.4%**	100%

ODOT's 2020 bridge inspection system states that 53.1% of AMATS bridge deck area is in good condition. This exceeds the statewide target of 50 percent or higher. Conversely, only 0.1% of AMATS bridge deck area is in poor condition. This beats the statewide target of 5 percent or lower. Consequently, AMATS is contributing to the statewide targets for bridge conditions.

Congestion Reduction (PM3)

CMAQ Traffic Congestion Performance Measures

Federal rule 23 CFR 490.707 establishes Congestion Mitigation and Air Quality (CMAQ) Traffic Congestion performance measures for large urbanized areas in Ohio (PM3 – Performance Measures Group 3). MPOs of over 200,000 in population and located in CMAQ air quality non-attainment/maintenance areas are required to set air quality related targets for two performance measures. One measure focuses on monitoring the Peak Hour Excessive Delay (PHED), which is the effort to monitor the time people spend in traffic delays. Another measure focuses on

decreasing single occupant vehicle trips (Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel). See the current AMATS CMAQ Performance Plan for further discussion.

Peak Hour Excessive Delay (PHED)

Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the National Highway System (NHS). The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 am local time on weekday mornings; the weekday afternoon period is 3-7 pm, providing flexibility to state DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Past PHED Data by MPO Annual Peak Hour Exessive Delay (PHED)						
Urbanized Area	2018 Target	2017	2018	2019	2020	5-Year Avg
Akron (AMATS)	N/A	5.0	5.0	5.0	5.0	5.0
Canton (SCATS)	N/A	3.1	3.1	3.1	3.1	3.1
Cincinnati (OKI)	12.0 (4 yr)	10.9	11.5	8.7	5.1	9.1
Cleveland (NOACA)	10.0 (4 yr)	7.7	8.1	6.2	3.5	6.4
Columbus (MORPC)	12.0 (4 yr)	10.9	13	7.3	3.1	8.6
Dayton (MVRPC)	N/A	4.5	4.5	4.5	4.5	4.5
Toledo (TMACOG)	N/A	6.9	6.9	6.9	6.9	6.9

Mode Share (Non-Single Occupancy Vehicle Travel)

Mode Share is a calculation of the percent of Non-SOV travel within the urbanized area. Non-SOV travel, defined by the FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle (Single Occupancy Vehicle) and includes travel that is avoided by telecommuting. It is a measure of the percentage of all surface transportation occurring in the urbanized area.

The PHED and Non-SOV measures and targets are listed as follows:

Proposed Targets: PHED and Non-SOV Travel (PM3) Peak Hour Excessive Delay / Non-Single Occupancy Vehicle Travel			
Urbanized Area / MPO	**Measure**	**2-Year Target**	**4-Year Target**
Akron (AMATS)	PHED	N/A	< 5.0
	Non-SOV Travel	> 16.0 %	> 16.0 %
Canton (SCATS)	PHED	N/A	< 3.0
	Non-SOV Travel	> 15.0 %	> 15.0 %
Cincinnati (OKI)	PHED	N/A	< 9.0
	Non-SOV Travel	> 18.5 %	> 18.5 %
Cleveland (NOACA)	PHED	N/A	< 8.0
	Non-SOV Travel	> 18.5 %	> 19.0 %
Columbus (MORPC)	PHED	N/A	< 10.0
	Non-SOV Travel	> 18.5 %	> 19.0 %
Dayton (MVRPC)	PHED	N/A	< 7.2
	Non-SOV Travel	> 16.1 %	> 16.1 %
Toledo (TMACOG)	PHED	N/A	< 7.0
	Non-SOV Travel	> 15.0 %	> 15.0 %

For the establishment of the PHED measure, ODOT and its partner agencies reviewed data from the RITIS Analytics Tool, which draws data from the NPMRDS. For the establishment of the Percent of Non-SOV Travel Measure, ODOT and its partner agencies used the American Community Survey data's estimates of the percentage of people that travel to work by means other than driving alone (i.e. carpooling, telework, biking, walking, or taking the bus). ODOT was able to review five years of data, noting stable travel patterns for this measure. Upon analysis, ODOT and its partner agencies adopted targets based on recent travel trends and future expected performance.

The latest estimate (2020) of non-SOV travel is 15.6% for the Akron urbanized area (UZA). The five-year average (2016-2020) was 14.9%. Accordingly, a target of 16.0% is considered reasonable.

A northern portion of the AMATS area is located in the Cleveland urbanized area. Consequently, ODOT, NOACA and AMATS coordinated the setting of targets for the Cleveland area.

Total CMAQ Emission Reduction Performance Measures

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio's US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NO_x), and Particulate Matter at 2.5 micrometers in diameter ($PM_{2.5}$). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four year performance period.

Emissions Reduction

ODOT, in coordination with the Ohio MPOs, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all non-attainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors. State DOTs must set targets and report to FHWA by October 1, 2022. MPOs, in coordination with State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. Targets are to be set within 180 days after state DOTs have set their targets. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported in the CMAQ Public Access System.

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For nonattainment and maintenance areas, the applicable criteria pollutants are Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_x) and Particulate Matter having a diameter of less than 2.5 micrometers ($PM_{2.5}$). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

The measures and targets are presented below:

Total CMAQ Emission Reduction				
Total CMAQ Emission Reduction	**2018 Target 2-Year**	**2018 Target 4-Year**	**5-Year Avg**	**Proposed Target (2022 - 2026)**
Volatile Organic Compounds (VOC) Total Emission Reduction	69 kg/day	69 kg/day	70.823	**> 60 kg/day**
Nitrous Oxide (NOx) Total Emission Reduction	537 kg/day	537 kg/day	271.955	**> 250 kg/day**
Particulate Matter (PM 2.5) Total Emission Reduction	36 kg/day	36 kg/day	34.507	**> 30 kg/day**

The targets reflect ODOT's estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2016 – 2020 project emissions data recorded in the Federal Highway Administration's CMAQ Public Access Database and were averaged to form a trend analysis. AMATS is acting in support of ODOT's targets.

System Reliability (PM3)

Travel Time Reliability and Freight Movement Performance Measures

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four year performance period. The two measures are listed below:

Level of Travel Time Reliability				
Travel Time Reliability	**2018 Target 2-Year**	**2018 Target 4-Year**	**5-Year Avg**	**Proposed Target (2022 - 2026)**
Interstate Travel Time Reliability	85%	85%	92.1%	**> 85%**
Non-Interstate NHS Travel Time Reliability	N/A	80%	86.9%	**> 80%**
Level of Truck Travel Time Reliability				
Truck Travel Time Reliability	**2018 Target 2-Year**	**2018 Target 4-Year**	**5-Year Avg**	**Proposed Target (2022 - 2026)**
Interstate Truck Travel Time Reliability Index	<1.50	<1.50	1.33	**< 1.50**

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

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

The data to assess travel time reliability and establish targets is sourced from FHWA's National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA's Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics. ODOT's Travel Time Reliability and Freight Travel Time Reliability targets are reflective of the calendar year 2019 data available.

<u>Staff Recommendation</u>

Attached is Resolution 2022-14 for your review and consideration. This resolution approves AMATS support for infrastructure maintenance and congestion-related performance measures targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2022-14

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

APPROVING SUPPORT FOR INFRASTRUCTURE AND CONGESTION-RELATED PERFORMANCE MEASURES TARGETS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, federal authorization directs state DOTs and MPOs to collectively implement performance based transportation planning processes; and

WHEREAS, the development of performance measures is being required in order to foster transparency and accountability, and help track safety progress at regional, state, and national levels; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for infrastructure condition, congestion reduction and system reliability according to federal guidance and timetables; and

WHEREAS, AMATS must establish its own performance targets for the area or support the targets set by ODOT within 180 days of ODOT's establishment of targets; and

WHEREAS, the AMATS Policy Committee has determined that it will support the established Ohio Department of Transportation's statewide performance targets; and

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

WHEREAS, the Cleveland-Akron-Lorain CSA is designated as a maintenance area for the 2008 8-hour ozone standard; and

WHEREAS, USEPA has designated several of the counties in this area (including Summit and Portage) as maintenance for $PM_{2.5}$ (particulate matter) under the 2006 standard; and

WHEREAS, the necessary coordination between the Cleveland-Akron-Lorain air quality area partners (Erie Regional Planning Commission for the Lorain County portion of the City of

RESOLUTION NUMBER 2022-14 (continued)

Vermilion; AMATS for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred in order to develop CMAQ program performance targets; and

WHEREAS, AMATS, NOACA and Erie County manage the transportation planning process in this non-attainment or maintenance area, and coordinate on air quality issues. Consequently, AMATS has coordinated with ODOT, NOACA and ERPC in developing the Cleveland urbanized area traffic congestion (PHED and Non-SOV) targets as described in the above memorandum; and

WHEREAS, AMATS has developed performance targets for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program in coordination with ODOT and NOACA; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the Transportation Improvement Program (TIP) in accordance with current state and federal guidelines; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the area's Regional Transportation Plan, *Transportation Outlook,* in accordance with current state and federal guidelines; and

WHEREAS, the AMATS Policy Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's targets for each performance measure as described in the attached memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reiterates its support of the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2022 as discussed in the attached memorandum.

2. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all other applicable transportation performance measures as described in the attached memorandum: National Highway System (NHS) pavement conditions, NHS bridge conditions, level of travel time reliability and level of truck time reliability.

3. That this Committee approves an Akron urbanized area 4-year target of less than 5.0 hours of peak hour excessive delay annually (PHED).

4. That this Committee approves a Cleveland urbanized area 4-year target of less than 8.0 hours of peak hour excessive delay annually (PHED).

RESOLUTION NUMBER 2022-14 (continued)

5. That this Committee approves an Akron urbanized area non-single occupancy vehicle (Non-SOV) travel 2-year target of greater than 16 percent and a 4-year target of greater than 16 percent.

6. That this Committee approves a Cleveland urbanized area non-single occupancy vehicle (Non-SOV) travel 2-year target of greater than 18.5 percent and a 4-year target of greater than 19 percent.

7. That this Committee supports ODOT emissions reductions targets as part of the Cleveland-Akron-Lorain non-attainment area as described in the attached memorandum.

8. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the targets for each performance measure as discussed in the attached memorandum.

9. That this Committee supports ODOT's performance goals and targets to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.

10. That this Committee approves that AMATS, as part of the Cleveland-Akron-Lorain non-attainment area, supports the intent of ODOT's statewide targets for air quality improvements.

11. 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 Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

_____

Date

Attachment 6B

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 2022-15 –Approving Amendment #20 to the FY 2021-2024 Transportation Improvement Program to delete an existing project and revise the funding of an existing project.**

DATE: **July 22, 2022**

Requests have been made to make the following changes to the FY 2021-2024 Transportation Improvement Program:

Delete Project: SUM-SEIBERLING WAY PHASE 1 (PID 84397) – This is a project in Akron that was conceived in 2008 when Goodyear was planning to build a new headquarters building. The development team, which was of a mix of private and government partners, had plans to construct a network of new streets around the new headquarters. These new streets were supposed to spur other new development in the area. Seiberling Way Phase 1 was one of the last streets scheduled to be constructed. After the new headquarters and other new streets were completed, it was determined that this street did not need to be built. The project is officially being cancelled in this amendment and $4,118,290 in STBG funds are being credited back to AMATS. The funds will officially be available in FY 2024 and we intend to use these funds to advance existing resurfacing projects.

Revise Funding: SUM-EAST EXCHANGE ST (PID 102701) – Is also an Akron project to reconstruct East Exchange Street between Broadway Street and Fountain Street which primarily borders the University of Akron. The project will have "Complete Street" components and be more pedestrian and bicycle friendly. AMATS has allocated $3,840,000 of STBG funding for this project. As the project was developed the total cost went from $4,962,000 to $11,432,304. The additional cost is being absorbed by the City of Akron and the purpose this amendment is to document the increase. Construction is scheduled in FY 2023.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The project listed meets all amendment requirements mentioned above. Therefore, this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2022-15. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2022-15

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

Approving Amendment #20 to the FY 2021-2024 Transportation Improvement Program to delete an existing project and revise the funding of an existing project.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

WHEREAS, this Committee has been requested to amend the AMATS FY 2021-2024 Transportation Improvement Program to delete an existing project and revise the funding of an existing project.

1. **Delete Project: SUM-SEIBERLING WAY PHASE 1 (PID 84397) –** This is a project in Akron that was conceived in 2008 when Goodyear was planning to build a new headquarters building. The development team, which was of a mix of private and government partners, had plans to construct a network of new streets around the new headquarters. These new streets were supposed to spur other new development in the area. Seiberling Way (Phase 1) was one of the last streets scheduled to be constructed. After the new headquarters and other new streets were completed, it was determined that this street did not need to be built. The project is officially being cancelled in this amendment and $4,118,290 in STBG funds are being credited back to AMATS. The funds will officially be available in FY 2024 and we intend to use these funds to advance existing resurfacing projects.

2. **Revise Funding: SUM-EAST EXCHANGE ST (PID 102701)–** Is also an Akron project to reconstruct East Exchange Street between Broadway Street and Fountain Street which primarily borders the University of Akron. The project will have "Complete Street" components and be more pedestrian and bicycle friendly. AMATS has contributed $3,840,000 of STBG funding to this project. As the project was developed the total cost went from $4,962,000 to $11,432,304. The additional cost is being absorbed by the City of Akron and the purpose this amendment is to document the increase. Construction is scheduled in FY 2023.

WHEREAS, the necessary public involvement has been carried out as described in the AMATS Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis and,

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

RESOLUTION NUMBER 2022-15 (Continued)

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2021-2024 as previously specified.

2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

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Date

AMENDMENT # 20 - 07/22/22

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
84397	**SUM-SEIBERLING WAY** (PHASE 1) **(Cancel Project)**	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD ST TO EAGLE ST	NEW ROAD NEW BRIDGE OVER LITTLE CUYAHOGA RIVER	STBG LOCAL	C C				~~4,118.4~~ ~~7,400.0~~	~~14,232.6~~	AKRON	ANALYZE
102701	**SUM-EAST EXCHANGE ST** **(Revise Funding)**	0.92	AKRON E EXCHANGE ST FROM BROADWAY ST TO FOUNTAIN ST	COMPLETE STREETS BIKE LANES SIGNAL INTERCONNECT	STBG LOCAL	C C		3,600.0 ~~900.0~~ **6,106.7**			**11,432.3** ~~4,962.0~~	AKRON	EXEMPT

Attachment 6C

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2022-16 – Adopting a Goal of Zero Fatalities and Serious Injuries by 2050 for the AMATS Area**

DATE: August 4, 2022

Over the past several years AMATS has moved toward creating a safer transportation network by adopting complete streets policies, analyzing sidewalk gaps, and focusing on the more vulnerable users of the network. In addition to these efforts, AMATS has increased the off-street trail network and improved the visibility of bicycle infrastructure. Even with these efforts there is still a need to have a collaborative and cohesive planning in order to reduce crashes and fatalities within the AMATS area.

AMATS is requesting that the AMATS Policy Committee approve a resolution supporting a Vision Zero goal for the greater Akron area. Vsion Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. The Vision Zero concept establishes timelines and a commitment to ensure safety for all people as they move about their communities. AMATS goal for Vision Zero is to consistently reduce the number of crashes resulting in severe injury and fatality until reaching the ultimate goal of no deaths on greater Akron roadways by 2050.

As discussed at the June AMATS Committee meetings, the Vison Zero resolution is the first step required for AMATS to develop a Safety Action Plan outlined in the federal grant program, Safe Streets and Roads for All (SS4A). AMATS must also establish a taskforce of membership and stakeholders as the Safety Action Plan is developed. All AMATS membership will be invited to join the SS4A Taskforce as it works on a Safety Action Plan to implement AMATS vision zero goal.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2022-16. The Staff recommends approval.

RESOLUTION NUMBER 2022-16

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

Approving Resolution 2022-16 to develop, implement, and monitor a Vision Zero Plan to eliminate traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

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, AMATS endorses development, implementation, and monitoring of a Safety Action Plan and Vision Zero goal to eliminate traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all road users with an emphasis on protecting the most vulnerable users; and

WHEREAS, one death or severe injury on AMATS streets is one too many; and

WHEREAS, collisions resulting in death or severe injury are not inevitable but can be prevented through changes in human behavior, technology, and designs that accommodate multimodal uses; and

WHEREAS, a commitment to Vision Zero is a commitment to life and equitable opportunity for all people in the AMATS area; and

WHEREAS, AMATS promotes a focus on reducing single occupancy vehicle rides and encouraging walking, bicycling, transit, and carpooling, and also promotes safety for all roadway users; and

WHEREAS, choosing active transportation options like walking and biking decreases mortality and morbidity from obesity-related diseases such as heart disease and diabetes, and creating safer streets is likely to encourage more active transportation, thereby increasing population health; and

WHEREAS, AMATS has a strong history of prioritizing safety and completing crash studies for all modes of transportation and has made demonstrable progress to improve safety for walking and biking by making systemic changes in the way the transportation network is planned, programmed, designed, constructed, and operated; and

WHEREAS, between 2016 to 2020, the average number of collisions per year in the AMATS area was 17,650 and the average number of collisions resulting in injury was 4,152. Out of the injury crashes 363 per year (or nearly one per day) were considered serious injury; and

WHEREAS, between 2016 to 2020, 37 people walking or in wheelchairs, 10 people riding a bicycle, and 215 people driving or riding in a vehicle have been killed; and

WHEREAS, the number of people dying and suffering serious injuries on our streets is a serious public health problem which necessitates public action; and

WHEREAS, preventing collisions in the AMATS area necessitates an analytical and systemic approach to street planning, design, policy, enforcement, legal processes, education and communication; and

WHEREAS, implementing a Vision Zero commitment requires the continued support of residents, business owners, and visitors—acting as individuals and collectively through neighborhood or advocacy organizations to improve the safety, comfort, and usability of AMATS streets for all users; and

WHEREAS, AMATS will join other MPO's and government entities around the nation in a commitment to eliminate traffic deaths and severe injuries and promote work which has demonstrated success when coupled with adequate funding, staff resources, and top-down support for its implementation.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee endorses development, implementation, and monitoring of a Vision Zero goal to eliminate traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all road users by 2050.

2. That this Committee acknowledges that achieving this goal requires significant effort and resources.

3. That this Committee affirms that the development of a Safety Action Plan and Vision Zero goal will put equity at its forefront, striving to impact the most vulnerable and dependent users of the most dangerous parts of the transportation network to improve the health and well-being of those traveling on AMATS roads and streets.

4. That this Committee affirms that the Safety Action Plan and Vision Zero goal will use data and best practices to outline steps in planning, engineering, policy, enforcement and education to reach interim steps toward zero deaths.

5. That this Committee affirms that AMATS is dedicated to measuring the progress, challenges, and successes of the Vision Zero commitment and will do so with tangible, reportable metrics that will be reported on a regular basis with progress reports.

6. 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.

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Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

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Date