



**Akron Metropolitan Area Transportation Study  
Policy Committee  
Virtual Meeting**

Thursday, May 20, 2021  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation\*
2. **Minutes**
  - A. April 22, 2021 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report – **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
6. **Resolutions**
  - A. **Resolution 2021-03** – Adopting *Transportation Outlook 2045* –  
The AMATS Regional Transportation Plan. – **Motion Requested** Attachment 6A
  - B. **Resolution 2021-04** – Reaffirming the Approval of the Regional  
Transportation Plan and the Transportation Improvement Program, and  
Affirming the Consistency between the Regional Transportation Plan,  
the Transportation Improvement Program, and the State Implementation Plan.  
– **Motion Required** Attachment 6B
  - Resolution 2021-05** – Certification of the Urban Transportation Planning Process.  
– **Motion Required**
  - C. **Resolution 2021-06** – Approving the FY 2022 Transportation Planning  
Work Program and Budget. – **Motion Required** Attachment 6C
  - D. **Resolution 2021-07** – Approving New Resurfacing Projects. Attachment 6D  
– **Motion Required**
  - E. **Resolution 2021-08** – Approving Amendment #8 to the FY 2021-2024  
Transportation Improvement Program to change the Project Identification  
(PID) number of an existing project and perform the work with another  
existing project in the vicinity and also add right of way phase to the project.  
– **Motion Required** Attachment 6E
7. **Other Business**

- MORE -

## **8. Adjournment**

**Next Regular Meeting:**

**Thursday, June 24, 2021 - 1:30 PM**

\* Please note that AMATS will be unable to provide an opportunity for live public comment regarding agenda items or other transportation-related issues due to technological limitations. AMATS Director Baker will instead read any email or written correspondence that the agency has received from the public regarding agenda items.

**All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org)**



**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Virtual Meeting**

Thursday, May 13, 2021  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. April 21, 2021 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report – **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
6. **Resolutions**
  - A. **Resolution 2021-03** – Adopting *Transportation Outlook 2045* – The AMATS Regional Transportation Plan. – **Motion Requested** Attachment 6A
  - B. **Resolution 2021-04** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6B  
  
**Resolution 2021-05** – Certification of the Urban Transportation Planning Process. – **Motion Required**
  - C. **Resolution 2021-06** – Approving the FY 2022 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6C
  - D. **Resolution 2021-07** – Approving New Resurfacing Projects. Attachment 6D  
– **Motion Required**
  - E. **Resolution 2021-08** – Approving Amendment #8 to the FY 2021-2024 Transportation Improvement Program to change the Project Identification (PID) number of an existing project and perform the work with another existing project in the vicinity and also add right of way phase to the project. Attachment 6E  
– **Motion Required**
7. **Other Business**

- MORE -

**8. Adjournment**

**Next Regular Meeting:**

**Thursday, June 17, 2021 - 1:30 PM**

All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org).



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

Thursday, May 13, 2021  
6:30 p.m.

**Agenda**

1. **Welcome**
2. **Introductions and Virtual Webinar Orientation**
3. **Items**
  - A. Presentation of *Transportation Outlook 2045*.
  - B. Discussion Regarding AMATS Special Round of Funding.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:  
Thursday, June 17, 2021 - 6:30 p.m.

**All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org)**

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, April 22, 2021 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/meetings/](http://www.amatsplanning.org/category/meetings/).

**I. Call to Order**

**A. Chairwoman Clark** called the virtual meeting to order using Zoom, the video conferencing platform. 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 March 25, 2021 meeting.

**Motion**

***Bobbie Beshara*** made a motion to approve the minutes and it was seconded by ***Jim McCleary***. The motion was approved by a voice vote.

**III. Staff Reports**

**A. Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Mayor Adamson** asked if recent media reports regarding state funding levels for various transportation projects would be an appropriate topic for discussion under *Item 3A – Financial Progress Report*. **Mr. Baker** said that the topic could be discussed under *Item 7 – Other Business*. **Mayor Adamson** concurred with Mr. Baker.

**Motion**

***Michael Marozzi*** made a motion to approve the Financial Progress Report and it was seconded by ***Paul Adamson***. The motion was approved by a voice vote.

**B. Technical Progress Report**

**Mr. Baker** summarized developments regarding federal transportation infrastructure legislation. **Mr. Baker** said that successor legislation to the current FAST Act may be approved by October.

**C. AMATS Federal Funds Report**

**David Pulay** presented Attachment 3C.

**Mr. Pulay** presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated April 12, 2021.

**IV. Old Business**

None.

**V. New Business**

**A. AMATS Special Round of Funding Policy Guidelines.**

**Mr. Baker** presented Attachment 5A.

Applications for FY 2022 resurfacing projects are available on the AMATS web site – [amatsplanning.org](http://amatsplanning.org) – and are due to the agency by May 5. **Mr. Baker** said that FY 2022 applications will be scored by AMATS within a 48-hour period in time for the May committee meetings.

**Mr. Baker** said that AMATS will approve FY 2022 applications without legislation that states a community’s commitment to their respective project, but noted that the agency will require such legislation by July 1.

**Motion**

***Michael Wheeler** made a motion to approve the AMATS Special Round of Funding Policy Guidelines and it was seconded by **Joe Paradise**. The motion was approved by a voice vote.*

**VI. Resolutions**

None.

**VII. Other Business**

**A. Mr. Baker** addressed Mayor Adamson’s previous question regarding the availability of state funding for projects. **Mr. Baker** cited a recent media report stating that the SR 8 Bridge Replacement Project in Akron will be delayed until FY 2025 or FY 2026 due to declining state gas tax revenue, which has been lower than originally projected due to the COVID-19 Pandemic.

**Mr. Baker** said that AMATS funding that is currently committed to projects likely won't be impacted by such funding shortfalls through the end of 2021 as the agency's funding is guaranteed through the current five-year FAST Act. The agency's funding sources are also reliant on a mix of federal gas taxes and general revenue funds. **Mr. Baker** explained that ODOT and community-sponsored projects are more likely to experience funding challenges as the department and communities are directly impacted by state revenue collections. **Mr. Baker** deferred to ODOT District 4 Deputy Director Gery Noirot and ODOT Capital Programs Administrator Chad Root regarding ODOT's funding situation.

**Mr. Noirot** said that ODOT Director Jack Marchbanks instructed the department to identify about 30 percent of project funding reductions at the onset of the pandemic in anticipation of declining revenues. **Mr. Noirot** explained how the score of the SR 8 Bridge Replacement Project led to the decision by ODOT to delay the project until FY 2026. **Mr. Noirot** noted that, with the state's improving funding situation, the department is considering rescheduling the project to an earlier fiscal year, but ODOT will not be able to render such a decision for at least another six months. **Mr. Root** added that the bridge project is still fully funded.

**Mr. Baker** said that the state's level of revenue is improving, but hasn't returned to pre-pandemic levels. **Mr. Noirot** said that Mr. Baker was correct and added that the state's level of overall traffic was down about 5 percent.

**Mr. Root** said that there were no changes in the state's urban paving policies and in the amount of funding dedicated to urban paving. **Mr. Root** said that there may be changes in ODOT's awarding of funding for safety projects with crash severity becoming a more important criterion rather than congestion.

**Mayor Adamson** thanked Messrs. Baker, Noirot and Root for addressing his funding concerns.

## VIII. Adjournment

- A. Motion  
*Michael Marozzi made a motion to adjourn and it was seconded by Paul Adamson. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, May 20, 2021.**



**AMATS POLICY COMMITTEE  
2021 ATTENDANCE**

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

**AMATS POLICY COMMITTEE  
2021 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Curtis Baker	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Ms. Jennifer Brown	CT Consultants
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Michael Hlad	Portage County Commissioner Christian-Bennett
Mr. Matthew Glass	Village of Mogadore
Ms. Lisa King	Summit Metro Parks
Mr. Chad Root	ODOT
Mr. Mike Rorar	City of Tallmadge
Mr. Tony Urankar	MS Consultants, Inc.

**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Wednesday, April 21, 2021 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/meetings/](http://www.amatsplanning.org/category/meetings/).

**I. Call to Order**

- A. Chairman John H. Cieszkowski, Jr.** called the virtual meeting to order using Zoom, the video conferencing platform. The attending members constituted a quorum.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the March 18, 2021 meeting.

**Motion**

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

**III. Staff Reports**

**A. Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Motion**

***Bobbie Beshara** 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** summarized developments regarding federal transportation infrastructure legislation. **Mr. Baker** said that successor legislation to the current FAST Act may be approved by the fall.

**C. AMATS Federal Funds Report**

**David Pulay** presented Attachment 3C.

**Mr. Pulay** presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated April 12, 2021.

#### IV. Old Business

None.

#### V. New Business

##### A. **AMATS Special Round of Funding Policy Guidelines.**

**Mr. Baker** presented Attachment 5A.

**Mr. Pulay** said that AMATS intends to conduct its regularly scheduled round of accepting project funding applications in August in the event that project sponsors cannot meet the special funding deadlines listed in Attachment 5A for projects in FYs 2022, 2023 and 2024. **Mr. Baker** added that Resurfacing Program funds will be available during the regularly scheduled round of funding applications.

**Amy Mohr** noted that AMATS requires sponsor communities to approve legislation stating their commitments to projects contained in their project funding applications. **Ms. Mohr** asked when such community legislation would be required during the special round of funding for FY 2022. **Mr. Baker** said that AMATS will consider a resolution during its May meetings that will require such legislation to the agency from sponsoring communities by July 1.

**Bobbie Beshara** asked when applications are due to AMATS for FY 2023 and FY 2024 projects. **Mr. Baker** said that FY 2023 and FY 2024 project applications are due May 5, but applications for those years will likely be scored and approved at separate times.

**Chris Papp** asked where information about the PCI rating that AMATS will be using to score projects is available. **Mr. Baker** said that the PCI rating is available on the AMATS web site home page with a dedicated button that reads, “2019-2020 Pavement Condition Index.”

**Bradley Kosco** asked when the scoring results for the project applications will be released by AMATS. **Mr. Baker** said that the FY 2022 applications will be scored by AMATS within a 48-hour period in time for the May committee meetings. **Mr. Baker** said that the scoring for FY 2023 and FY 2024 applications would be completed by June 10.

**Joseph Gigliotti** asked if the funding available in the special round was from the Resurfacing Program or included STBG Program funds. **Mr. Baker** said that funding was for resurfacing projects only.

**Chairman Cieszkowski** asked if the item required a motion to approve by the TAC. **Mr. Baker** said yes.

**Motion**

*Jim McCleary made a motion that the AMATS Technical Advisory Committee (TAC) recommend that the AMATS Policy Committee approve the AMATS Special Round of Funding Policy Guidelines and it was seconded by **Chris Papp**. The motion was approved.*

**Mr. Pulay** urged the members to apply before the May 5 deadline. **Mr. Pulay** said that applications could be accepted electronically.

**VI. Resolutions**

None.

**VII. Other Business**

None.

**VIII. Adjournment**

**A. Motion**

*Wayne Wiethe made a motion to adjourn and it was seconded by **Jim McCleary**. The motion was approved.*

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, May 13, 2021.**

**AMATS TECHNICAL ADVISORY COMMITTEE  
2021 ATTENDANCE**

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

**AMATS TECHNICAL ADVISORY COMMITTEE  
2021 ATTENDANCE**

**M Denotes Member Present**  
**A Denotes Alternate Present**

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

**NON-VOTING MEMBERS**

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

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Ms. Jennifer Brown	CT Consultants
Mr. Matthew Glass	Village of Mogadore
Mr. Chuck Hauber	Summit County Engineer’s Office
Ms. Diane Miller-Dawson	Summit County Community & Economic Development
Ms. Lauren Phillis	ODOT District 4
Ms. Carmen Stemen	Federal Highway Administration

**STAFF MEMBERS PRESENT**

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, March 18, 2021 – 6:30 p.m.**

**Meeting Summary**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**Attendees:**

Ron Brubaker  
Nancy Lyon-Stadler  
Bill Maki

Barbara Potts  
Austen Rau  
Fred Wise

**Staff:**

Curtis Baker, Director  
Seth Bush, Planner  
Jeff Gardner, Planner  
Darryl Kleinhenz, Transportation Planner  
Heather Davis Reidl, Mobility Planner

**I. Welcome**

**Curtis Baker** welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendee.

**II. Discussion Items**

**A. Mr. Baker** made a presentation regarding the Draft *Transportation Outlook 2045*.

**Fred Wise** said that traffic on area bike trails has increased because of the popularity of cycling during the COVID-19 Pandemic. **Mr. Wise** suggested that additional bike lanes be constructed on existing area roadways to accommodate this increase in bike traffic and to improve safety between cyclists and pedestrians. **Mr. Wise** added that there should be additional bike safety education programs in the region.

The members discussed various cycling safety issues.

**Barbara Potts** asked whether AMATS was considering promoting the use of electric buses by the Greater Akron area's transit authorities to improve regional air quality. **Mr. Baker** said yes and that METRO officials have expressed their intent to use electric vehicles.

**Ron Brubaker** stated that he does not believe that the current interest and increased level of cycling by the public are temporary aberrations stemming from the COVID-19 Pandemic. **Mr. Brubaker** noted that the use of electric bicycles may promote long-term interest in cycling by the public. **Mr. Brubaker** said that he does not believe that new



bike lanes should be constructed due to safety concerns and stated his preference for bike trails throughout the region. **Mr. Brubaker** cited several examples of new trails that could be funded for construction. **Mr. Brubaker** noted that the Draft *Transportation Outlook 2045* recommends \$35 million for new bicycle and pedestrian projects over the duration of the plan. **Mr. Brubaker** asked if AMATS foresaw that amount of funding being available during that period. **Mr. Baker** said yes and described the history and potential future of the federal Transportation Alternatives Set-Aside (TASA) Program, which is used to fund such projects.

**Austen Rau** asked if the Draft *Transportation Outlook 2045* was crafted by AMATS to serve the Greater Akron area's existing demographic composition or if it is the agency's intent to attract and grow the region's population. **Mr. Baker** said that the agency is required by the federal government to base its plan on the latest planning assumptions, which the AMATS Policy Committee deems to be reasonable. **Mr. Baker** explained that the agency strives to prepare long-range plans that are aspirational while being fiscally restrained. **Mr. Baker** noted that the Draft *Transportation Outlook 2045* promotes livability and complete street principles, such as cycling, that can promote the attractiveness of the region to would-be residents.

**Mr. Rau** asked Mr. Baker to define "complete street principles." **Mr. Baker** explained that the term refers to streets that incorporate components for a variety of transportation modes, such as motor vehicles, public transit, cycling and walking, so that these modes may function together.

**Bill Maki** asked whether the "work-at-home" trend that occurred during the COVID-19 Pandemic would impact the 14 Job Hubs identified in the Draft *Transportation Outlook 2045*. **Mr. Baker** explained that many of the Greater Akron area hubs are home to manufacturing and distribution facilities that have not been as impacted by the pandemic given the nature of their operations. **Mr. Baker** said that the ultimate impacts of the "work-at-home" trend are unknown. The attendees discussed the potential planning impacts of the "work-at-home" trend.

**Mr. Maki** asked if the draft plan should focus on the construction of new roundabouts rather than intersection improvements as a better use of funding resources to promote traffic flow and safety. **Mr. Baker** explained that some locations are not suitable for the use of roundabouts.

**Mr. Maki** asked about available technological advancements pertaining to signalization projects and systems at intersections. **Mr. Baker** described various new smart signalization systems that utilize cameras and sensors. **Mr. Baker** noted that newer smart systems tend to be more fragile than traditional mechanical systems and require human oversight. **Mr. Baker** said that the draft plan states that AMATS will follow-up with communities that have used agency funds to install such smart systems regarding their effectiveness.

**Ms. Potts** asked about the impacts of Autonomous Vehicles (AVs) on transportation planning. **Mr. Baker** described the difficulties in predicting how AVs will impact planning and traffic modeling as the technology is implemented.

**Mr. Wise** asked if a section of the Towpath Trail north of the Mustill Store Trailhead, which was closed due to nearby construction, has reopened. **Seth Bush** said that the section reopened in February.

**Mr. Wise** asked if construction of a bridge near Perkins Street in Akron has been delayed. **Mr. Baker** said that construction has been delayed until 2027.

### **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, May 13, 2021.**

**FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
March 31, 2021**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	March Expenses
<b>I. Short Range Planning</b>	<b>\$289,700</b>	<b>\$90,738</b>	<b>31%</b>	<b>\$5,002</b>
FY2020 Carryover	14,700	14,683		0
FY2021	275,000	76,054		5,002
<b>II. Transportation Improvement Program</b>	<b>\$340,100</b>	<b>\$216,304</b>	<b>64%</b>	<b>\$27,201</b>
FY2020 Carryover	65,100	65,078		0
FY2021	275,000	151,226		27,201
<b>III. Continuing Planning &amp; Data Collection Transportation System Update</b>	<b>\$187,600</b>	<b>\$81,308</b>	<b>43%</b>	<b>\$0</b>
FY2020 Carryover	7,600	6,874		0
FY2021	180,000	74,433		0
<b>IV. Long Range Plan Activity</b>	<b>\$536,000</b>	<b>\$507,964</b>	<b>95%</b>	<b>\$78,089</b>
FY2020 Carryover	136,000	134,060		0
FY2021	400,000	373,904		78,089
<b>V. Service</b>	<b>\$463,500</b>	<b>\$273,147</b>	<b>59%</b>	<b>\$21,093</b>
FY2020 Carryover	113,500	112,270		0
FY2021	350,000	160,877		21,093
<b>VI. OhioRideshare and AQ Advocacy</b>	<b>\$347,000</b>	<b>\$108,807</b>	<b>31%</b>	<b>\$23,839</b>
FY2020 OhioRideshare Carryover	47,000	33,588		0
FY2021 OhioRideshare	80,000	7,043		7,043
FY2020 Air Quality Carryover	100,000	51,380		0
FY2021 Air Quality	120,000	16,796		16,796
<b>VII. Local</b>	<b>\$25,000</b>	<b>\$5,004</b>	<b>20%</b>	<b>\$0</b>
AMATS local Costs	25,000	5,004		0
<b>VIII. AMATS Transportation Quarterly</b>	<b>\$73,488</b>	<b>\$40,934</b>	<b>56%</b>	<b>\$4,760</b>
FY2020 Carryover	14,900	14,789		0
FY2021	58,588	26,145		4,760
<b>IX. GRAND TOTAL AMATS BUDGET</b>	<b>\$2,262,388</b>	<b>\$1,324,204</b>	<b>59%</b>	<b>\$159,983</b>

**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:** May 7, 2021

AMATS is in the process of funding a group of new “fast track” resurfacing projects for FY 2022 and another group for FY 2023 and 2024. This is in response to approximately \$5 million in available STBG funds that accumulated in FY 2022. The primary source of this balance was from projects selling under their estimated cost. Nearly \$2 million of these excess funds would be subject to ODOT recall policies. In addition to this balance AMATS has confirmed that \$4 million in Coronavirus Response and Relief Act funds have been allocated for the Akron urbanized area. These funds must be spent by FY2024. AMATS does not want the Greater Akron Area to lose any federal funds so we thank everyone who applied for our special resurfacing funding.

I will be presenting the new FY 2022 resurfacing projects that were selected later in this meeting. The other group of projects that will be programmed in FY 2023 and 2024 will be presented and approved at meetings in June. In addition to this special round of funding AMATS is still planning to accept applications for our regular funding cycle this summer. We will begin with statewide CMAQ funding and then STBG, Resurfacing, and TASA will follow. We will keep everyone updated with firm dates as they become available.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
STBG Funding Program and Balances**  
May 3, 2021

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2021	Quarter	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025
	<i>Sold</i>											
103293	Cleveland Massillon Rd	Fairlawn	(R)C	\$477,000	1							
101264	SR 18-4.91/7.98 curb ramps	Akron	C	\$82,991	1							
84397	Seiberling Way Ph 1	Akron	P(R)C	\$48,808	1							
103172	Massillon Rd (SR 241) Ph 2/Corporate Woods	Green	R	\$1,398,346	1							
102904	W. Steels Corners Rd-phase 1 resurfacing	Cuy Falls	C	\$616,081	1							
108132	South Hawkins Ave resurfacing	Akron	C	\$700,000	2							
108498	Wooster Rd resurfacing	Norton	C	\$178,093	2							
107761	Aurora Citywide Signal Improvement	Aurora	C	\$1,828,539	3							
102234	SR 14 widening	Streetsboro	C	\$1,924,077	3							
107689	Mill Rd/S. Diamond St Resurfacing	Ravenna	C	\$250,301	4							
	<i>Pending</i>											
108372	2nd St SW/Wooster Rd North/Norton Rd resurfacing	Barberton	C	\$1,175,602	4							
108098	Chestnut Blvd Resurfacing	Cuy Falls	C	\$392,000	4							
108865	Smith Rd Resurfacing	Summit Co Eng	C	\$698,694	4							
107886	North River Rd Resurfacing	Munroe Falls	C	\$554,521	4							
112487	Romig Rd BRT Study	METRO	P	\$80,000	4							
102701	E. Exchange St-complete street	Akron	R(C)			\$240,000						
112753	Norton Av Resurfacing	Norton	C			\$390,008	1					
108200	White Pond Dr resurfacing	Summit Co Eng	C			\$600,000	3					
108454	Olde Eight Road Resurfacing	Summit Co Eng	C			\$700,000	3					
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C			\$700,000	3					
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C			\$700,000	3					
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C			\$700,000	3					
112754	Johnson Rd Resurfacing	Norton	C			\$443,869	3					
112757	Riddle St Resurfacing	Ravenna	C			\$200,000	3					
112756	S Chestnut St Resurfacing	Ravenna	C			\$192,000	3					
113169	Munroe Falls Av Resurfacing	Munroe Falls	C			\$261,190	3					
113171	Tallmadge Rd Ph 1 Resurfacing	Portage Co	C			\$700,000	3					
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C			\$336,588	3					
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C			\$459,662	3					
106539	Wooster Rd/State St reconstruction	Barberton	C			\$1,737,580	4					
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C					\$700,000	1			
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C					\$356,264	1			
106416	SR 43 Widening	Streetsboro	C					\$731,225	2			
112755	New Milford Rd Resurfacing	Portage Co Eng	C					\$590,882	3			
112583	Ravenna Rd Resurfacing	Twinsburg	C					\$432,000	3			
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C					\$700,000	3			
112743	Terex Rd Resurfacing	Hudson	C					\$506,000	3			
113176	Swartz Rd Resurfacing	Summit Co	C					\$500,000	3			
102701	E. Exchange St-complete street	Akron	(R)C					\$3,600,000	4			
108084	Portage Trail Extension Turn Lane	Cuy Falls	C					\$3,649,197	4			
108141	Valley View Rd Resurfacing	Summit Co Eng	C							\$300,000	1	
112741	Hopocan Av Resurfacing	Barberton	C							\$281,696	1	
112735	Snyder Av Resurfacing	Barberton	C							\$611,976	1	
112740	Wooster Rd W Resurfacing	Barberton	C							\$231,808	3	
108240	Wooster Rd West Reconstruction	Barberton	C							\$5,507,836	3	
84397	Seiberling Way Ph 1	Akron	(P)(R)C							\$4,118,390	4	
112716	N Main St Complete Streets	Akron	(R)C									\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C									\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C									\$600,000

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

	2021	2022	2023	2024	2025
Annual STBG Expenditures	\$10,498,796	\$8,360,897	\$11,765,568	\$11,051,706	\$10,200,000
Annual STBG Allocations	\$13,384,392	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414
<b>Balance</b>	<b>\$2,885,596</b>	<b>\$2,272,517</b>	<b>-\$1,132,154</b>	<b>-\$418,292</b>	<b>\$433,414</b>
Allowable carryover	\$2,658,354	\$2,658,354	\$2,658,354	\$2,658,354	\$2,658,354

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
CMAQ Funding Program and Balances**  
May 3, 2021

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2021	Quarter	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Sold</b>								
100692	Air Quality Advocacy Program	AMATS		\$120,000	1				
100691	Rideshare Program	AMATS		\$80,000	1				
103293	Cleveland Massillon Rd	Fairlawn	(R)C	\$4,462,924	1				
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	R(C)	\$445,500	1				
98585	Tallmadge Rd Interchange	Portage Co Eng	R(C)	\$3,396	3				
98585	Tallmadge Rd Interchange	Portage Co Eng	(R)C	\$1,894,498	3				
93433	Canton Rd/East Market St	Akron	(R)C	\$788,320	3				
102992	CNG Bus Replacement (2 buses)	PARTA	C	\$832,000	4				
111426	Air Quality Advocacy Program	AMATS				\$100,000			
111431	Rideshare Program	AMATS				\$80,000			
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C			\$2,827,675			
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C			\$2,606,199			
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C			\$2,500,000			
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C			\$920,000			
111428	Air Quality Advocacy Program	AMATS					\$100,000		
111432	Rideshare Program	AMATS					\$80,000		
108084	Portage Trail Extension Turn Lane	Cuy Falls	C				\$267,202		
112270	CNG Bus Buy (3 buses)	METRO	C				\$1,560,000		
106416	SR 43 Widening	Streetsboro	C				\$3,300,775		
111429	Air Quality Advocacy Program	AMATS						\$100,000	
111433	Rideshare Program	AMATS						\$80,000	
113165	Ravenna & Shephard Improvements	Macedonia	R(C)					\$80,000	
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$104,000	
112245	METRO CNG Replacements (3 buses)	METRO	C					\$1,260,000	
112244	PARTA 2 replacement clean diesel buses	PARTA	C					\$779,253	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)					\$32,000	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C					\$228,000	
112716	N Main St Complete Streets	Akron	C						\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C						\$6,000,000
113161	Highland & Valley View Improvements	Macedonia	(R)C						\$1,704,811
113165	Ravenna & Shephard Improvements	Macedonia	(R)C						\$1,289,288
				2021		2022	2023	2024	2025
				Annual CMAQ Expenditures	\$8,698,495	\$9,033,874	\$5,307,977	\$2,663,253	\$9,894,099
				Annual CMAQ Allocations	\$9,043,618	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127
				<b>Balance</b>	<b>\$345,123</b>	<b>-\$3,442,747</b>	<b>\$283,150</b>	<b>\$2,927,874</b>	<b>-\$4,302,972</b>

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

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
TASA Funding Program and Balances**  
May 3, 2021

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2021	Quarter	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Sold</b>								
103834	Portage Hike and Bike-Brady's Leap Connection	Kent	C	\$700,000	3				
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C	\$384,161	3				
	<b>Sold</b>								
	<b>Pending</b>								
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C			\$380,376			
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C			\$700,000			
99729	Raber Rd sidewalks	Green	C				\$500,000		
107930	Freedom Trail Phase 4	MetroParks	C				\$700,000		
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C				\$700,000		
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C				\$313,600		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)C				\$120,000		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)					\$32,000	
113160	Rubber City Heritage Trail East Side Seg B	Akron	C						\$700,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)						\$368,000
				2021		2022	2023	2024	2025
				Annual TASA Expenditures	\$1,124,115	\$1,080,376	\$2,333,600	\$32,000	\$1,768,000
				Annual TASA Allocations	\$1,468,515	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342
				<b>Balance</b>	<b>\$344,400</b>	<b>-\$17,034</b>	<b>-\$1,270,258</b>	<b>\$1,031,342</b>	<b>-\$704,658</b>
				Allowable carryover	\$531,671	\$531,671	\$531,671	\$531,671	\$531,671

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

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

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

**FROM:** AMATS Staff

**RE:** Resolution 2021-03 - Adopting Transportation Outlook 2045 – The AMATS Regional Transportation Plan

**DATE:** May 4, 2021

*Transportation Outlook 2045* is the area's Regional Transportation Plan and identifies transportation policy and project recommendations, including long-term highway, transit, bike and pedestrian recommendations. In order for transportation projects in the greater Akron area to receive federal funds they must be consistent with *Transportation Outlook 2045*.

Attached to this memorandum are the list of recommended highway, transit, bicycle and pedestrian improvements. *Transportation Outlook 2045* recommends over \$7.7 billion in highway, transit, bicycle and pedestrian infrastructure investments through the year 2045. The Plan has been developed in keeping with the AMATS Public Participation Plan, and federal requirements pertaining to financial constraint, air quality conformity, and environmental justice.

AMATS has developed a number of goals and objectives for carrying out the regional transportation planning process. These goals and objectives have been reviewed by the AMATS Policy Committee, Technical Advisory Committee and Citizen Involvement Committee. These goals and objectives were used to guide the development of *Transportation Outlook 2045* and its project recommendations.

These goals are to:

- Maintain the existing transportation system
- Maintain a safe, secure, efficient and integrated transportation system
- Integrate all modes of the transportation system where appropriate
- Increase mobility for all persons
- Support the economic vitality of the region
- Encourage smart regional land use strategies and development patterns

*Transportation Outlook 2045* must be fiscally constrained. AMATS must forecast revenues available for projects and forecast project costs to demonstrate that the recommended projects can be implemented over the life of the plan. Most of AMATS projected revenues will be used

for maintaining the existing system. *Appendix B – AMATS Financial Plan* demonstrates financial constraint.

*Transportation Outlook 2045* must also demonstrate air quality conformity. The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles of project recommendations. The analysis is required to forecast emissions relating to ozone and PM<sub>2.5</sub> pollutants. The results of the analysis demonstrate that the emissions of ozone and PM<sub>2.5</sub> do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP). Further detail can be found in *Appendix A – Air Quality Conformity Analysis*.

The public was given the opportunity to review and comment on the draft of *Transportation Outlook 2045* during the public comment period from March 18 through May 12. AMATS promoted the public comment period using traditional methods as well as social media.

In addition, two public meetings were held on March 18 and April 29, 2021, via Zoom. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the *Transportation Outlook 2045* public involvement period and meetings. Two comments were received after the first public meeting, which had a total of 6 attendees. A total of nine individuals attended the final public meeting on April 29, and two additional comments were received. *Appendix E – Public Involvement* documents the public involvement process.

#### Staff Recommendation

The complete document of *Transportation Outlook 2045* can be found on the AMATS website at [amatsplanning.org](http://amatsplanning.org).

Attached to this memorandum is Resolution Number 2021-03, adopting *Transportation Outlook 2045*, the area's Regional Transportation Plan. The Staff is requesting approval of this resolution.



**RESOLUTION NUMBER 2021-03**

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

**ADOPTING TRANSPORTATION OUTLOOK 2045 – THE AMATS REGIONAL  
TRANSPORTATION PLAN**

**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 for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County; and

**WHEREAS**, the Congress of the United States, through law (23 USC § 134 and 49 USC § 5303)) has required that an MPO must develop a long-range transportation plan (LRTP); and

**WHEREAS**, this Committee has reviewed the Transportation Outlook 2045 document and found that the recommendations contained therein function together to form an integrated metropolitan transportation system, take into account the planning considerations of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94), and are consistent with regional transportation goals and objectives; and

**WHEREAS**, a financial plan has been prepared and included in the document which demonstrates that Transportation Outlook 2045 can be implemented in a fiscally sound manner, in accordance with the financial resources from public and private sources that can be reasonably expected to be made available between now and 2045; and

**WHEREAS**, Transportation Outlook 2045 assesses capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, and has been found to make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods; and

**WHEREAS**, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA, ERPC and ODOT, that Transportation Outlook 2045 is in conformity with respect to Ohio’s State Implementation Plan for attainment of the 2008 and 2015 8-hour ozone standards and the 2006 and 2012 fine particulate matter standards; and

**WHEREAS**, a quantitative air quality analysis of Transportation Outlook 2045 has been completed in accordance with the requirements specified by the FAST Act and the Clean Air Act Amendments of 1990; and

**WHEREAS**, an Environmental Justice scan has been completed, in order to ensure that low-income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects recommended in the regional transportation plan; and

**RESOLUTION NUMBER 2021-03 (Continued)**

**WHEREAS**, AMATS carried out public involvement activities consistent with AMATS Public Participation Plan, and various public agencies, local officials, private providers of transportation, members of the public, and area media outlets were notified that Transportation Outlook 2045 was available for review and posted on the AMATS web site; and that the public involvement meeting was held to provide the general public with the opportunity to comment on the draft Transportation Outlook 2045; and

**WHEREAS**, AMATS maintains a regional Intelligent Transportation Systems (ITS) architecture; a regionally developed framework that ensures institutional agreement, technical integration, and functional interoperability among the ITS projects that are planned, programmed, and implemented in Summit County, Portage County, and the Chippewa and Milton Township areas of Wayne County.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee adopts Transportation Outlook 2045 as the long-range transportation plan for the AMATS area and affirms its consistency with the State Implementation Plan.
2. That this Committee recommends that its members incorporate these improvements into their respective transportation plans and pursue the funding necessary for project implementation.
3. That this Committee approves the Transportation Outlook 2045 document.
4. That this Committee considers that the process used to develop the regional transportation plan has adequately provided for participation by local officials and members of the general public.
5. That this Committee affirms that the recommendations included in Transportation Outlook 2045 are able to be implemented within the constraints established by the financial forecast contained in the Plan document.
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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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

# 7 | Recommendations

AMATS has completed a number of reports and studies analyzing the Greater Akron area's transportation system. This analysis advanced recommendations to improve and strengthen the area's transportation network. Recommendations included in *Transportation Outlook 2045* include infrastructure improvements and policies intended to ensure our system remains a benefit to the region from now until 2045.

*Transportation Outlook 2045* includes highway, transit, bicycle and pedestrian infrastructure and policy recommendations. The recommendations included in *Transportation Outlook 2045* are financially constrained and conform to federal air quality requirements.

## 7.1 | Highway Recommendations

Highways are the most critical element of the region's transportation system. The recommendations contained in *Transportation Outlook 2045* aim to preserve the existing system and improve the safety of the system. The following section contains policy and highway infrastructure recommendations to improve and maintain the region's highway network.

### 7.1.1 | Funding

AMATS receives federal transportation dollars to fund highway improvements. These funds can be used for many types of projects including: resurfacing, turn lanes and traffic signals, and major widening projects.

The agency's funding comes from two major sources, the Surface Transportation Block Grant (STBG) and the Congestion Mitigation/Air Quality Program (CMAQ). The STBG program is the most versatile type of funding and can be used on any type of project. CMAQ funding can only be used on projects which improve air quality and relieve congestion.

Federal funds may only be invested on roadways that are contained in the Federal Functional Classification of Highways (page 67). Local roadways (like streets in a residential subdivision) are not eligible for funding.

AMATS receives around \$17 million annually for highway improvements. While this funding is a substantial source of revenue for highway projects, it is not the only funding available. ODOT receives funds from federal and state gasoline taxes. Counties and municipalities also receive federal and state funding. Discretionary funding, also known as earmarks, can be made available for highway projects when written into federal legislation.

Any highway project using federal funding must be consistent with *Transportation Outlook 2045*, regardless of whether AMATS provided the funding. *Transportation Outlook 2045* is important because it gives the authority to local officials to determine collectively how federal funds are spent.

### 7.1.2 | Recommendations

#### Preservation

In 2019, AMATS estimated that to maintain the existing system through 2045 would cost \$3.78 billion dollars. The longer large preservation projects are delayed, the more expensive they become.

*Transportation Outlook 2045* recommends a regional preservation policy. Since 2008, AMATS has devoted a minimum of 20 % of its funds for a local resurfacing program. This program has been incredibly successful and popular throughout the region. AMATS will continue this program and recommends providing additional AMATS Surface Transportation Funds for the program.

#### Operational and Safety Projects are consistent with Transportation Outlook 2045

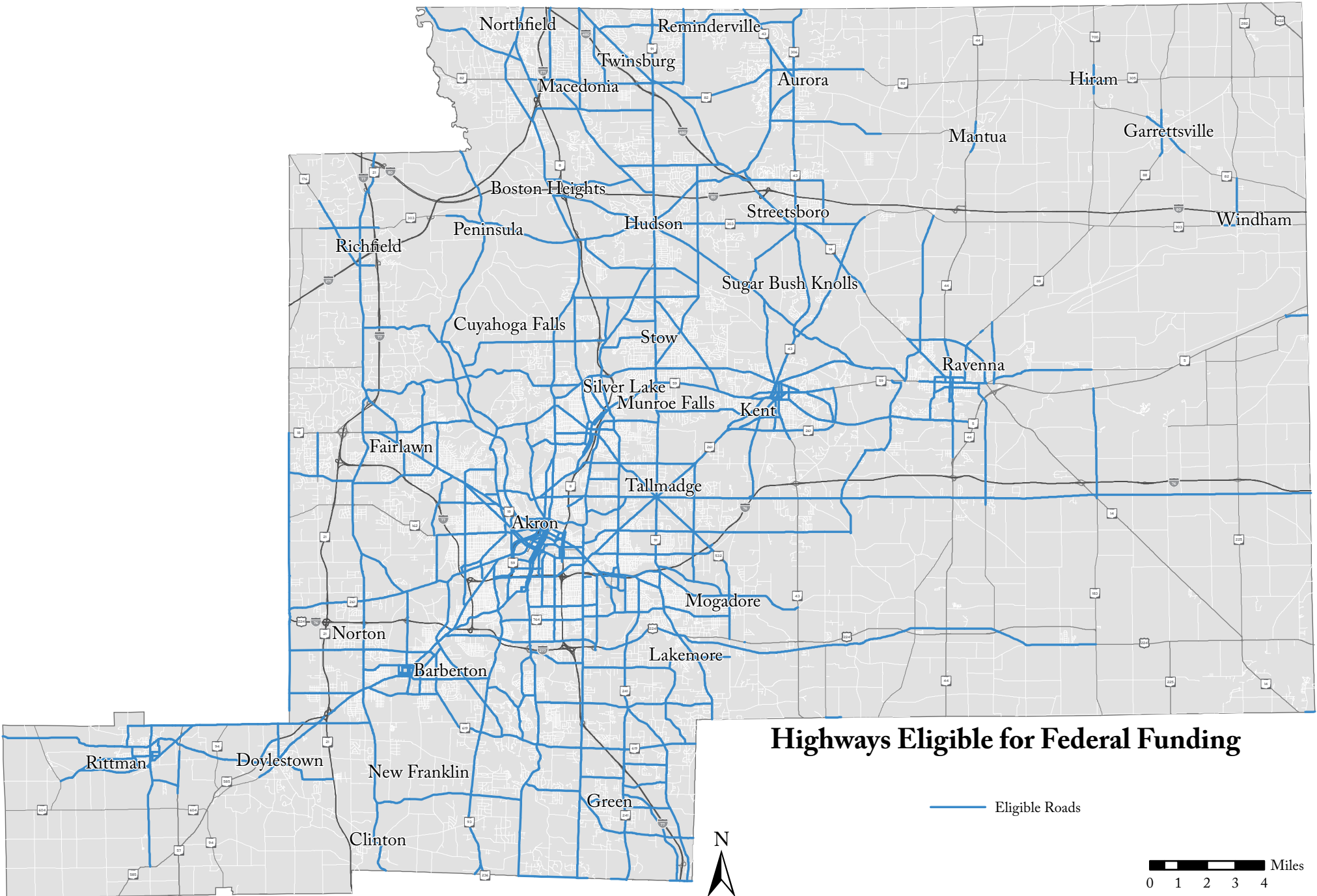
While it is important to develop a plan for the next 20 plus years, it is also necessary to provide flexibility to the planning process to allow for unseen developments. To that end, AMATS maintains its policy that projects that improve safety conditions or contain operational improvements are consistent with *Transportation Outlook 2045*. This includes railroad grade separation projects. AMATS has set aside \$40 million over the life of the plan for unspecified safety and operation improvements.

#### Reduce Congestion by Promoting Carpooling and other Alternative Modes of Transportation

While congestion is not the main focus of *Transportation Outlook 2045*, it is still an important issue that can negatively impact the transportation system. In order to help reduce congestion, AMATS will continue to promote [Gohio Commute](#) and [Switching-Gears.org](#). Gohio Commute is a website that allows users to find carpool partners to share rides to and from work. [Switching-Gears.org](#) is a bicycle advocacy website that promotes bicycle commuting in the region.

#### Signal Timing Optimization Program

AMATS has invested heavily in coordinated signals throughout the Greater Akron area over the past 15 years. As part of an ongoing effort to continue to ensure that traffic signals are appropriately timed, AMATS will consider developing a signal timing optimization program to provide grant funding for communities to invest in signal operation improvements.



### Connecting Communities Planning Grant Program

For the last 10 years, AMATS has maintained its Connecting Communities Planning Grant Program. This program is focused on providing funds for studies that emphasize land use and transportation planning integration. The program has led to multiple infrastructure investments in the Greater Akron area. AMATS will continue administering the Connecting Communities Planning Grant Program and continue emphasizing the integration of land use and transportation planning.

### \$5 Billion of Highway Transportation Infrastructure Investments

*Transportation Outlook 2045* recommends over \$5 billion dollars of highway

infrastructure investments through 2045 in year of expenditure dollars. This funding includes over \$4.7 billion for preservation of the existing system, \$419 million specifically for freeway recommendations, \$350 million for specific roadway projects, and approximately \$100 million in bike/pedestrian, transit, safety and other operational improvements in the AMATS area.

The following table shows Long-Term Highway projects recommended in *Transportation Outlook 2045*. All projects are financially constrained and conform to air quality requirements.

**Table 7.1-1 | Long-Term Highway Recommendations**

FREEWAY RECOMMENDATIONS					
ID	Freeway	Location	Recommendation	Current Cost	Performance Measure
1	I-76 / I-77 / SR 8	"Braid" (Central Interchange)	Reconfigure and Reconstruction	\$ 55,000,000	PM1, PM2
2	I-76	Kenmore Leg	Upgrade	\$ 85,000,000	PM1, PM2
3	I-77	between Ghent Rd and I-80 (Ohio Turnpike)	Add Additional Travel Lane	\$ 133,500,000	PM1, PM2, PM3
4	SR 8	between Perkins St Interchange and Glenwood Ave Interchange	Bridge Replacement and Auxiliary Lane	\$ 146,291,000	PM2

Freeway Total Cost \$ 419,791,000

ARTERIAL AND INTERSECTION RECOMMENDATIONS					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
5	Akron	Arlington Rd from Waterloo Rd to E Market St	Reconstruction	\$ 21,904,000	PM2
6	Akron	Copley Rd from I-77 to Cedar St	Reconstruction	\$ 13,400,000	PM2
7	Akron	E Market St from SR 8 to Case Ave	Reconstruction	\$ 7,900,000	PM2
8	Akron	Memorial Pkwy / Hickory St (Intersection)	Roundabout	\$ 2,750,000	PM1, PM3
9	Akron	Mull Ave from White Pond Dr to S Hawkins Ave	Reconstruction	\$ 4,800,000	PM2
10	Aurora	Bissell Rd / Pioneer Trl (Intersection)	Operational Improvements at Intersection	\$ 2,100,000	PM3
11	Aurora	Mennonite Rd / Page Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
12	Aurora	SR 43 / Kingston Dr (Intersection)	Left Turn Lane at Intersection	\$ 2,100,000	PM3
13	Aurora	SR 43 / Mennonite Rd (Intersection)	Intersection Safety Improvements	\$ 2,100,000	PM1, PM3
14	Barberton	4th St from Lake Ave to Norton Ave	Widening to 3 Lanes	\$ 2,670,000	PM1, PM3
15	Barberton	Barber Rd / 4th St / Norton Ave (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
16	Barberton	SR 619 (Wooster Rd N) from Hopocan Ave to I-76 Interchange	Road Diet with Bike Lanes	\$ 4,512,000	PM1, PM2
17	Cuyahoga Falls	Barney's Busy Corners (Intersection)	Intersection Improvements	\$ 13,430,000	PM3
18	Cuyahoga Falls	Portage Trail from 13th St to Front St	Road Improvements, Possible Road Diet	\$ 2,424,000	PM1, PM3
19	Cuyahoga Falls	Steels Corners Rd from State Rd to Bridgewater Pkwy	Widening, Add Shared-Use Path	\$ 6,500,000	PM2
20	Green	Arlington Rd from Boettler Rd to September Dr	Widening, Roundabout at Southwood, Roundabout at Boettler, 4-Lane Divided Median	\$ 12,300,000	PM1, PM2, PM3
21	Green	Arlington Rd / Greensburg Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3

Table 7.1-1 | Long-Term Highway Recommendations

ARTERIAL AND INTERSECTION RECOMMENDATIONS (Continued)					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
22	Green	Mayfair Rd / Graybill Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
23	Green	Raber Rd / Mayfair Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
24	Green	SR 241 (Massillon Rd) / Graybill Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
25	Green	SR 619 (E Turkeyfoot Lake Rd) / Mayfair Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
	Hudson	Citywide	Smart Signals	\$ 3,650,000	PM1, PM3
26	Kent	Main St from SR 43 (Mantua St) to Depeyster St	Signalization, Four Signals Replaced & Interconnected	\$ 600,000	PM1, PM3
27	Kent	SR 261 from Cherry St to SR 59 (Kent-Ravenna Rd)	Road Diet and Shared-Use Path	\$ 10,000,000	PM1, PM2, PM3
28	Kent	SR 43 (N Mantua St) from Kent High School to Davey Tree Entrance	Access Management	\$ 750,000	PM1, PM3
29	Kent	SR 43 (River St & Gougler St) from SR 59 (Haymaker Pkwy) to Fairchild Ave	Safety Issues: Restriping, Add Parking, Sidewalks, Reduce to One Lane	\$ 1,000,000	PM1, PM3
30	Kent	SR 59 (W Main St) from Kent West Corp Limit to Longmere Dr / Main St	Upgrade Signals, Streetscape, 6-Foot Sidewalk	\$ 6,000,000	PM1, PM2, PM3
31	Macedonia	SR 8 from Highland Rd to Valley View Rd	Safety Improvements	\$ 5,000,000	PM1
32	New Franklin	SR 619 (W Turkeyfoot Lake Rd) from Howland Ave to S Turkeyfoot Rd	Improvements, Sidewalks	\$ 2,000,000	PM2
33	New Franklin	SR 93 (Manchester Rd) from Nimisila Rd to SR 619 (W Turkeyfoot Lake Rd)	Improvements, Sidewalks	\$ 11,664,000	PM2
34	New Franklin	SR 93 (Manchester Rd) / Nimisila Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
35	Norton	Barber Rd from I-76 to SR 261 (Wadsworth Rd)	Center Turn Lane	\$ 5,000,000	PM1, PM2, PM3
36	Norton	Barber Rd from Norton South Corp Limit to I-76	Capacity Improvements	\$ 3,300,000	PM2, PM3
37	Norton	S. Medina Line Rd / Greenwich Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
38	Norton	SR 261 / Hametown Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
39	Portage County Engineer	Cleveland Rd / Infirmary Rd / Wall St (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
40	Portage County Engineer	Knapp Rd over West Branch	Bridge Replacement	\$ 1,100,000	PM2
41	Portage County Engineer	Mogadore Rd / Old Forge Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
42	Portage County Engineer	SR 14 / Price Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
43	Portage County Engineer	SR 82 / Chamberlain Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
44	Portage County Engineer	US 224 / Waterloo Rd from SR 44 to New Milford Rd	Lane Reduction from 4 Lanes to 2	\$ 2,000,000	PM1
45	Ravenna	Cleveland Rd / Sycamore St / Highland Ave (Intersection)	Roundabout	\$ 2,750,000	PM1, PM3
46	Ravenna	SR 59 (W Main St) from Ravenna West Corp Limit to Grant St	1 Lane, Bike Lanes in Each Direction	\$ 4,100,000	PM2, PM3
47	Richfield	Brecksville Rd / Broadview Rd / Wheatley Rd (Intersection)	Sidewalk, Intersection Improvements	\$ 2,100,000	PM3
48	Richfield	SR 303 (W. Streetsboro St) / SR 176 (Broadview Rd) (Intersection)	Intersection Improvements	\$ 2,500,000	PM3
49	Rittman	Industrial St from Ohio St to Sunset Dr	Reconstruction	\$ 1,000,000	PM2
50	Rittman	N Main St / E Ohio Ave (Intersection)	Intersection Improvements, Streetscape	\$ 2,100,000	PM3
51	Rittman	Ohio Ct / E Ohio Ave (Intersection)	Intersection Improvements	\$ 1,900,000	PM3
52	Rittman	Sunset Dr from Main St to Gish Rd	Reconstruction	\$ 800,000	PM2
53	Stow	Call Rd / Young Rd (Intersection)	Roundabout	\$ 750,000	PM1, PM3
54	Stow	Fishcreek Rd from SR 91 (Darrow Rd) to Laurel Woods Dr	Turn Lane Improvements	\$ 500,000	PM2, PM3



Table 7.1-1 | Long-Term Highway Recommendations

ARTERIAL AND INTERSECTION RECOMMENDATIONS (Continued)					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
55	Stow	Seasons Rd / Norton Rd from SR 8 to SR 91 (Darrow Rd)	Two Full Lanes with Bike Lanes	\$ 7,000,000	PM1, PM2
56	Stow	Seasons Rd / Norton Rd / Hudson Dr (Intersection)	Roundabout	\$ 2,000,000	PM1, PM3
	Stow	Citywide	Traffic Signal Interconnection	\$ 4,500,000	PM1, PM3
57	Streetsboro	Frost Rd from Greentree Pkwy to Sunny Ln	Sidewalks, Road Improvements	\$ 6,500,000	PM2
58	Streetsboro	SR 14 / SR 43 / SR 303 (Intersection)	Intersection Reconstruction	\$ 1,600,000	PM1, PM3
59	Streetsboro	SR 303 from SR 14 to Kirby Ln	Curb, Gutters, Sidewalks	\$ 6,750,000	PM2
60	Streetsboro	SR 43 from Jude Ave to Seasons Rd	Widening with 2-Way Left Turn Lane	\$ 5,000,000	PM1, PM2, PM3
61	Streetsboro	SR 43 from Frost Rd to Streetsboro North Corp Limit	Widening with 2-Way Left Turn Lane	\$ 5,000,000	PM1, PM2, PM3
62	Summit County Engineer	Killian Rd from Arlington Rd to Canton Rd	Widening (Done in Three Phases)	\$ 5,500,000	PM2, PM3
63	Summit County Engineer	Krumroy Rd from Arlington Rd to Swinehart Rd	Widening (Done in Three Phases)	\$ 4,100,000	PM2, PM3
64	Summit County Engineer	N. Main St / State Rd from Howard St to High Bridge Rd	Bridge Replacement	\$ 40,000,000	PM2
65	Summit County Engineer	Riverview Rd over Yellow Creek (North of Bath Rd)	Bridge Replacement	\$ 1,100,000	PM2
66	Summit County Engineer	S. Main St from Portage Lakes Dr to Axline Ave	Widening	\$ 10,250,000	PM2, PM3
67	Summit County Engineer	Steels Corners Rd Bridge from Windham Ridge Dr to Bridgewater Pkwy	Bridge Repair	\$ 6,000,000	PM2
68	Summit County Engineer	Valley View Rd from Boyden Rd to Olde Eight Rd	Improvements	\$ 1,000,000	PM2
69	Tallmadge	East Ave from Rec Center Drive to Parliament Dr	Improvements	\$ 8,600,000	PM1, PM2, PM3
70	Tallmadge	Howe Rd from SR 91 (North Ave) to SR 261 Roundabout	Road Diet (Three Lanes), Bike Lanes	\$ 8,200,000	PM1, PM2, PM3
71	Tallmadge	Southeast Ave / Eastwood Ave / S Munroe Rd	Roundabout	\$ 5,000,000	PM3
72	Twinsburg	Ravenna Rd / Broadway Ave / Shepard Rd / Richmond Rd	Intersection Improvements	\$ 1,712,000	PM3
73	Twinsburg	SR 91 (Darrow Rd) from Ravenna Rd to Tinkers Creek Bridge near Twin Plaza	Widening	\$ 2,500,000	PM1, PM2, PM3
	Twinsburg	Citywide	Signalization Update	\$ 3,600,000	PM3

Arterial and Intersection Total Cost \$ 337,966,000

Highway Recommendations Total Cost (Freeway Total + Arterial and Intersection Total) \$ 757,757,000

REGIONWIDE RECOMMENDATIONS					
ID	Community	Recommendation	Current Cost	Performance Measure	
	Regionwide	Pavement Resurfacing	\$ 1,248,780,000	PM2	
	Regionwide	Pavement Replacement	\$ 163,271,250	PM2	
	Regionwide	Bridge Preservation	\$ 2,369,525,047	PM2	
	Regionwide	Bike and Pedestrian	\$ 35,000,000	PM3	
	Regionwide	Safety and Operational	\$ 41,188,506	PM1	

Regionwide Recommendations Total Cost \$ 3,857,764,803

Table 7.1-1 | Long-Term Highway Recommendations

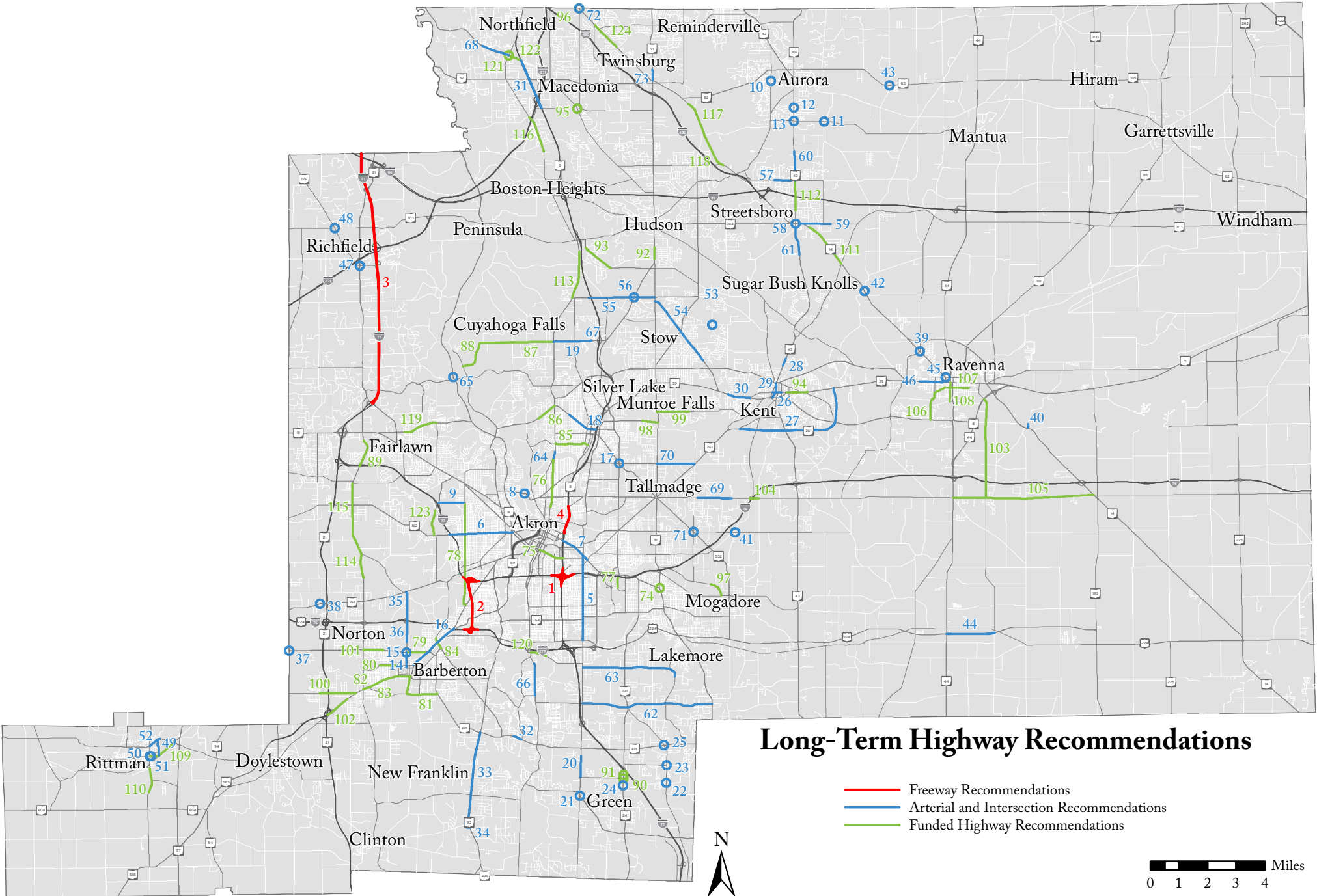
FUNDED HIGHWAY RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Recommendation	Current Cost	
74	Akron	SR 91 (Canton Rd) / SR 18 (E Market St) (Intersection)	Roundabout	\$ 4,937,959	
75	Akron	E Exchange St from Broadway St to Fountain St	Complete Streets, Signal Upgrade	\$ 4,962,000	
76	Akron	N Main St from Olive St to Riverside Dr	Complete Streets	\$ 12,386,100	
77	Akron	Seiberling Way from Eagle St to Englewood St	New road	\$ 14,256,732	
78	Akron	South Hawkins Rd from East Ave to Mull Ave	Resurfacing	\$ 1,122,680	
	Aurora	Citywide	Signal Improvements	\$ 3,605,410	
79	Barberton	2nd St SW from Hudson Run Rd to Wooster Rd W / Norton Rd from Barber Rd to Wooster Rd / Wooster Rd N from Norton Rd to Burt St	Resurfacing	\$ 1,689,591	
80	Barberton	Hopocan Av from Hillsdale Ave to 8th St NW	Resurfacing	\$ 358,520	
81	Barberton	Snyder Av from 2nd St SW to 5th St SE	Resurfacing	\$ 778,770	
82	Barberton	Wooster Rd W from 31st St to Hudson Run Rd	Resurfacing	\$ 294,960	
83	Barberton	Wooster Rd W from Hudson Run Rd to 2nd St NW	Reconstruction, Possible Road Diet	\$ 9,667,257	
84	Barberton	Wooster Rd / State St / Robinson Ave from 4th St to 2nd St and from 2nd St to Robinson Ave	Shared-Use Path, Reconstruction, Signal Coordination	\$ 4,446,220	
85	Cuyahoga Falls	Chestnut Blvd from State Rd to 2nd St	Resurfacing	\$ 498,820	
86	Cuyahoga Falls	Portage Trail Extension from Albertson Pkwy to State Rd	Widening with 2-Way Left Turn Lane, Shared-Use Path, Traffic Signals	\$ 7,726,375	
87	Cuyahoga Falls	W Steels Corners Rd from Northampton Rd to State Rd	Resurfacing	\$ 785,850	
88	Cuyahoga Falls	W Steels Corners Rd from Akron Peninsula Rd to Northampton Rd	Resurfacing	\$ 890,800	
89	Fairlawn	Cleveland Massillon Rd from I-77 to Bywood Dr	Widening, rounabout at Rothrock Rd	\$ 11,489,629	
90	Green	SR 241 (Massillon Rd) / Boettler Rd (Intersection)	Roundabout	\$ 4,858,452	
91	Green	SR 241 (Massillon Rd) / Corporate Woods Cir (Intersection)	Roundabout	\$ 5,317,398	
92	Hudson	SR 91 (Darrow Rd) from Barlow Rd to Stoney Hill Dr	Widening with TWLTL, Bike Lanes	\$ 5,062,864	
93	Hudson	Terex Rd from Londonairy Blvd to Barlow Rd (West)	Resurfacing	\$ 643,900	
94	Kent	SR 59 (E Main St) from Willow St to Horning Rd	Complete Streets with Raised Median, Roundabouts, Bus Pull-Offs	\$ 17,198,260	
95	Macedonia	Highland Rd / Valley View Rd (Intersection)	Intersection Improvements	\$ 2,452,814	
96	Macedonia	Ravenna Rd / Shephard Rd (Intersection)	Intersection Improvements	\$ 3,513,020	
97	Mogadore	Gilchrist Rd from Mogadore West Corp Limit to Mogadore Rd	Resurfacing	\$ 453,330	
98	Munroe Falls	Munroe Falls Ave from Munroe Falls West Corp Limit to SR 59 (Main St)	Resurfacing	\$ 332,387	
99	Munroe Falls	North River Rd from SR 91 (N Main St) to Munroe Falls East Corp Limit	Resurfacing	\$ 710,518	
100	Norton	Johnson Rd from Hametown Rd to Norton East Corp Limit	Resurfacing	\$ 564,836	
101	Norton	Norton Ave from Cleveland Massillon Rd to Norton East Corp Limit	Resurfacing	\$ 496,310	
102	Norton	Wooster Rd from SR 21 to Taylor St	Resurfacing	\$ 303,592	
103	Portage County Engineer	New Milford Rd from Tallmadge Rd to SR 5/44	Resurfacing	\$ 752,802	
104	Portage County Engineer	Tallmadge Rd and I-76 Interchange from Mogadore Rd to Sunnybrook Rd	Operational Improvements	\$ 8,309,445	
105	Portage County Engineer	Tallmadge Rd from SR 44 to SR 14	Resurfacing	\$ 890,800	



Table 7.1-1 | Long-Term Highway Recommendations

FUNDED HIGHWAY RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP (Continued)					
ID	Community	Location	Recommendation	Current Cost	
106	Ravenna	Mill Rd from Diamond St to Sycamore St / S Diamond St from Summit St to Mill St	Resurfacing	\$ 410,182	
107	Ravenna	Riddle St from Meridian St to Liberty St	Resurfacing	\$ 254,500	
108	Ravenna	S Chestnut St from Lake St to Main St	Resurfacing	\$ 244,300	
109	Rittman	E Ohio Av from Main St to Sunset St	Resurfacing	\$ 574,578	
110	Rittman	S Main St from Rittman South Corp Limit to Front St	Resurfacing	\$ 420,735	
111	Streetsboro	SR 14 from Portage Point Dr to Diagonal Rd	Widening with 2-Way Left Turn Lane, New Sidewalk	\$ 7,045,648	
112	Streetsboro	SR 43 from Market Square Dr to Frost Rd	Widening	\$ 7,595,556	
113	Summit County Engineer	Akron Cleveland Rd from Cuyahoga Falls North Corp Limit to Boston Heights South Corp Limit	Resurfacing	\$ 890,800	
114	Summit County Engineer	Cleveland Massillon Rd from Norton North Corp Limit to Minor Rd	Resurfacing	\$ 1,119,800	
115	Summit County Engineer	Cleveland Massillon Rd from Minor Rd to Ridgewood Rd (South Intersection)	Resurfacing	\$ 1,167,100	
116	Summit County Engineer	Olde Eight Rd from Boston Heights North Corp Limit to E Highland Rd	Resurfacing	\$ 890,800	
117	Summit County Engineer	Ravenna Rd from Twinsburg South Corp Limit to Old Mill Rd	Resurfacing	\$ 941,640	
118	Summit County Engineer	Ravenna Rd from Old Mill Rd to Portage County Line	Resurfacing	\$ 763,500	
119	Summit County Engineer	Smith Rd from Fairlawn East Corp Limit to Sand Run Rd	Resurfacing	\$ 1,018,000	
120	Summit County Engineer	Swartz Rd from S Main St to Glenmount Ave	Resurfacing	\$ 636,300	
121	Summit County Engineer	Valley View Rd / Olde Eight Rd (Intersection)	Intersection Improvements	\$ 333,200	
122	Summit County Engineer	Valley View Rd from SR 8 to Olde Eight Rd	Resurfacing	\$ 381,740	
123	Summit County Engineer	White Pond Dr from SR 162 (Copley Rd) to Akron South Corp Limit	Resurfacing	\$ 763,490	
124	Twinsburg	Ravenna Rd from Chamberlin Rd to E Idlewood Dr	Resurfacing	\$ 549,800	

Funded Total Cost \$ 170,146,170



## 7.2 | Bicycle and Pedestrian Recommendations

Bicycle and pedestrian facilities are an essential part of an active transportation system throughout the Greater Akron area in providing a low-cost means of transportation and serving as a recreational amenity. Bicycling and walking are efficient transportation modes for short trips and, where convenient intermodal systems exist, these non-motorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, bicycle and pedestrian facilities should be given the same priority as is given to other transportation modes. Cycling and walking should not be an afterthought in roadway design.

AMATS has a long history of planning for active and multi-modal transportation systems. *TO2045* will build on recent and past efforts including the *2019 Active Transportation Plan*. AMATS envisions a Greater Akron area in which biking and walking are not only integral parts of daily life, but vital components of a first-class, multimodal transportation system. The goals for the region's bicycle and pedestrian network are to improve safety, increase connectivity, create a friendly bicycle network and promote quality of life throughout the region. AMATS also understands that, for those who do not own cars, a quality network will increase equity goals as well. Additionally, rather than viewing these networks as generally separate entities as has been done in the past, AMATS urges area communities and project sponsors to identify and pursue opportunities to link these networks to transit networks for the benefit of all transportation users.

A variety of bicycle and pedestrian facilities exist throughout the Greater Akron area with the Ohio and Erie Towpath Trail serving as the spine for the regional bicycle network. There are more than 122 miles of shared-use paths in the region with over 42 miles that have been developed since 2000. On-road facilities, such as bike lanes, are being added at a steady pace to help fill in the gaps and connect people to places. There are approximately 50 miles of bike lanes in the Greater Akron area.

The recommendations contained in *TO2045* will expand the off-road bicycle system and the pedestrian system through additional facilities and make safety improvements to the region's bicycle and pedestrian network.

### 7.2.1 | Funding

AMATS receives federal funding for bicycle and pedestrian improvements through the Transportation Alternatives Set-Aside Program (TASA), formerly known as the Transportation Alternatives Program (TAP). This funding provides approximately \$1 million each year that can be used for bicycle and pedestrian improvements. All TA projects must relate to surface transportation and address a transportation need, use or benefit. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for Safe Routes to School (SRTS) District Travel Plans provided that the sponsor has first pursued and secured funding

from the Ohio Department of Transportation SRTS Program. Many bicycle and pedestrian improvements are most effectively implemented at the outset of roadway or transit project funding and construction. While all projects represent important steps for improving AMATS bicycle and pedestrian environment, limited financial resources require that most regional bicycle and pedestrian projects use a variety of federal, state and local sources. It is therefore suggested that many regional off road trails rely on local initiative and commitment where member communities seek additional funding. Any bicycle or pedestrian project using federal funds must be consistent with *TO2045*, regardless of whether AMATS provides the funding. *TO2045* gives local officials the authority to determine collectively how federal funds are allocated.

### 7.2.2 | Recommendations

The bicycle and pedestrian recommendations focus implementation efforts where they will provide the greatest community benefit. While it is important to develop a long-range plan, it is also necessary to provide flexibility in the planning process to allow for unseen developments. *TO2045* ensures that transportation improvements are planned and coordinated on a regional basis. It is AMATS policy that projects coupled with safety improvements, such as bicycle and pedestrian amenities, must be consistent with *TO2045* to be eligible for federal funding.

#### Complete Streets

When planning a street or neighborhood, it is important to consider all users of the roadway. People like to have options for getting around town. According to Smart Growth America, a complete street is one that is designed with safety in mind for all users - pedestrians, cyclists, transit riders, and vehicles. No two complete streets look alike as each neighborhood or district will have different needs. Bike lanes, bus lanes, bus shelters, sidewalks, crosswalks, refuge islands, curb bump-outs, and roundabouts are all components of a complete street that can improve safety for everyone. Making a street welcome to everyone can improve the vitality of an area and make it a place where people want to be. Communities throughout the Greater Akron area should consider complete streets when planning their transportation projects.

#### Safe Routes to Schools

Communities should place a special emphasis on providing high-quality, safe bicycle and pedestrian infrastructure near schools. The Ohio Safe Routes to School (SRTS) Program supports projects and programs that improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility in the vicinity of schools. The most successful SRTS programs incorporate the Five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. The development of a School Travel Plan (STP) is a requirement of the SRTS Program to be eligible for infrastructure improvements. The STP outlines a community's plans for engaging students in active transportation. The STP involves key community stakeholders to identify barriers to active transportation

and develop a set of solutions to address them. In 2014, the Akron Public Schools completed its first District-Wide Travel Plan. Akron’s plan became one of the first districtwide STPs for a large school district in Ohio and one of the first nationwide. It was created through a team-based approach in cooperation with ODOT, Akron Public Schools, City of Akron, AMATS and The University of Akron. Prioritizing pedestrian safety and improvements near schools provides an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children—and a safer and cleaner environment for everyone.

### Traffic Calming

AMATS supports communities considering ways to make their streets safer for pedestrians/bicyclists. Traffic calming measures should be considered in areas that experience high volumes of pedestrian and bicycle traffic. Traffic calming is a concept that reduces the speed and volume of vehicular traffic through an area to make neighborhoods safer, more pleasant, and more livable. This can be achieved either by physical means such as reducing the number of lanes; textured pavements and bump-outs, also known as “curb extensions,” that extend an intersection corner; or psychological means such as adding street trees, on-street parking and the narrowing of lanes to slow drivers down. Over decades of use, these measures have been proven to reduce accidents, collisions, noise, vibration, pollution, and crime. Traffic calming is most often found in downtowns or urban centers due to their high levels of pedestrian activity. They may also be implemented in less dense planning areas.

### Road Diets

A road diet is a technique that can be used to achieve traffic calming and improve safety. Road diets occur when numbers of lanes or lane widths are reduced to promote a slower vehicle speed and accommodate other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. In 2015, AMATS compiled the Road Diet Analysis, which identified 60 candidates for road diets across the Greater Akron area. The analysis is a useful planning resource that defines the road diet concept, identifies potential road diet locations, and serves as a guide to member communities to consider the design and application of road diets in certain locations.

### Projects

AMATS recommends \$35 million dollars of bicycle and pedestrian improvements in the Greater Akron area between now and 2045.

The Long-Term Bicycle and Pedestrian Recommendations tables and maps on the following pages contain many recommendations for promoting bicycle and pedestrian transportation in the region. Project costs are shown in current dollars for the entire project. Appendix B (page 88) shows costs inflated to year of expenditure and federal share, totaling \$35 million in federal investment. All projects are financially constrained and conform to air quality requirements.

**Table 7.2-1 | Long-Term Bicycle Recommendations**

BICYCLE RECOMMENDATIONS					
ID	Community	Location	Facility	Mileage	Current Cost
1	Akron	Rubber City Heritage Trail - West (from Exchange St to Towpath Trail)	Shared-Use Path	3.92	\$ 3,920,000.00
2	Akron	Rubber City Heritage Trail - East (from Seiberling St to Spartan Trail)	Shared-Use Path	4.09	\$ 4,090,000.00
3	Akron / Cuyahoga Falls / Silver Lake / Stow	Veterans Trail / Akron Secondary (from Freedom Trail to Graham Rd)	Shared-Use Path	7.14	\$ 7,140,000
4	Aurora	Aurora Trail Connection (from Sunny Lake to RECOMMENDED Headwaters Trail)	Shared-Use Path	1.02	\$ 1,020,000.00
5	Aurora	Aurora Trail Connection (from Treat Rd Quarry to RECOMMENDED Headwaters Trail)	Shared-Use Path	0.75	\$ 750,000.00
6	Aurora / Mantua Twp	Headwaters Trail (from Mantua Center Rd to Cuyahoga County Line)	Shared-Use Path	7.93	\$ 7,930,000.00
7	Barberton	3 Creeks - Silver Creek Trail (from Magic Mile to Lake Dorothy)	Shared-Use Path	2.49	\$ 2,490,000
8	Barberton	Magic Mile (from Lake Anna to Robinson Ave)	Shared-Use Path	0.63	\$ 630,000
9	Barberton / Copley / Norton	3 Creeks - Pigeon Creek / Wolf Creek / Wadsworth Trail (from Hopocan Ave to I-77)	Shared-Use Path	7.37	\$ 7,370,000
10	Chippewa Twp / Clinton	Heartland Trail (from Heartland Trail - Marshallville Terminus to Towpath Trail)	Shared-Use Path	6.54	\$ 6,540,000
11	Green	Greensburg Trail (from Greensburg Rd to Shriver / Steese Split)	Shared-Use Path	0.79	\$ 790,000
12	Green	Greensburg Trail Extension (from Shriver / Steese Split to Shriver Rd)	Shared-Use Path	0.26	\$ 260,000
13	Green	Greensburg Trail Extension (from Shriver / Steese Split to Steese Rd)	Shared-Use Path	0.51	\$ 510,000
14	Green	Koons Bike Trail (from Koons Rd to Roydean Dr)	Shared-Use Path	0.69	\$ 690,000
15	Green	Roydean Trail (from Roydean Dr to Greensburg Rd)	Shared-Use Path	0.18	\$ 180,000

Table 7.2-1 | Long-Term Bicycle Recommendations

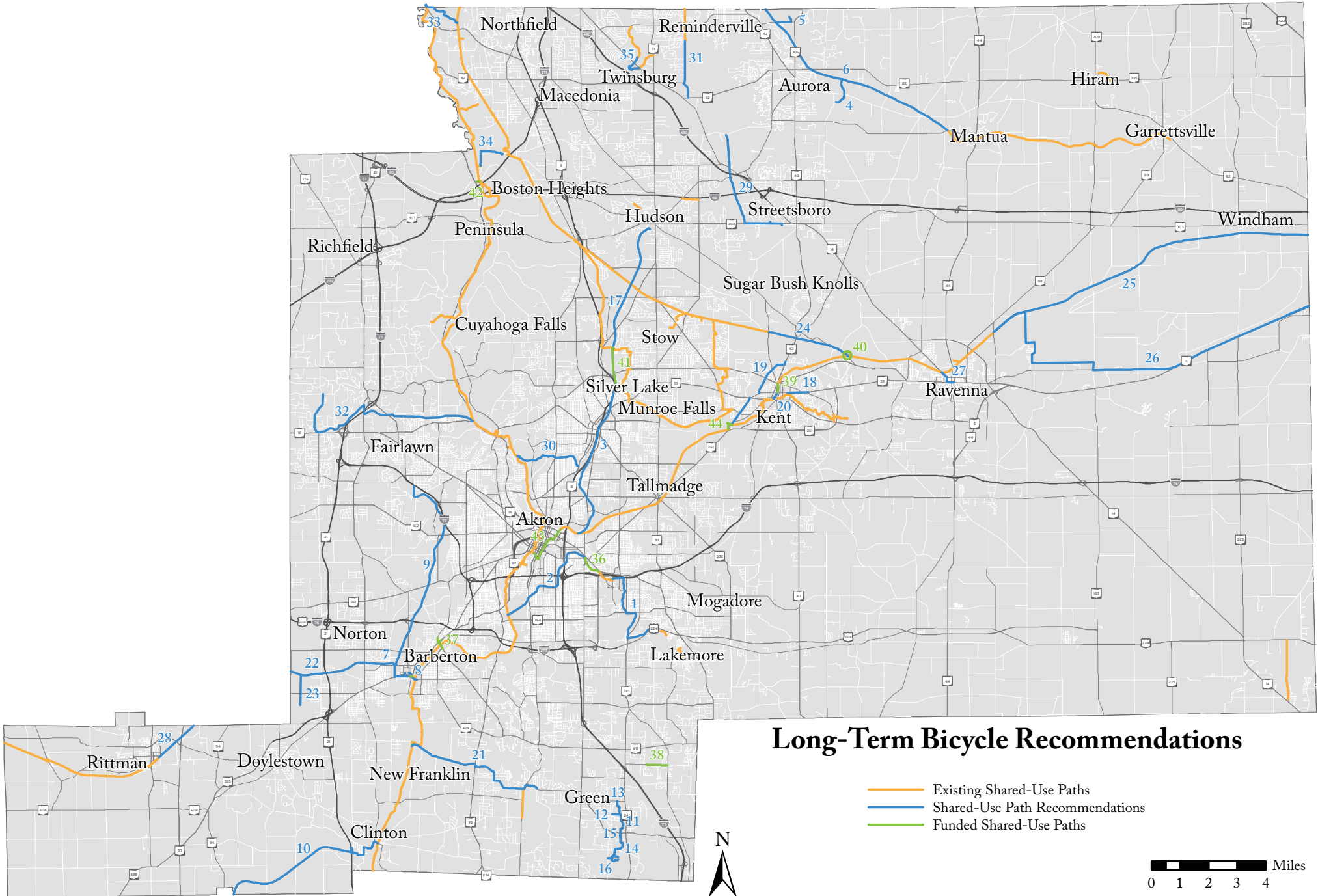
BICYCLE RECOMMENDATIONS (Continued)					
ID	Community	Location	Facility	Mileage	Current Cost
16	Green	Willadale Trail (from Thursby Rd / Southgate Park to Koons Rd)	Shared-Use Path	1.07	\$ 1,070,000
17	Hudson / Stow	Veterans Trail / Akron Secondary (from Springdale Rd to Veterans Park)	Shared-Use Path	4.60	\$ 4,600,000
18	Kent	East Main St Sidepath (from Willow St to Horning Rd)	Shared-Use Path	0.72	\$ 720,000
19	Kent	Freedom Trail Extension (from Middlebury Rd to SR 43)	Shared-Use Path	2.73	\$ 2,730,000
20	Kent	The Portage Trail - Mill Run Segment (from The Portage at Tannery Park to The Portage at Brady's Leap)	Shared-Use Path	0.26	\$ 260,000
21	New Franklin	Portage Lakes Trail (from Towpath Trail to Metro-Sandyville Local RR)	Shared-Use Path	5.31	\$ 5,310,000
22	Norton	Medina Line Trail (from Medina Line Rd to Lake Dorothy)	Shared-Use Path	2.13	\$ 2,130,000
23	Norton	Norton Trail (from Silver Creek to RECOMMENDED Medina Line Trail)	Shared-Use Path	1.06	\$ 1,060,000
24	Portage Park District	Franklin Connector (from Hudson Rd to Cuyahoga River)	Shared-Use Path	2.95	\$ 2,950,000
25	Portage Park District	The Portage Trail East - N of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	11.88	\$ 11,880,000
26	Portage Park District	The Portage Trail East - S of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	14.82	\$ 14,820,000
27	Ravenna	Hike & Bike Downtown Connection (from Prospect St to The Portage Hike & Bike Trail)	Shared-Use Path	0.68	\$ 680,000
28	Rittman / Chippewa Twp	County Line Trail - North Extension (from County Line Trail terminus to Medina County Line)	Shared-Use Path	1.64	\$ 1,640,000
29	Streetsboro	Streetsboro Trail Connection (from Tinkers Creek/Old Mill Rd to Clare Wilcox Park)	Shared-Use Path	4.58	\$ 4,580,000
30	Summit Metroparks	Highbridge Trail (from Towpath Trail to Front St)	Shared-Use Path	2.65	\$ 8,350,000
31	Summit Metroparks	Liberty Trail (from SR 82 to Cuyahoga County Line)	Shared-Use Path	2.75	\$ 2,650,000
32	Summit Metroparks	Ohio-to-Erie Trail (from Wayne County Line to Towpath Trail)	Shared-Use Path	7.20	\$ 5,796,000
33	Summit Metroparks	Sagamore Connector Trail (Towpath Trail to Bike & Hike Trail near Valley View)	Shared-Use Path	1.50	\$ 2,700,000
34	Summit Metroparks	Stanford Trail (from Towpath Trail to Bike & Hike Trail)	Shared-Use Path	1.68	\$ 1,352,400
35	Twinsburg	Park Loop Trail (from Center Valley Bikeway to Center Valley Bikeway)	Shared-Use Path	0.92	\$ 920,000

Bicycle Total Cost \$ 120,508,400

FUNDED BICYCLE RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Facility	Mileage	Current Cost
36	Akron	Rubber City Heritage Trail (from 3rd Ave to Exchange St)	Shared-Use Path	0.73	\$ 1,593,650
37	Barberton	Wooster Rd / State St / Robinson Ave (from 4th St / 2nd St to 2nd St / Robinson Ave)	Shared-Use Path	0.66	\$ 4,446,220
38	Green	Raber Rd (from Troon Dr to Mayfair Rd)	Shared-Use Path	0.76	\$ 1,372,710
39	Kent	The Portage Trail - Brady's Leap Connection (from W Main St to West of Fairchild Ave)	Shared-Use Path	0.30	\$ 1,434,044
40	Portage Park District	The Portage Trail - Ravenna Rd Bridge (over Norfolk Southern RR)	Shared-Use Path	0.88	\$ 1,683,099
41	Stow	Stow - Silver Lake - Cuyahoga Falls Bike Connector (from SR 8 Pedestrian Bridge to Springdale Rd)	Shared-Use Path	1.30	\$ 1,017,600
42	Summit County Engineer	CVNP Pedestrian Bridge & Trail (from Boston Mills Trailhead to Riverview Rd)	Shared-Use Path	0.11	\$ 975,709
43	Summit Metroparks	Freedom Trail - Phase 4 (from Mill St to Rosa Parks Blvd)	Shared-Use Path	1.71	\$ 4,277,377
44	Summit Metroparks	Freedom Trail - Phase 5 (from Freedom Trail - Middlebury Rd Trailhead to The Portage Trail - Middlebury Rd Terminus)	Shared-Use Path	0.48	\$ 2,700,330

Funded Total Cost \$ 19,500,739





### Long-Term Bicycle Recommendations

- Existing Shared-Use Paths
- Shared-Use Path Recommendations
- Funded Shared-Use Paths

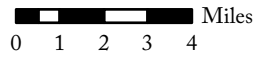


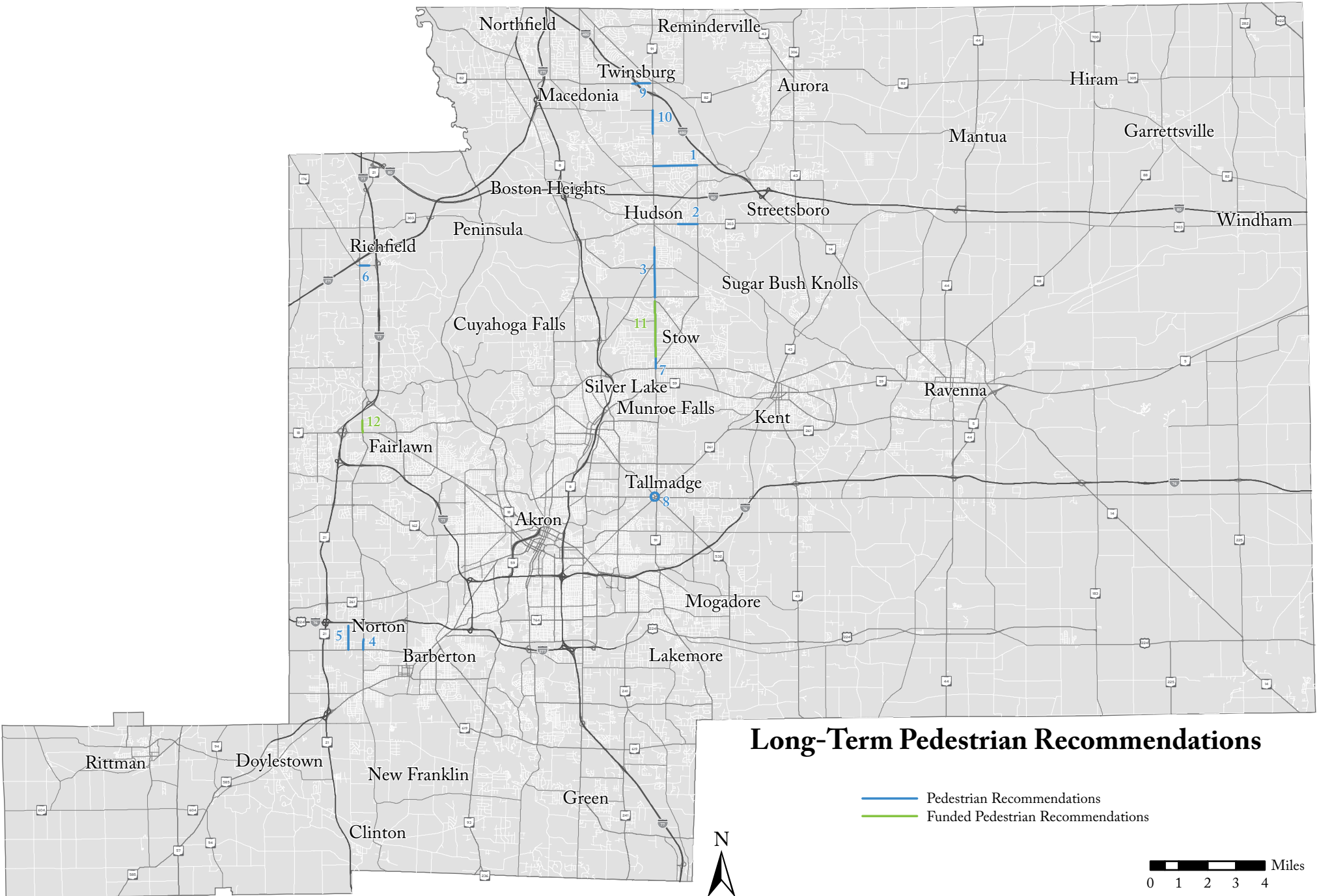
Table 7.2-2 | Long-Term Pedestrian Recommendations

PEDESTRIAN RECOMMENDATIONS					
ID	Community	Location	Facility	Mileage	Current Cost
1	Hudson	Middleton Rd (from SR 91 to Stow Rd)	Sidewalks	1.54	\$ 1,848,000
2	Hudson	SR 303 (from Hayden Pkwy to Stow Rd)	Sidewalks	0.68	\$ 816,000
3	Hudson	SR 91 (from Norton Rd to Stoney Hill Dr)	Sidewalks	1.75	\$ 2,100,000
4	Norton	Cleveland Massillon Rd (from Greenwich Rd to Norton Branch Library)	Sidewalks	0.37	\$ 444,000
5	Norton	Easton Rd (from Greenwich Rd to Oser Rd)	Sidewalks	0.85	\$ 1,020,000
6	Richfield	Wheatley Rd (from Brecksville Rd to Kinross Lakes Pkwy)	Sidewalks	0.32	\$ 384,000
7	Stow	SR 91 / Darrow Rd (from Graham Rd to Fishcreek Rd)	Sidewalks	2.35	\$ 850,542
8	Tallmadge	Pedestrian Tunnel (from between West Ave and Northwest Ave to center of Tallmadge Circle)	Tunnel	0.1	\$ 1,000,000
9	Twinsburg	SR 82 (from Hadden Rd to Church St)	Sidewalks	0.63	\$ 756,000
10	Twinsburg	SR 91 (from Summit Commerce Park to Highland Rd)	Sidewalks	0.82	\$ 984,000

Pedestrian Total Cost \$ 10,202,542

FUNDED PEDESTRIAN RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Facility	Mileage	Current Cost
11	Stow	SR 91 / Darrow Rd (from Conwill Rd to Fishcreek Rd)	Sidewalks	1.94	\$ 1,007,704
12	Summit County Engineer	Cleveland Massillon Rd (from SR 18 / Medina Rd to Springside Dr)	Sidewalks	0.43	\$ 650,000

Funded Total Cost \$ 1,657,704





## 7.3 | Transit Recommendations

The availability of a comprehensive, reliable transit network is key to helping those who lack (or are unable to use) automobile transportation get to work, have access to shopping and services, and complete other important daily tasks. A convenient transit network can also draw choice-riders: Those who have access to automobiles, but choose to use transit for reasons of ease, affordability and convenience. The recommendations contained in *Transportation Outlook 2045* will work to preserve the existing transit system, provide enhanced service in key high-volume corridors and allow for strategic expansion into new communities that contain high densities of jobs, retail and other attractions.

### 7.3.1 | Funding

AMATS receives federal transportation dollars to fund transit projects and improvements. Most of this federal transit funding comes from programs specifically dedicated to transit, although transit may also receive a portion of the funds from certain programs designed for highway and transit funding.

Federal transit funds are typically used only for capital expenses, such as for the purchase of new buses, bus shelters and maintenance, garage or office facilities. Operating expenses, such as bus operator salaries and a portion of preventive maintenance, are typically paid for through local sources (fare box revenues, transit-dedicated sales tax, etc.). However, certain funding programs may be used to supplement operating expenses, on a limited basis.

The Federal Transit Administration's (FTA) Urbanized Area Formula Program (Section 5307) and the FTA Bus and Bus Facilities Program (Section 5339) are the largest sources of federal transit funding. The 5307 and 5339 programs use a formula to allocate funding to urbanized areas. AMATS receives nearly \$9 million annually for the Akron Urbanized Area and an additional \$800,000 portion for areas lying within the Cleveland Urbanized Area. These funds are split between METRO and PARTA, generally in proportion to their respective county's share of the total regional population.

The Federal Highway Administration's (FHWA) Congestion Mitigation/Air Quality Program (CMAQ) provides funds that may be used on projects demonstrating an improvement in air quality and congestion reduction. Although the majority of this funding is typically allocated towards regional highway projects, AMATS traditionally obtains a portion for local transit projects.

Other federal transit funding programs include the Specialized Transportation Program (Section 5310), which allocates funding to public transit agencies and non-profit providers of transportation to aid in the transportation of older or disabled

individuals, and the Transportation Alternatives Program (TAP), which may be used by transit agencies to improve non-driver access to public transportation.

Other sources of transit funding are periodically made available from the federal government or the Ohio Department of Transportation, often in the form of competitive grant programs. The FTA's State of Good Repair Program is one such example, and has been used by METRO and PARTA to purchase new replacement buses in recent years.

Any transit project using federal funding must be consistent with *Transportation Outlook 2045*, regardless of whether AMATS provided the funding.

### 7.3.2 | Recommendations

#### Fix it First

The majority of federal transit funding will be used to preserve the existing transit network, assets and supporting facilities in the AMATS region. Transit service is not useful unless it is predictable and dependable. *Transportation Outlook 2045* continues AMATS' longstanding policy of working with METRO and PARTA to ensure that they have the resources necessary to maintain their existing levels of service and to serve their existing customer base efficiently. To that end, AMATS will continue to support the preservation and maintenance of METRO and PARTA's bus fleets and other capital assets and facilities.

#### Bus Rapid Transit

To achieve the most efficient use of the existing public transportation system, additional ridership needs to be developed. Enhancing the existing service, with bus rapid transit where appropriate, is the best way of attracting additional ridership. Bus rapid transit provides dedicated service routes with higher speeds, improved wait times and more reliability. It can take the shape of dedicated bus lanes, additional stop infrastructure or signal prioritization. Bus rapid transit works particularly well in corridors containing dense employment, attractions and residential areas. Decreasing the waiting time between buses, expanding the hours and days of service, and providing safe, attractive and comfortable waiting environments are all potential strategies to attract additional transit users. *Transportation Outlook 2045* recommends that transit agencies continue to work towards development of bus rapid transit. Currently METRO is studying a number of potential corridors for bus rapid transit and working to identify a priority corridor for the service.

#### Microtransit

Microtransit can be defined as a demand response type service with integrated web applications that can provide flexibility for ridership where fixed-route transit service isn't warranted. Microtransit hubs can provide a more nimble service allowing riders to schedule services on the same day and pay a fixed cost to ride. Both METRO and PARTA will look to expand or develop microtransit hubs over the life of *Transportation*

*Outlook 2045.* Microtransit is expected to potentially replace some fixed-line service and costs associated with changes to the route structure would be absorbed into existing operation costs and be considered revenue/cost-neutral.

### Coordination

At the local level, most transit agencies are funded primarily through transit-dedicated sales taxes. Consequently, they face significant political pressure to confine service within their county borders. Philosophically, the primary role of a transit agency should be to transport their ridership to whatever destination is necessary. Northeast Ohio is a region of many counties and overlapping urban areas, and the demand to travel between them is significant. METRO, PARTA and SARTA (the Stark County/Canton public transit agency) currently provide service to limited cross-county destinations. *Transportation Outlook 2045* recommends a more integrated, regional transit network – between Summit and Portage counties and beyond.

### Transit-Oriented Development / Joint Development

Development of bus rapid transit service creates an attractive opportunity for transit-oriented development. Transit-oriented development is typically high density development along a transit line that benefits from the having consistent transit presence on the corridor. With the potential of bus rapid transit in the Greater Akron area, the transit agencies should also pursue joint development opportunities with private investors to create transit-oriented development near fixed-route service. METRO recently received a FTA grant to explore potential opportunities for transit-oriented development in Akron.

While similar, joint development (JD) and transit-oriented development (TOD) are not synonymous. In joint development, the transit agency needs to be an active partner in a development project and receive a “fair share” of revenues to support public transportation. Joint development leverages transit investment – whether real estate or facilities – for such partnerships, but does not have to be transit-oriented.

Transit-oriented development is often coordinated with joint development, but is not necessitated by it. For example, an area near a transit station or facility can be well designed and built by a private developer to support live, work and play activities without the need for a car (transit-oriented). While easy access to transit was the impetus for the development opportunity, the transit agency does not have to be in partnership with the developer for TOD to result. In this case, the transit agency does not have any direct investment return but would likely see increased ridership because of supportive adjacent land use.

Using both joint development and transit-oriented development together can create a virtuous cycle for transit investment. Recognizing that these tools have the potential to enhance transit ridership and even create a revenue stream to support additional investment, the FTA encourages transit agencies “to work with the private sector and others to pursue joint development.” (FTA Joint Development Circular - C 7050.1B).

As the list of successful joint development and transit-oriented development projects continues to grow, FTA continues to advocate for new ways to fund projects. Understanding the feasibility of and aligning resources to support such projects will improve federal investment opportunities in Northeast Ohio in the years to come.

### \$2.4 Billion of Public Transit Investment

*Transportation Outlook 2045* recommends just under \$2.4 billion of investment in the region’s public transportation system through 2045. Of that investment, \$2 billion will be dedicated to general operating expenses of the existing system, \$250 million will be reinvested to preserve the existing bus fleet, and approximately \$68 million will be allocated toward expansion of the regional public transportation system.

The following table shows the projects recommended in *Transportation Outlook 2045*. All projects are financially constrained and conform to air quality requirements.

**Table 7.3-1 | Long-Term Transit Recommendations**

<b>METRO</b>	
<b>Operating Expenses - Base Service (per year)</b>	<b>\$57,000,000</b>
Microtransit - Demand Response	
<b>Capital Costs - Base Service (per year)</b>	<b>\$8,625,000</b>
Annual Bus Fleet Expenditures	
Bus Shelter and Stop Enhancements	
<b>Operating Expenses - Additional Service (per year)</b>	<b>\$500,000</b>
BRT Service Priority Corridor	
<b>Capital Expenses - Additional Service (one time expense)</b>	<b>\$53,000,000</b>
BRT Buses	
Maintenance Facility	
Administration Facility	
BRT Capital Expenses	
<b>PARTA</b>	
<b>Operating Expenses - Base Service (per year)</b>	<b>\$9,800,000</b>
Microtransit - Demand Response	
<b>Capital Costs - Base Service (per year)</b>	<b>\$1,205,000</b>
Annual Bus Fleet Expenditures	
Bus Shelter and Stop Enhancements	
<b>Capital Expenses - Additional Service (one time expense)</b>	<b>\$1,300,000</b>
Fare Collection - Pay on Foot EZ Fare	
Ravenna Hub	

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

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

**FROM:** AMATS Staff

**RE:** Resolution 2021-04 - Reaffirming the Approval of the Regional  
Transportation Plan and the Transportation Improvement Program, and  
Affirming the Consistency between the Regional Transportation Plan, the  
Transportation Improvement Program, and the State Implementation Plan

Resolution 2021-05 - Certification of the Urban Transportation Planning  
Process

**DATE:** May 5, 2021

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. Four requirements are pending:

1. Reaffirming the approval of *Transportation Outlook*, the area's 2045 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.
4. Certifying that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

*Transportation Outlook*, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 20, 2021. Federal planning requirements under the *Fixing America's Surface Transportation Act (FAST)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2025.

The AMATS Policy Committee will approve the FY 2021-2024 TIP on May 14, 2020. The TIP is typically updated routinely every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter (PM<sub>2.5</sub>) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality analysis demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that it affirm the consistency of both of these documents with the SIP in a single resolution. Resolution 2021-04 meets this objective.

Resolution 2021-05 is also attached. This resolution certifies that the AMATS transportation planning process is being carried out in compliance with all applicable federal requirements.

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

The Staff recommends that both Resolution 2021-04 and Resolution 2021-05 be approved.

**RESOLUTION NUMBER 2021-04**

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

**REAFFIRMING THE APPROVAL OF THE REGIONAL TRANSPORTATION PLAN  
AND THE TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING  
THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE  
TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE  
IMPLEMENTATION PLAN**

**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 Village of Doylestown, Chippewa Township and Milton Township in Wayne County; and

**WHEREAS**, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2045 Regional Transportation Plan, which was approved on May 20, 2021; and

**WHEREAS**, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2021 through 2024, which was approved on May 14, 2020; and

**WHEREAS**, the Transportation Improvement Program for Fiscal Years 2021-2024 is consistent with *Transportation Outlook*, the area's 2045 Regional Transportation Plan; and

**WHEREAS**, Section 176(c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Regional Transportation Plan and the Transportation Improvement Program are in conformity with respect to the State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 was completed for both ozone and fine particulate matter (PM<sub>2.5</sub>), in accordance with the requirements specified by the *Fixing America's Surface Transportation Act (FAST)* and the Clean Air Act Amendments of 1990; and

**WHEREAS**, this quantitative air quality analysis entitled, *Ozone and PM<sub>2.5</sub> Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2021 – 2024 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 are in conformity with the applicable air quality standards of the State Implementation Plan.

**RESOLUTION NUMBER 2021-04 - Continued**

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Regional Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program for Fiscal Years 2021 and 2024 as the program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program for Fiscal Years 2021 and 2024 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan for air quality.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

**RESOLUTION NUMBER 2021-05**

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

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS**

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

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

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

**WHEREAS**, these activities have been acted upon by the MPO by separate Resolution Number 2021-04, dated May 5, 2021 and

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

- a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

**RESOLUTION NUMBER 2021-05 - Continued**

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

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

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

**WHEREAS**, in accordance with the *Fixing America's Surface Transportation Act (FAST)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

**NOW THEREFORE BE IT RESOLVED:**

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

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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date



## 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 2021-06 – Approving the FY 2022 Transportation Planning Work Program and Budget

**DATE:** May 4, 2021

#### Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2021. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2022 Work Program was approved by the Policy Committee at its meeting on January 23, 2021, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in January.

The major work products that are to be completed during FY 2022 include the following:

- **Maintain the FY 2021-2024 Transportation Improvement Program** – The newest TIP was approved by the Policy committee on May 14, 2020.
- **Maintain the new Regional Transportation Plan: *Transportation Outlook 2045***
- **Traffic Counting Program** – The staff completes over 300 counts per year on regional roadways and provides this data to the public. Counts are also completed by member request.
- **Participate in the Statewide CMAQ Discretionary Funds Program** - AMATS will continue to work with ODOT and the other Metropolitan Planning Organizations (MPOs) to select projects for the CMAQ Program.
- **Update the Region’s Transportation Planning Agreements in Coordination with ODOT** – The staff will coordinate planning activities and duties with its partners to ensure the sharing of performance data and selection of performance targets.
- **Develop the Congestion Management Process Status Report**

- **Direct the Gohio Commute and Air Quality Advocacy Programs** – The staff will utilize a multimodal approach to promote modes of travel that reduce the use of single-occupancy vehicles.
- **Pavement Condition Data Collection and Analysis Program** – continue the development and analysis of pavement conditions.
- **Continue the Signal Timing Optimization Program (STOP)**

AMATS member communities receive approximately \$20 million annually in several funding categories to be used for highway, transit and enhancement improvements. AMATS is the federally mandated conduit for these funds.

It has been estimated that \$1,215,606 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2022. CPG funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of \$1,519,508. Any remaining funds from this fiscal year (FY 2021) will be carried over on July 1, and may be used through December 31, 2021.

The following table (Table 1) entitled *AMATS FY 2022 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2022 Work Program. This budget includes an expenditure of \$2,324,508 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals \$3,214,508.

In addition, total annual dues for FY 2022 will be \$167,146. The attached *AMATS Local Share Calculation* table (Table 2) shows each member’s dues for the upcoming fiscal year. Local share dues are used to match CPG funding as well as cover delayed expenses and reimbursements not immediately paid by ODOT. Local share amounts for individual members reflect the US Census 2010 population figures, charged per capita, by previous agreement of the Policy Committee.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must now be matched with appropriate funding where applicable. Per ODOT’s instructions, Toll Revenue Credit (TRC) is applied to portions of the staff CMAQ air quality planning activities.

#### Staff Recommendation

Attached is Resolution 2021-06 for your review and consideration. This resolution approves the final FY 2022 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2022 budget once the final carryover balances from FY 2021 are known in July. The Policy Committee’s approval is requested.

**Table 1**

**AMATS FY 2022 WORK PROGRAM  
FUNDING BY SOURCE**

<b><u>AMATS AGENCY ONLY</u></b>	<b><u>FY 2022</u></b>
USDOT Consolidated Planning Grant	\$1,215,606
ODOT Match	\$151,951
AMATS Local Share (Match)	<u>\$151,951</u>
<b>SUBTOTAL</b>	<b>\$1,519,508</b>
AMATS Local Expenses (Match)	\$25,000
FY 2021 Carryover (Estimated)	\$600,000
FHWA/CMAQ (Non-SOV Advocacy)	<u>\$180,000</u>
<b>TOTAL</b>	<b>\$2,324,508</b>
 <b><u>METRO RTA PLANNING</u></b>	
METRO Planning (Local METRO Funds)	\$825,000
 <b><u>PARTA PLANNING</u></b>	
PARTA Planning (Local PARTA Funds)	<u>\$65,000</u>
 <b>GRAND TOTAL</b>	 <b>\$3,214,508</b>

Note: All carryover amounts will be adjusted when the FY 2021 program is closed out and final balances are known after June 30.

Table 2

**AMATS  
LOCAL SHARE CALCULATION\*  
SFY 2022 WORK PROGRAM**

MEMBERS	2010 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2021 LOCAL SHARE
METRO RTA	N/A	13.2%	\$22,103
PARTA	N/A	2.2%	\$3,688
<u>SUMMIT COUNTY</u>			
AKRON	199,110	23.6%	\$39,500
BARBERTON	26,550	3.2%	\$5,267
CUYAHOGA FALLS	49,652	5.9%	\$9,850
FAIRLAWN	7,437	0.9%	\$1,475
GREEN	25,699	3.1%	\$5,098
HUDSON	22,262	2.6%	\$4,416
LAKEMORE	3,068	0.4%	\$609
MACEDONIA	11,188	1.3%	\$2,220
MOGADORE	3,853	0.5%	\$764
MUNROE FALLS	5,012	0.6%	\$994
NEW FRANKLIN	14,227	1.7%	\$2,822
NORTHFIELD	3,677	0.4%	\$729
NORTON	12,085	1.4%	\$2,398
REMINDERVILLE	3,404	0.4%	\$675
RICHFIELD	3,648	0.4%	\$724
SILVER LAKE	2,519	0.3%	\$500
STOW	34,837	4.1%	\$6,911
TALLMADGE	17,537	2.1%	\$3,479
TWINSBURG	18,795	2.2%	\$3,729
SUMMIT CO. UNINCORP.	75,433	9.0%	\$14,965
<u>PORTAGE COUNTY</u>			
AURORA	15,548	1.8%	\$3,085
KENT	28,904	3.4%	\$5,734
RAVENNA	11,724	1.4%	\$2,326
STREETSBORO	16,028	1.9%	\$3,180
PORTAGE CO. UNINCORP.	80,772	9.6%	\$16,024
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$605
RITTMAN	6,468	0.8%	\$1,283
WAYNE COUNTY ENGINEER	10,042	1.2%	\$1,992
TOTAL	722,769		
TOTAL CONTRIBUTING MEMBERS	712,530		\$167,146

\* \$0.198 per person

Communities under 2,400 in population do not pay local dues.

**RESOLUTION NUMBER 2021-06**

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

**APPROVING THE FISCAL YEAR 2022 TRANSPORTATION PLANNING WORK  
PROGRAM AND BUDGET**

**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**, this Committee annually reviews and approves a Work Program and Budget for the continuation of the transportation planning process; and

**WHEREAS**, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2022 and has found it to be consistent with local, State and Federal transportation planning priorities.

**WHEREAS**, this Committee authorizes staff to make changes to the Transportation Planning Work Program work elements, when necessary, that will not change the intent of the activity of the Transportation Planning Work Program and Budget.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee approves the Fiscal Year 2022 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2022 regional transportation planning budget totaling \$3,214,508 as contained in the Fiscal Year 2022 Work Program.
3. That this Committee approves a FY 2022 local share of \$167,146 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of \$167,146 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation FY 2022 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2022 Budget as necessary to reflect the final carryover balances from FY 2021.
6. That this Committee authorizes the AMATS staff to adjust the FY 2022 Transportation Planning Work Program as previously specified to make such changes to the work element budgets as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, or to make such changes to fully utilize funds and minimize carryover, but which do not change the intent of the activity.

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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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**  
**M E M O R A N D U M**

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

**FROM:** AMATS Staff

**RE:** Resolution 2021-07 - Approving New FY 2022 Resurfacing Projects

**DATE:** May 7, 2021

The ongoing pandemic along with projects that have sold under their estimate has created challenges and opportunities for AMATS. We are currently projected to have \$5 million in available STBG funds in FY 2022. If this occurs, over \$2 million of them would be subject to ODOT recall policies. In addition to this AMATS has confirmed that \$4 million in Coronavirus Stimulus Plan funds have been allocated for the Akron urbanized area and must be spent by FY 2024.

These circumstances have led AMATS staff and the TAC-TIP Subcommittee to recommend a special round of funding for resurfacing projects. The purpose of this “special” funding would be to prevent losing any federal funding and to allocate the \$5 million of funds available in FY2022 and \$6 million of stimulus funds and carryover funds available in FY2023-2024 to new resurfacing projects that could be “fast tracked” through development.

All the resurfacing applications were due to AMATS by the end of the business day on Wednesday, May 5<sup>th</sup>. The applications for FY 2022 and FY 2023-2024 projects were slightly different and were evaluated separately. The response was very positive and AMATS would like to thank all the sponsor who applied with the short notice.

Attached to this memo is Resolution 2021-07. The purpose this resolution is to approve the new projects that were selected for the FY 2022 funding. The projects for FY 2023 and 2024 will be approved at meetings in June. After the new projects are programmed with ODOT they will be added to the FY 2021-2024 Transportation Improvement Program. The staff recommends approval of funding the new FY 2022 resurfacing projects.

**RESOLUTION NUMBER 2021-07**

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

**Approving New FY 2022 Projects to be funded under the AMATS Resurfacing Program and adding them to the Transportation Improvement Program.**

**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 area of Wayne County, and

**WHEREAS**, this Committee has been requested to approve funding for the following projects as discussed in the accompanying memorandum:

**FY 2022 Resurfacing Projects** (See Table 1 for a full list, limits and scoring)

	<b>Sponsor</b>	<b>Project</b>	<b>STBG Funds Requested</b>
1	Cuyahoga Falls	Broad Blvd	\$800,000
2	Akron	Arlington St	\$800,000
3	Wayne Co	Eastern Rd/Gates St	\$606,887
4	Rittman	Eastern Rd	\$465,712
5	Norton	Barber Rd	\$662,923
6	Portage Co	Tallmadge Rd	\$523,444
7	Tallmadge	Munroe Ave P1	\$152,357
8	Aurora	E Mennonite Rd	\$572,000
9	Kent	Main St/S Water St	\$799,200
10	Richfield	Brecksville Rd (north)	\$800,000
11	Streetsboro	Frost Rd	\$508,712
		<b>Total</b>	<b>\$6,691,235</b>

**WHEREAS**, the Citizens Involvement Committee held a meeting on May 13, 2021 to review this request consistent with its Public Participation Plan and,

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

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

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



**RESOLUTION NUMBER 2021-07 (Continued)**

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee agrees to fund the eleven previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on May 13, 2021 as adequately providing for public involvement.
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.
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.

\_\_\_\_\_  
Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

\_\_\_\_\_  
Date

**Table 1**  
**2022 Resurfacing Funding Project Summary**  
 Available Funding: Approximately \$5,000,000  
 Funds to be programmed in FY 2022

NO	SPONSOR	PROJECT	LOCATION & TERMINI	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	RUNNING TOTAL	TOTAL SCORE
<b>RECOMMENDED PROJECTS</b>							
1	Cuyahoga Falls	Broad Blvd	State Rd to 2nd St	\$1,251,063	\$800,000	\$800,000	100.7
2	Akron	Arlington St	Ericsson Ave to Munson St	\$1,066,000	\$800,000	\$1,600,000	100.0
3	Wayne Co	Eastern Rd/Gates St	Eastern Rd from SR 94 to Portage St and Gates St from Eastern Rd to Doylestown Corp limit	\$758,609	\$606,887	\$2,206,887	98.1
4	Rittman	Eastern Rd	Rufener St to Gish Rd	\$597,140	\$465,712	\$2,672,599	96.7
5	Norton	Barber Rd	S Corp line to Wadsworth Rd	\$1,000,423	\$662,923	\$3,335,522	95.5
6	Portage Co	Tallmdge Rd	SR 14 to Alliance Rd	\$662,305	\$523,444	\$3,858,966	95.2
7	Tallmadge	Munroe Ave P1	Eastwood Ave to East Ave	\$190,446	\$152,357	\$4,011,323	94.0
8	Aurora	E Mennonite Rd	Chillicothe Rd to Aurora City Limit	\$780,000	\$572,000	\$4,583,323	92.0
9	Kent	Main St/S Water St	Main St from S Mantua to West End or Project 112026 S Water St from SR 59 to Main St	\$1,042,000	\$799,200	\$5,382,523	91.3
10	Richfield	Brecksville Rd (north)	SR 303 to SR 21	\$1,425,150	\$800,000	\$6,182,523	90.4
11	Streetsboro	Frost Rd	Phillipp Parkway to Sunny Lane	\$650,890	\$508,712	\$6,691,235	90.0
<b>PROJECTS NOT RECOMMENDED</b>							
12	Green	Main St	790' south of W Caston Rd to SR 619	\$1,322,000	\$800,000	\$7,491,235	89.0
13	Portage Co	Mogadore Rd	Sunnybrook Rd to Howe Rd	\$282,223	\$219,379	\$7,710,614	86.4
14	Akron	Tallmadge Ave/Triplett Blvd	Tallmadge Ave from Gorge Blvd to Brittain Rd and Triplett Blvd from Landon Ave to Canton Rd	\$1,100,000	\$800,000	\$8,510,614	85.0
15	Stow	Graham Rd	750 feet east of SR 91 Darrow Rd to Newcomer Rd	\$1,130,000	\$800,000	\$9,310,614	81.0
16	Fairlawn/Summit Co	Cleveland Massillon Rd	Ridgewood Rd to Kuhmo Dr and Springside Dr to 200' south of Ghent Rd	\$1,118,616	\$773,402	\$10,084,016	80.9
17	Macedonia	Highland Rd Phase II	Valley View Rd to Chamberlin Rd	\$836,363	\$421,363	\$10,505,379	80.0
18	Summit Co	Canton Rd	Pontius Rd to Tisen Rd	\$800,000	\$528,000	\$11,033,379	79.0
19	Richfield	Brecksville Rd (south)	SR 176 to SR 303	\$1,094,670	\$800,000	\$11,833,379	78.7
20	Cuyahoga Falls	Riverview Rd	S Corp line to N Corp line	\$1,539,290	\$800,000	\$12,633,379	78.7
21	Norton	Greenwich Rd PH 1	S Medina Line Rd to Shellhart Rd	\$637,513	\$490,010	\$13,123,389	76.7
22	Stow	Fishcreek Rd	500 feet south of SR 91 Darrow Rd to Stow Rd	\$717,992	\$534,394	\$13,657,783	76.6
23	Tallmadge	Munroe Ave P2	Newton St to Eastwood Ave	\$120,840	\$96,672	\$13,754,455	76.2

## 2022 Resurfacing Funding Project Summary

Available Funding: Approximately \$5,000,000

Funds to be programmed in FY 2022

NO	SPONSOR	PROJECT	LOCATION & TERMINI	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	RUNNING TOTAL	TOTAL SCORE
24	Barberton	Norton Ave	Norton Corp limit to Barber Rd/4th St	\$570,180	\$444,144	\$14,198,599	73.9
25	Aurora	E Mennonite Rd	Chillicothe Rd to pavement change east of Page Rd	\$528,000	\$384,000	\$14,582,599	71.0
26	Green	Myersville Rd	SR 619 to N Corp Limit	\$419,000	\$326,000	\$14,908,599	65.7
27	Summit Co	S Main St	S Green corp limit to Lakota Ave	\$1,020,000	\$768,000	\$15,676,599	64.0
28	Hudson	Valley View Rd	SR 91 to North Corp line	\$902,261	\$721,809	\$16,398,408	62.2
29	Hudson	E Barlow Rd	Norfolk Southern RR to Stow Rd	\$473,946	\$379,156	\$16,777,564	51.5

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**  
**M E M O R A N D U M**

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

**FROM:** AMATS Staff

**RE:** Resolution 2021-08 –Approving Amendment #8 to the FY 2021-2024 Transportation Improvement Program (TIP) to change the Project Identification (PID) number of an existing project and perform the work with another existing project in the vicinity, add right of way phase to the project and adjust funding accordingly. This amendment also adds a new resurfacing project in Portage County to the TIP.

**DATE:** May 7, 2021

The following change has been requested to the following project in the FY 2021-2024 Transportation Improvement Program:

**Wooster Road and State Street** – Is an intersection reconstruction project in the City of Barberton. Construction is funded with STBG funds and is currently scheduled in FY 2022. The stakeholders in this project are requesting that the construction be performed with another project in the vicinity at Wooster Road and Robinson Avenue. This reason for this request is for ease of construction management and maintenance of traffic. The PID number would be changed from 108370 to 106539. There is also a request to add right of way to the project and pay for it with excess TASA construction funds.

**CR 18 (Tallmadge Rd)** – Is a resurfacing project from SR 44 to SR 14 in Portage County. Construction was originally scheduled in FY 2025, which is not in the timeframe of the current TIP, but was moved up to FY 2022 due to available funding.

**STAFF COMMENTS**

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

**STAFF RECOMMENDATION**

Attached to this memo is Resolution Number 2021-08. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

**RESOLUTION NUMBER 2021-08**

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

**Approving Amendment #8 to the FY 2021-2024 Transportation Improvement Program (TIP) to change the Project Identification (PID) number of an existing project and perform the work with another existing project in the vicinity, add right of way phase to the project and adjust funding accordingly. This amendment also adds a new resurfacing project in Portage County to the TIP.**

**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 for the following projects as discussed in the accompanying memorandum.

1. **Wooster Road and State Street (PID 108370)** – Is an intersection reconstruction project in the City of Barberton. Construction is funded with STBG funds and is currently scheduled in FY 2022. The stakeholders in this project are requesting that the construction be performed with another project in the vicinity at Wooster Road and Robinson Avenue. This reason for this request is for ease of construction management and maintenance of traffic. The PID number would be changed from 108370 to 106539. There is also a request to add engineering and right of way to the project and pay for right of way with excess TASA construction funds.
2. **CR 18 (Tallmadge Rd)** – Is a resurfacing project from SR 44 to SR 14 in Portage County. Construction was originally scheduled in FY 2025, which is not in the timeframe of the current TIP, but was moved up due to available funding. Construction is now scheduled in FY 2022 using \$700,000 of STBG funds.

**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,

**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.

**RESOLUTION NUMBER 2021-08 (Continued)**

**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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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

**AMENDMENT # 8 - 05/7/21**  
**AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**  
**TABLE H-3**  
**HIGHWAY IMPROVEMENTS**

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
408370 106539	SUM-WOOSTER RD/STATE ST  (Revise PID Number and perform work with another project)	0.38	BARBERTON WOOSTER RD/STATE ST INTERSECTION	RECONSTRUCTION OF CONCRETE PAVEMENT AT INTERSECTION	STBG LOCAL	C C		1,930.6 482.7			2,630.5	BARBERTON	EXEMPT
106539	SUM-WOOSTER RD/ROBINSON  (The construction from PID 108370 will be done as part 2 of this project for ease of construction and traffic management.)  (Revise Scope of Work by adding ROW)  (Revise Funding)	0.03	BARBERTON WOOSTER RD W FROM ROBINSON AVE TO 4TH ST	ELIMINATE WB OUTSIDE LANE IMPROVE INTERSECTION SIGNAL COORDINATION CONSTRUCT SHARED USE PATH	HSIP LOCAL TASA LOCAL  TASA HSIP STATE  LOCAL	P P R R  C C C  C	48.0 5.3 13.0 3.3	409.6 422.6 793.0 150.0 187.5 490.8			1,544.6	BARBERTON	EXEMPT
113171	POR-CR 18-7.85 (Tallmadge Rd)  (New Project)	4.92	PORTAGE COUNTY TALLMADGE RD FROM SR 44 TO SR 14	RESURFACING	STBG LOCAL	C C		700.0 175.0			890.8	PORTAGE COUNTY ENGINEER	EXEMPT

