



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2021-2024





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FISCAL YEAR 2021-2024

MAY 2020

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
161 SOUTH HIGH STREET, SUITE 201
AKRON, OHIO 44308

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

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

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Introduction

The Transportation Improvement Program (TIP) is a comprehensive and financially-constrained listing of regional transportation projects and services that are scheduled for implementation within the next four years. The projects identified in the TIP are prioritized with funding through federal, state and local revenues. The program maintains a balance of local and regional needs and includes projects from all modes of transportation including highways, public transportation or transit, bicycles and pedestrians.

The development of the TIP is the responsibility of AMATS, which is the designated Metropolitan Planning Organization (MPO) for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County. The TIP was developed in a continuing, cooperative and comprehensive manner with the Ohio Department of Transportation (ODOT) and area transit operators.

The TIP is important because it provides:

1. a schedule by which to coordinate projects among jurisdictions and transportation agencies,
2. a guide for implementation of short and long range transportation planning,
3. an aid to financial programming and administration, and
4. a source of information for the public.

No project can be implemented with federal transportation funds unless it is included in the TIP. Because of this provision, the AMATS Policy Committee has considerable control on the use of federal transportation funds in the AMATS study area.

Congress passed Fixing America's Surface Transportation Act, also known as FAST Act, on December 4, 2015. This transportation bill guarantees funding for highway, highway safety, pedestrian and bicycle, freight, and transit projects through the end of Fiscal Year 2020. FAST Act consolidates funding into five core programs: National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation/Air Quality program, National Highway Freight Program, and metropolitan planning.

FAST Act continues to emphasize fixing the existing transportation system before expanding it. It also encourages alternative forms of transportation such as public transit, pedestrian and bicycle facilities.

The TIP is developed on a biennial basis. The project listings, however, are regularly monitored and updated to reflect implementation of programmed projects, additions

of new projects, major changes in projects and deletions of canceled projects. Once the TIP is adopted by the AMATS Policy Committee, it is then included in ODOT's Statewide Transportation Improvement Program and subsequently approved by the Governor of Ohio.

AMATS is the program manager for several federal funding programs in which sponsors apply for project funding. In order to provide a systematic method for developing and modifying the TIP for projects that utilize AMATS suballocated federal funds, the Policy Committee has adopted the *AMATS Funding Policy Guidelines*.

The current funding policy was adopted in June 2019 and establishes the criteria to be used in selecting projects to be included in the TIP. The policy:

1. establishes a standing subcommittee of the Technical Advisory Committee (TAC) that is responsible for monitoring TIP funding, reviewing project applications, and making recommendations to the Policy Committee,
2. establishes the maximum amount of Surface Transportation Program (STBG) and Transportation Alternatives Program (TASA) funding that can be allocated to any project for preliminary engineering, right-of-way or construction, and
3. requires a minimum of 20% local funding for STBG or TASA funded projects.

In 2013, ODOT required that the individual MPO Congestion Mitigation/Air Quality (CMAQ) programs be combined into a single statewide program. A statewide CMAQ Program Committee was formed to develop the program's policies, procedures and project selection criteria. The new *Statewide CMAQ Program Policy* was finalized and approved in early 2014. CMAQ projects selected by the statewide program for funding are included in the FY 2021-2024 TIP.

TIP Document Summary

The TIP contains six chapters and a set of appendices. Chapter 1 is the introduction, which discusses the purpose of the TIP. Chapter 2 contains the highway improvements listed in the TIP and summarizes the status of projects from the previous TIP. Chapter 3 lists transit improvements and shows transit projects that have sold from the previous TIP. Chapter 4 is a financial assessment of the TIP that demonstrates that the projects listed can be implemented with available financial resources. Chapter 5 discusses the commitment made to maintain and operate the existing transportation system. Chapter 6 is a summary of the TIP.

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

- Appendix A: AMATS Funding Policy Guidelines
- Appendix B: Public Participation Plan
- Appendix C: Air Quality Analysis
- Appendix D: Environmental Justice Scan
- Appendix E: Public Review of the Draft TIP FY 2021-2024
- Appendix F: Resolution Approving the TIP FY 2021-2024
- Appendix G: Amendments to the TIP FY 2021-2024
- Appendix H: Performance Measures
- Appendix I: Carry Forward List

Highway Improvements

The highway portion of the Transportation Improvement Program presents those roadway, bridge and alternative projects scheduled to use available local, state and federal funds in fiscal years 2021 through 2024. This Chapter is organized as follows:

Projects Sold or Obligated

During the previous TIP, which covered fiscal years 2018 through 2021, numerous highway projects have been sold and began construction and several projects had their right-of-way phase or planning activities obligated. Each of these projects is listed in Table 2-1 and includes their description and the year in which funds were obligated.

Projects Delayed or Cancelled

Developing plans for highway projects is a complicated and time-consuming endeavor that includes adhering to many design requirements and environmental regulations. As such, project development can occasionally cause delays in the schedule. Various highway projects programmed in the previous TIP FY 2018-2021 have experienced delays and, in some cases, projects have been cancelled due of a variety of reasons such as lack of funding or a change in priorities. The status of each of these projects as they transition from the previous TIP to FY 2021-2024 is shown in Table 2-2.

FY 2021-2024 Highway Improvements

Highway projects and studies programmed for any phase of implementation during fiscal years 2021 through 2024 are shown in Table 2-3. A map identifying the locations of these projects follows the table. Following this map is Table 2-4, which lists statewide line items.

Highway, bridge and alternative transportation projects to be placed in the TIP are drawn from the AMATS Regional Transportation Plan, which places a priority on system maintenance and preservation. The system maintenance projects, like resurfacings and bridges, may not be explicitly listed, but have been included as approved types of projects in the Regional Transportation Plan.

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

Projects submitted for AMATS sub allocated funds are evaluated using the criteria included in the AMATS Funding Policy Guidelines. Separate criteria are used for

projects submitted under the Surface Transportation Program (STBG), Transportation Alternatives Program (TASA) and the AMATS Resurfacing Program. Congestion Mitigation/Air Quality (CMAQ) funding, which is managed by a statewide committee of MPOs, also has criteria for evaluating and prioritizing projects and is listed below.

- A. STBG Criteria
 - 1. Roadway Condition
 - 2. Roadway Safety
 - 3. Delay Reduction
 - 4. Weighted Average Daily Traffic
 - 5. Project Readiness
 - 6. Complete Streets Component
 - 7. Connecting Communities Project
 - 8. Equitable Distribution of Funds
- B. TASA Criteria
 - 1. Facilities – multipurpose trail, bike lane, and sidewalk
 - 2. Project type/Logical Termini
 - 3. Level of Use
 - 4. Consistency with Plans
 - 5. Equitable Distribution of Funds
- C. AMATS Resurfacing Program Criteria
 - 1. Pavement Condition Rating (PCR)
 - 2. Equitable Distribution of Funds
 - 3. Weighted Average Daily Traffic
 - 4. Maintenance Performed by Sponsor
- D. CMAQ Criteria
 - 1. Project Type
 - 2. Cost Effectiveness
 - 3. Other Benefits
 - 4. Existing Modal Level of Service
 - 5. Positive Impact on LOS
 - 6. Status of Project
 - 7. Non-Federal Match of Requested CMAQ Funds
 - 8. Regional Priority
 - 9. History of Project Delivery

Project evaluations, development schedule and available funding are then considered in programming STBG, CMAQ, TASA and Resurfacing projects by year in the TIP.

**Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020**

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
107679	POR - Infirmary Rd	Shalersville Township and Ravenna Township SR 14 to SR 303	Resurfacing	Construction	2019
99879	POR - Streetsboro Signal Upgrade	Streetsboro Various Locations	Fiber Interconnection, Upgrade Central Control Equipment, Emergency Preemption	Engineering Right Of Way Construction	2018 2019 2019
102234	POR - SR 14 - 3.65	Streetsboro Portage Point Dr to Diagonal Rd	Two-Way Left Turn Lane Sidewalk	Engineering Right Of Way	2018 2019
98585	POR - CR 18 - 0.51 (Tallmadge Rd)	Brimfield Township Tallmadge Rd to Mogadore Rd and IR 76	Interchange Improvements	Right Of Way Engineering	2019 2020
93442	POR - SR 43 - 10.26 (S Water St)	Kent SR 261 to Summit St	Turn Lanes, Signal Upgrades and Interconnects, Sidewalk Ramps	Construction	2018
106416	POR - SR 43 - 18.23	Streetsboro SR 14 to Frost Rd	Two-Way Left Turn Lane, Add Southbound Through Lane from Evergreen to IR 80, Northbound Right Turn Lane at Evergreen	Engineering	2018
110168	POR - SR 59 - 0.00	Kent Summit County Line to SR 43 (S Mantua St)	Milling and Resurfacing	Construction	2020
112026	POR - SR 59 - 2.14 (E Main St)	Kent Willow St to Horning	Raised Median, Roundabouts, Bus Pulloffs, Upgrade Lighting and Sidewalks	Engineering	2020
93854	POR - SR 303 - 0.67	Streetsboro West of W&LE RR Tracks to East of SR 303 Bypass Rd	Replace Culvert, Adjust Roadway Profile to Improve Drainage	Construction	2018
94131	POR - SR 700 - 0.00	Hiram and Hiram Township SR 88 to Geauga County Line	Resurfacing and Bridge Maintenance	Construction	2018
97832 97833 97834	AMATS Air Quality Advocacy Program	Summit County, Portage County, Chippewa and Milton Townships of Wayne County	Promotion of Activities to Improve Air Quality such as Biking and Walking	Other	2018 2019 2020
97829 97831 97832	Rideshare	Summit County, Portage County, Chippewa and Milton Townships of Wayne County	Promotion of Carpooling	Other	2018 2019 2020
108929	SUM - Boston Mills Rd Study (CR 32)	Boston Township SR 271 to Boston Heights West Corp Line	Geotechnical Study to Stabilize Slide Areas	Engineering	2019
102625	SUM - Brittain Rd - Sidewalks	Akron Tallmadge Ave to Independence Ave	New Sidewalk	Construction	2019
99725	SUM - Canton Rd - Resurfacing	Springfield Township Salmon Dr to South of Springfield Lake Dr	Resurfacing	Construction	2020
89113	SUM - SR 91 / US 224 / Canton Rd	Springfield Township and Lakemore South of Springfield Lake Dr to Farmdale Rd	Standard Lane Width, Concrete Median, Turn Lanes, Sidewalks	Engineering Construction	2018 2019
103833	SUM - Center Rd - East	New Franklin Eastview Dr to S Main St	Resurfacing	Construction	2018
102906	SUM - Center Rd - West	New Franklin Cleveland Massillon Rd to Eastview Dr	Resurfacing	Construction	2018
104582	SUM - Cleveland Massillon Rd	Barberton South Corp Line to 31st St, Wooster Rd N and Hopocan Ave	Resurfacing and Minor Intersection Improvements	Construction	2018
97638	SUM - Cleveland Massillon Rd - Phase 2/3	Norton North of Shannon to Weber Dr	Median Turn Lane, Signal Upgrade, Resurfacing, Sidewalks	Construction	2019
108131	SUM - Cleveland Massillon Rd / Ridgewood Rd	Copley Township Cleveland Massillon Rd at Ridgewood Rd (North Intersection)	New Eastbound Left Turn Lane on Ridgewood and Southbound Right Turn Lane on Cleveland Massillon Rd	Construction	2020
103293	SUM - Cleveland Massillon Rd (CR 17) - 16.51	Fairlawn IR 77 to North of Bywood Ave	Widen to 5 Lanes, Roundabout, Signal Reconstruct at Elgin, Multi-Use Path	Right Of Way	2019 / 2020
107797	SUM - CVNP Pedestrian Bridge and Trail	Boston Township Across Cuyahoga River South of Boston Mills Rd	Construction of New Pedestrian Connector from the New CVNP Vicistor Center to Boston Mills Trail Head	Engineering	2020
80684	SUM - Evans Ave Railroad Grade Separation	Akron At CSX Railroad	Realign Evans Ave, Construct Bridge over Railroad Tracks	Construction	2018
102796	SUM - Freedom Trail / Portage Hike and Bike Connector	Stow, Tallmadge and Kent End of Freedom Trail to Start of Portage Hike and Bike Trail	Asphalt Trail	Right Of Way	2019
107812	SUM - Graham Rd	Stow and Silver Lake METRO Railroad Tracks to Elm Rd	Resurfacing	Construction	2019

**Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020**

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
93819	SUM - Howe Ave	Cuyahoga Falls Main St to Buchholzer Blvd	Reconstruction	Engineering Right of Way Construction	2018 2018 2019
104042	SUM - Main St Corridor	Akron State St to Mill St	Street ABD, Sidewalk Replacement, Dedicated Bike Lanes, Roundabout	Construction	2018
108164	SUM - Main St Corridor - Phase 2	Akron Mill St to SR 59 (MLK Jr Blvd)	Street ABD, Sidewalk Replacement, Dedicated Bike Lanes, Roudabout	Construction	2020
107794	SUM - CR 50 - 0.00 (S Main St)	New Franklin Mt. Pleasant Rd to South of W Caston Rd	Resurfacing	Construction	2020
107261	SUM - Medina Line Rd - Phase 1	Norton Eastern Rd to Greenwich Rd	Resurfacing	Construction	2020
103085	SUM - Medina Line Rd - Phase 2	Bath Township SR 18 to Granger Rd	Resurfacing	Construction	2019
99728	SUM - Moore Rd - Sidewalks	Green Arlington Rd to Charleston Dr	New Sidewalks	Construction	2020
98702	SUM - Olde Eight Rd - Phase 1	Boston Heights Boston Mills Rd to North Corp Line	Resurfacing	Construction	2018
98703	SUM - Olde Eight Rd - Phase 2	Boston Heights SR 303 to Boston Mills Rd	Resurfacing	Construction	2018
108084	SUM - Portage Lakes Dr	Coventry Township SR 93 to Cormany Rd	Resurfacing	Construction	2020
108084	SUM - Portage Trail Extension	Cuyahoga Falls Albertson Pkwy to State Rd	Add Two-Way Left Turn Lane	Engineering	2019 / 2020
107603	SUM - Ravenna Rd (CR 12) - 1.90	Twinsburg E Idlewood Dr to Richner Ct	Resurfacing	Construction	2018
107961	SUM - Sanitarium Rd	Lakemore Flickinger Rd to Pawnee Blvd	Resurfacing	Construction	2019
97856	SUM - Veterans Trail - Phase 1	Hudson Barlow Rd to Veterans Way Park	Multipurpose Trail	Construction	2020
108133	SUM - Waterloo Rd	Akron Manchester Rd to Kelly Ave	Resurfacing	Construction	2020
91710	SUM - SR 8 - 1.75	Akron SR 8 over Cuyahoga River Valley	Bridge Replacement	Engineering Right Of Way	2018 / 2019 2019
76721	SUM - SR 8 - 7.60	Stow and Hudson Graham Rd to North of SR 303	Total Pavement Replacement	Construction	2019
96562	SUM - SR 18 / SR 261 - Curb Ramps	Akron	Curb Ramps	Construction	2019
103028	SUM - SR 18 Sidewalk - Phase 1	Bath Township Driveway to Holiday Inn to Cleveland Massillon Rd	8' Wide Sidewalk	Engineering Construction	2018 2019
91071	SUM - SR 59 - 0.07	Akron SR 59 over IR 76	Bridge Maintenance	Construction	2019
96670	SUM - IR 76 - 5.53	Akron and Barberton Central Ave to 27th St	Reconstruction of IR 76 / Wooster Rd / East Ave Interchange, Extensive Ramp Realignments	Construction	2019
100713	SUM - IR 76 - 6.15	Akron IR 277 / US 224 to IR 77 (Kenmore Leg)	Improve Shoulders, Possible Pulloffs, Ramp Reconstruction at Both Ends	Engineering	2019
102329	SUM - IR 76 / 77 - 8.42 / 9.77	Akron IR 77 (South Leg) and IR 76 / 77 (West Leg) from Waterloo Rd to Vernon Odom Blvd	Pavement Replacement Including Work to Bridges	Engineering	2019
101402	SUM - IR 76 - Central Interchange	Akron Central Interchange (IR 76, IR 77, SR 8)	Reconstruction and Realign Westbound to Southbound Ramp, Eastbound to Northbound Ramp and Westbound to Northbound Ramp	Engineering Right Of Way	2018 2019
106002	SUM - IR 77 / IR 277 / US 224 Interchange	Akron and Coventry Township IR 77 / IR 277 / US 224 Interchange	Add Lanes on IR 77 from Arlington Rd to IR 277 / US 224, Widen Northbound to Westbound Ramp to 2 Lanes	Engineering	2018 - 2020
93433	SUM - SR 91 / SR 18 - 1.75	Akron Canton Rd / E Market St Intersection	Intersection Realignment with Roundabout	Engineering Right Of Way	2018 2019
107814	SUM - SR 91 - 9.96 Sidewalks	Stow South of Conwill Rd to South of Fishcreek Rd	New Sidewalks	Right Of Way	2020
106445	SUM - SR 91 - 13.45	Hudson Barlow Rd to Veterans Way	Add Two-Way Left Turn Lane, Bike Lane and Sidewalks	Engineering Right Of Way	2019 2020

**Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020**

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
93822	SUM - SR 91 - 15.67	Hudson Turnpike Bridge to Middleton Rd	Turn Lanes and Sidewalks	Engineering Right Of Way Construction	2018 2019 2020
92032	SUM - SR 91 - Phase 2	Twinsburg Glenwood Dr to North Corp Line	Widen to 4 Lanes, Intersection Improvements	Construction	2018
103171	SUM - SR 162 - 2.24	Copley Township SR 162 at Cleveland Massillon Rd	New Eastbound Left and Eastbound Right Turn Lanes	Construction	2019
98486	SUM - US 224 - Various	Akron and Springfield Township Logpoint 11.25-12.70 and Logpoint 14.30-14.84	Milling, Resurfacing and Bridge Maintenance	Construction	2020
90415	SUM - SR 241 - 4.10	Green Raber Rd to SR 619	Widen to 5 Lanes, Bike Lanes and Sidewalks	Right Of Way Construction	2018 2020
88556	SUM - SR 261 - 11.33	Akron N Main St to Gorge Blvd Including Intersection with Dayton St	Reconstruct and Reduce to Three Lanes, Realign Dayton St, Signal and Sidewalk Upgrades	Construction	2020

**Table 2-2
Highway Projects Delayed or Cancelled in FY 2018-2020**

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS					
				FY 2018-2021			FY 2021-2024		
				PE	ROW	CONST	PE	ROW	CONST
93434	SUM - Waterloo Rd Signals	Akron Main St to Arlington St	Signal Coordination			2018			Cancelled
93437	SUM - E Exchange St Signals	Akron Main St to Fountain St	Signal Coordination			2018			Cancelled
93438	SUM - Darrow Rd	Akron Gilchrist Rd to Eastwood Ave	Signal Coordination			2018			Cancelled
99721	SUM - Canton Rd Sidewalks	Summit County Salmon Dr to Springfield Lake Dr	Sidewalks			2017	2020		Cancelled
102692	SUM - SR 91 / SR 303 - 14.58 / 13.13	Hudson SR 91 at SR 303	Turn Lanes, Intersection Improvements, Sidewalks			2020	2021		Cancelled
84397	SUM - Seiberling Way	Akron Eagle St to Englewood Ave	New Bridge over Little Cuyahoga River, Roundabout, Signs, Pavement Markings			2021			2024
93433	SUM - SR 91 / SR 18 - 1.75	Akron SR 91 (Canton Rd) / SR 18 (E Market St) Intersection	Roundabout			2020			2021
99729	SUM - Raber Rd	Green Troon Dr to Mayfair Rd	New Sidewalks			2020			2022
103173	SUM - SR 241 / Boettler Rd / Frank Pkwy - Phase 3	Green SR 241 (Massillon Rd) at Boettler Rd / Frank Pkwy	Roundabout			2020	2021		2021 2022

Table 2-3 and 2-4 - Highway Improvements Codes and Abbreviations

Map No. Number identifying project on map following Table 2-3.	Phase P - Preliminary Engineering R - Right of Way purchase C - Construction O - Other
PID No. The Project Identification (PID) Number assigned to a project by ODOT.	Total Cost (000's) Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Co-Rte-Section The official project title assigned by ODOT consisting of a three letter county abbreviation, the route number or street name, and for state routes, the straight line mileage from the county line to the project beginning point.	Project Sponsor The unit of government or agency that initiated the project, implementation responsibility and assigned local share.
Length The project length to the nearest hundredth of a mile.	TPM - Transportation Performance Measures Performance Measures Group One (PM1): Safety Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality, Time Travel Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions, and Non-Single Occupancy Vehicle (Non-SOV) Travel
Location & Termini Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.	
Type of Work A brief description of the type of work.	
FY State Fiscal Year (FY 2021 begins July 1, 2020)	
Funding Type CEAO - County Engineers Association of Ohio CMAQ - Congestion Mitigation / Air Quality FED - Various Federal Funding HSIP - Highway Safety Improvement Program LOCAL - Local Funding NHPP - National Highway Performance Program STATE - State / ODOT Funding NPS - National Park System STBG - Surface Transportation Block Grant TASA - Transportation Alternatives Set Aside	

**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
	107761	POR - Aurora Signals	N/A	Aurora Various Throughout the City	Upgrade / Interconnect Signals, Address ADA and Safe Routes to Schools Concerns	STBG LOCAL	C	3,458.0				5,370.1	Aurora	Exempt	PM1
1	112756	POR - S Chestnut St	0.67	Ravenna S Chestnut St from Lake Ave to Main St	Resurfacing	STBG LOCAL	C	864.5			192.0 48.0	244.3	Portage County Engineer	Exempt	PM2
2	107689	POR - S Diamond St / Mill Rd	1.41	Ravenna S Diamond St from Summit Rd to Mill St Mill St from S Diamond St to Sycamore St	Resurfacing and ADA Ramps	STBG LOCAL	C			268.0 67.0		338.0	Ravenna	Exempt	PM2
3	112755	POR - New Milford Rd - 8.01	3.50	Ravenna Township and Rootstown Township New Milford Rd from Tallmadge Rd to SR 5 / SR 44 Bypass	Resurfacing	STBG LOCAL	C				590.9 147.7	752.8	Portage County Engineer	Exempt	PM2
4	103834	POR - Portage - Brady's Leap Section	0.22	Kent W Main St to 0.1 South of Fairchild Ave	Construct Hike & Bike Trail from Main St to Existing Segment of the Portage Trail including Stairs to W Main St	TASA LOCAL	C	700.0 538.7				1,283.3	Kent	Exempt	PM3
5	105556	POR - Ravenna Rd (CR 145) Bridge	0.01	Portage County Ravenna Rd over Norfolk Southern Railroad	Bridge Replacement, Relocate Bike and Hike Trail	FED TASA LOCAL	C		1,067.0 313.6 78.4			1,512.1	Portage County Engineer	Exempt	PM2
6	112757	POR - Riddle St	0.74	Ravenna Riddle St from Meridian St to Liberty St	Resurfacing	STBG LOCAL	C				200.0 50.0	254.5	Portage County Engineer	Exempt	PM2
7	98585	POR - Tallmadge Rd (CR 18)	0.55	Brimfield Township Tallmadge Rd / IR 76 Interchange	Reconstruction of Tallmadge Rd at IR 76 Interchange and Relocation of Mogadore Rd	CMAQ FED CEAO STATE LOCAL	C	2,604.0 160.0 2,820.0 663.0 1,133.0				9,200.9	Portage County Engineer	Analyze	PM2 PM3
8	102234	POR - SR 14 - 3.65-5.36	1.71	Streetsboro SR 14 from Portage Pointe Dr to Diagonal Rd	Add Two-Way Left Turn Lane and Sidewalks	STBG HSIP FED STATE LOCAL	C	2,170.0 2,091.4 217.0 385.0 658.5				7,028.8	Streetsboro	Exempt	PM1 PM2 PM3
9	106416	POR - SR 43 - 18.23-19.70	1.47	Streetsboro SR 43 from SR 14 to Frost Rd	Add Two-Way Left Turn Lane and Add Additional Southbound Lane from Evergreen to IR 80	HSIP LOCAL CMAQ STBG HSIP LOCAL	R	510.3 56.7		3,300.8 858.7 979.4 1,148.7		7,754.8	Streetsboro	Analyze	PM1 PM3
10	112026	POR - SR 59 - 2.14 (E Main St)	0.80	Kent SR 59 (E Main St) from Willow St to Horning Rd	Reconstruction with Medians, Roundabouts, Bus Pull Offs, Replace Sidewalks and Lighting	HSIP LOCAL HSIP LOCAL	P			1,350.0 150.0 990.0 110.0		17,555.6	Kent	Exempt	PM1 PM2 PM3
	100692 111426 111428 111429	SUM - AMATS FY 21 AIR QUALITY SUM - AMATS FY 22 AIR QUALITY SUM - AMATS FY 23 AIR QUALITY SUM - AMATS FY 24 AIR QUALITY	N/A	Summit and Portage Counties, Chippewa and Milton Townships of Wayne County	Promotion of Activities to Improve Air Quality such as Biking and Walking	CMAQ	S	120.0	100.0	100.0	100.0	420.0	AMATS	Exempt	PM3
	100692 111426 111428 111429	SUM - AMATS FY 21 RIDESHARE SUM - AMATS FY 22 RIDESHARE SUM - AMATS FY 23 RIDESHARE SUM - AMATS FY 24 RIDESHARE	N/A	Summit and Portage Counties, Chippewa and Milton Townships of Wayne County	Promotion of Carpooling	CMAQ	S	80.0	80.0	80.0	80.0	320.0	AMATS	Exempt	PM3
11	105373	SUM - 2nd St SW / Wooster Rd	0.74	Barberton 2nd St from Hudson Run Rd to Wooster Rd Wooster Rd from 2nd St SW to 4th St NW	Resurfacing, Road Diet and Shared-Use Path along Wooster Rd	TASA STBG LOCAL	C		422.6 408.4 207.8			1,057.5	Barberton	Exempt	PM2
12	108453	SUM - Akron Cleveland Rd (CR 16) - 7.2 Part 1	1.43	Boston Township Akron Cleveland Rd from Cuyahoga Falls North Corp Limit to Boston Heights South Corp Limit	Resurfacing	STBG LOCAL	C			700.0 175.0		890.8	Summit County Engineer	Exempt	PM2
13	108098	SUM - Chestnut Blvd	1.10	Cuyahoga Falls Chestnut Blvd from State Rd to 2nd St	Resurfacing	STBG LOCAL	C			392.0 98.0		498.8	Cuyahoga Falls	Exempt	PM2

**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
14	108467	SUM - Cleveland Massillon Rd (CR 17) - 10.68 Part 1	1.77	Copley Township Cleveland Masillon Rd (CR 17) from Norton North Corp Limit to 0.4 Miles North of Minor Rd	Resurfacing	STBG LOCAL	C C		700.0 400.0			1,119.8	Summit County Engineer	Exempt	PM2
15	108468	SUM - Cleveland Massillon Rd (CR 17) - 12.79 Part 2	1.50	Copley Township Cleveland Masillon Rd (CR 17) from 0.4 Miles North of Minor Rd to Ridgewood Rd (South Intersection)	Resurfacing	STBG LOCAL	C C		700.0 446.5			1,167.1	Summit County Engineer	Exempt	PM3
16	112788	SUM - Cleveland Massillon Rd (CR 17) - 16.01	0.44	Bath Township Cleveland Masillon Rd (CR 17) from SR 18 to Spring-side Dr	Sidewalk	TASA LOCAL TASA LOCAL TASA LOCAL	P P E E R R			18.0 4.5 102.0 25.5	32.0 8.0	650.0	Summit County Engineer	Exempt	PM3
17	107797	SUM - CVNP Pedestrian Bridge and Trail	0.02	Boston Township Southeast of Boston Mills Rd and Riverview Rd	New Pedestrian Bridge over Cuyahoga River	TASA LOCAL	C C		700.0 17.5			975.8	Summit County Engineer	Exempt	PM3
18	102701	SUM - E Exchange St	0.92	Akron E Exchange St from Broadway St to Fountain St	Reduce Lanes, Add Bike Lanes, Install Median and Signal Interconnect	STBG LOCAL STBG LOCAL	R R C C	240.0 60.0		3,600.0 900.0		4,962.0	Akron	Exempt	PM3
19	102796	SUM - Freedom Trail - Middlebury	0.35	Tallmadge, Stow and Kent Freedom Trail from Portage Hike and Bike to Existing End Point of Freedom Trail	Multipurpose Trail	TASA LOCAL	C C		700.0 748.2			2,700.3	Summit Metroparks	Exempt	PM3
20	107930	SUM - Freedom Trail - Phase 4	1.30	Akron Freedom Trail from Mill St to Rosa Parks Blvd	Multipurpose Trail	TASA LOCAL	C C			700.0 3,428.7		4,277.4	Summit Metroparks	Exempt	PM3
21	112745	SUM - Gilchrist Rd - Phase 1	0.58	Mogadore Gilchrist Rd from Akron East Corp Limit to Mogadore Rd	Resurfacing	STBG LOCAL	C C				356.3 89.1	453.3	Mogadore	Exempt	PM2
22	108132	SUM - S Hawkins Ave	3.49	Akron S Hawkins Ave from East Ave to Mull Ave	Resurfacing	STBG LOCAL	C C	700.0 175.0				890.7	Akron	Exempt	PM2
23	112754	SUM - Johnson Rd	1.26	Norton Johnson Rd from Hametown Rd to Norton East Corp Limit	Resurfacing	STBG LOCAL	C C				443.9 111.0	564.8	Norton	Exempt	PM2
24	112741	SUM - Hopocan Ave	0.68	Barberton Hopocan Ave from Hillsdale Ave to 8th St NW	Resurfacing	STBG LOCAL	C C				281.7 70.4	358.5	Barberton	Exempt	PM2
25	107886	SUM - N River Rd	1.10	Munroe Falls N River Rd from SR 91 to Stow Corp Limit	Resurfacing	STBG LOCAL	C C			558.6 139.6		710.5	Munroe Falls	Exempt	PM2
26	112753	SUM - Norton Ave	0.69	Norton Norton Ave from Cleveland Massillon Rd to Norton East Corp Limit	Resurfacing	STBG LOCAL	C C				390.0 97.5	496.3	Norton	Exempt	PM2
27	108454	SUM - Olde Eight Rd (CR 16) - 12.70 Part 2	1.16	Northfield Center Township Olde Eight Rd (CR 16) from Boston Heights North Corp Limit to Highland Rd (South Intersection)	Resurfacing	STBG LOCAL	C C		700.0 175.0			890.8	Summit County Engineer	Exempt	PM2
28	108084	SUM - Portage Trail Extension	0.73	Cuyahoga Falls Portage Trail Extension from Albertson Pkwy to State Rd	Add Two-Way Left Turn Lane	HSIP LOCAL HSIP LOCAL STBG HSIP LOCAL	P P R R C C C	80.1 8.9 737.6 82.0			3,649.2 927.2 1,015.3	7,726.4	Cuyahoga Falls	Exempt	PM1 PM3
29	99729	SUM - Raber Rd Sidewalks	0.59	Green Raber Rd from Troon Dr to Mayfair Rd	Construct New Multipurpose 10' Trail (South Side)	TASA LOCAL	C C		500.0 825.0			1,372.7	Green	Exempt	PM3
30	108140	SUM - Ravenna Rd - Part 1	1.28	Twinsburg Township Ravenna Rd from Twinsburg South Corp Limit to Just North of Old Mill Rd	Resurfacing	STBG LOCAL	C C		700.0 225.0			941.6	Summit County Engineer	Exempt	PM2

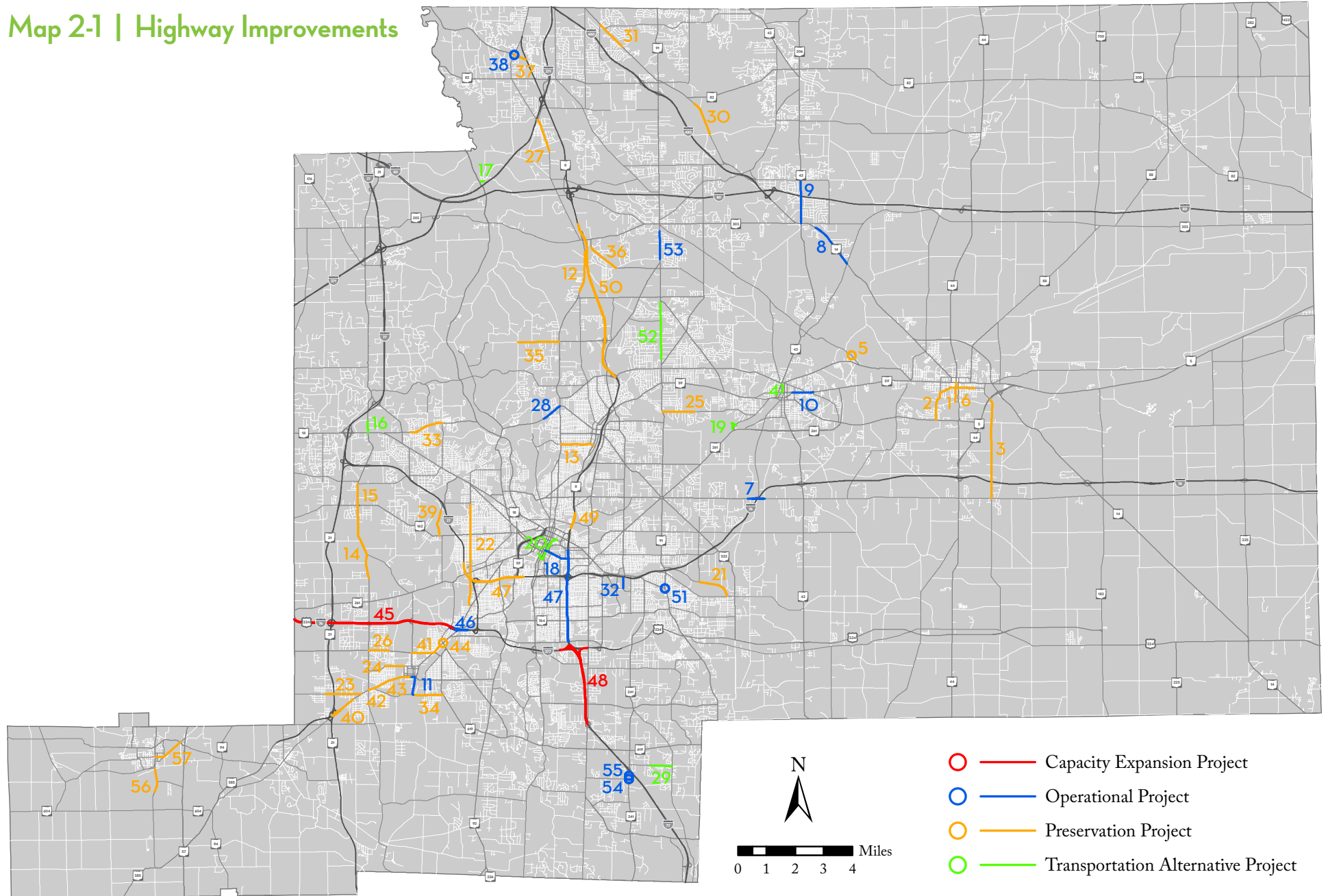
**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM	
31	112583	SUM - Ravenna Rd	1.10	Twinsburg Ravenna Rd from Chamberlin Rd to E Idlewood Dr	Resurfacing	STBG LOCAL	C C				432.0 108.0	549.8	Twinsburg	Exempt	PM2	
32	84397	SUM - Seiberling Way - Phase 1	0.44	Akron Seiberling Way from Englewood St to Eagle St	New Road and New Bridge over Little Cuyahoga River	STBG LOCAL	C C				4,118.4 7,400.0	14,232.6	Akron	Analyze	PM2	
33	108865	SUM - Smith Rd (CR 116) - 0.94	1.01	Bath Township Smith Rd (CR 116) from 900' West of Corunna to East Side of Sand Run Rd	Resurfacing	STBG LOCAL	C C		700.0 300.0			1,018.0	Summit County Engineer	Exempt	PM2	
34	112735	SUM - Snyder Ave	1.04	Barberton Snyder Ave from 2nd St SW to 5th St SE	Resurfacing	STBG LOCAL	C C				612.0 153.0	778.8	Barberton	Exempt	PM2	
35	102904	SUM - W Steels Corners Rd - Phase 1	2.40	Cuyahoga Falls W Steels Corners Rd from State Rd to Northampton Rd	Resurfacing	STBG LOCAL	C C	700.0 175.0				890.8	Cuyahoga Falls	Exempt	PM2	
36	112743	SUM - Terex Rd	1.10	Hudson Terex Rd from Londonair Blvd to Barlow Rd (West)	Resurfacing	STBG LOCAL	C C				506.0 126.5	643.9	Hudson	Exempt	PM2	
37	108141	SUM - Valley View Rd	0.45	Northfield Center Township Valley View Rd from SR 8 to Olde Eight Rd	Resurfacing	STBG LOCAL	C C			300.0 75.0		381.7	Summit County Engineer	Exempt	PM2	
38	112797	SUM - Valley View Rd / Olde Eight Rd (CR 16) - 16.40	N/A	Northfield Center Township Valley View Rd / Olde Eight Rd Intersection	Intersection Improvements	CMAQ LOCAL CMAQ LOCAL	R R C C				32.0 8.0 228.0 57.0	333.2	Summit County Engineer	Exempt	PM2	
39	108200	SUM - White Pond Dr	1.03	Copley Township White Pond Dr from Copley Rd to Akron South Corp Limit	Resurfacing	STBG LOCAL	C C		600.0 150.0			763.5	Summit County Engineer	Exempt	PM2	
40	108498	SUM - Wooster Rd (CR 96) - 0.50	0.92	Norton Wooster Rd (CR 96) from SR 21 to Taylor Rd (Norton Corp Limit)	Resurfacing	STBG LOCAL	C C	767.2 291.8				1,065.7	Norton	Exempt	PM2	
41	108372	SUM - Wooster Rd N / Norton Rd	1.00	Barberton Wooster Rd N from Norton Ave to Burt St Norton Rd from Barber Rd to Wooster Rd N	Resurfacing	STBG LOCAL	C C	76732 291.8				1,065.7	Barberton	Exempt	PM2	
42	112740	SUM - Wooster Rd W	0.22	Barberton Wooster Rd W from 31st St SW to Hudson Run Rd	Resurfacing	STBG LOCAL	C C				231.8 58.0	295.0	Barberton	Exempt	PM2	
43	108240	SUM - Wooster Rd W	2.15	Barberton Wooster Rd W from Hudson Run Rd to 2nd St NW	Reconstruction and Possible Road Diet	STBG LOCAL	C C			5,507.8 1,377.0		6,946.7	Barberton	Exempt	PM2	
44	108370	SUM - Wooster Rd / State St	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	PM2	
45	93501	SUM / MED - IR 76 - 00.00 / 11.43 DB	5.63	Norton and Barberton IR 76 from Medina County Line to Central Ave	Debt Service on Bonds Issued for Reconstruction Project	NHPP STATE	O O	7,661.0 1,915.2	7,259.3 1,882.3	7,397.7 1,849.4	7,266.1 1,816.5	89,048.4	ODOT	Analyze	PM2	
46	96670	SUM - IR 76 - 5.53	5.62	Akron and Barberton IR 76 from Central Ave to 27th St	Debt Service on Bonds Issued for Reconstruction Project	NHPP	O	1,779.8	2,280.7	2,280.7	2,280.7	37,545.1	ODOT	Analyze	PM2	
47	102329	SUM - IR 76 / IR 77 / SR 8 - 8.42 / 9.77 / 0.00	7.09	Akron IR 76 from Kenmore Leg to Princeton St and East of Grant St to School Rd IR 77 from Waterloo Rd to Lafollette St and Kenmore Leg to North of Vernon Odom Blvd SR 8 from IR 76 / IR 77 to Perkins St	Pavement Replacement and Additional Lane in Each Direction	FED STATE LOCAL NHPP STATE BONDS LOCAL	P P P C C C C	4,213.7 533.8 8.0 33,690.6 4,453.9 120,000.0 172.3				165,350.0	ODOT	Analyze	PM2	
48	106002	SUM - IR 77 / IR 277 / US 224	2.73	Akron IR 77 from Arlington Rd to IR 277 / US 224	Provide 2 Lane Ramps at IR 77 / IR 277 Interchange and Additional Lanes on IR 77 from Arlington Rd to US 224	NHPP STATE NHPP STATE	P P C C	668.3 74.3 52,013.5 13,001.5					71,444.5	ODOT	Analyze	PM2
49	91710	SUM - SR 8 - 1.75	0.02	Akron SR 8 High Level Bridge over Cuyahoga River Valley	Replace 1 Major Bridge with 2 New Bridges (1 in Each Direction)	NHPP FED STATE	C C C		105,312.0 88.0 26,350.0			146,291.6	ODOT	Exempt	PM2	
50	76721	SUM - SR 8 - 7.60-13.30	5.25	Stow and Hudson SR 8 from Graham Rd to Just North of SR 303	Debt Service on Bonds Issued for Reconstruction Project	NHPP	O	4,764.2	4,764.2	4,764.2	4,764.2	67,710.2	ODOT	Exempt	PM2	

**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
51	93433	SUM - SR 91 / SR 18 - 1.75 (Canton Rd / E Market St)	0.01	Akron SR 91 (Canton Rd) at the Intersection with SR 18 (E Market St)	Intersection Realignment, New Roundabout	CMAQ	C	788.3				4,300.5	Akron	Exempt	PM1 PM3
						HSIP	C	2,000.0							
						LOCAL	C	433.9							
52	107814	SUM - SR 91 - 9.96 (Sidewalks)	1.91	Stow SR 91 from 500' S of Conwill Rd to Veterans Way	New Sidewalks	TASA	C	516.0				885.9	Stow	Exempt	PM1 PM3
53	106445	SUM - SR 91 - 13.45	1.14	Hudson SR 91 from Barlow Rd to Veterans Way	Add Two-Way Left Turn Lane, Bike Lanes and Sidewalk Improvements	HSIP	P	63.4				5,062.9	Hudson	Exempt	PM1 PM3
						LOCAL	P	7.0							
						HSIP	R	210.0							
						LOCAL	R	23.2							
						HSIP	C		493.0						
						LOCAL	C		2,500.0						
54	103173	SUM - SR 241 / Boettler Rd / Franks Pkwy	0.14	Green SR 241 at Boettler Rd / Franks Pkwy Intersection	Replace Signalized Intersection with Hybrid Roundabout	CMAQ	R	445.5				4,986.3	Green	Exempt	PM1 PM3
LOCAL	R	297.0													
CMAQ	C		2,827.7												
55	103172	SUM - SR 241 / Corporate Woods Cir - Phase 2	0.14	Green SR 241 at Corporate Woods Cir / Thorn Dr Intersection	Replace Signalized Intersection with Hybrid Roundabout	CMAQ	R	1,398.3				5,103.4	Green	Exempt	PM1 PM3
LOCAL	R	349.6													
CMAQ	C		2,606.2												
56	112549	WAY - CR 57 - 2.62 (S Main St)	1.18	Rittman S Main St from South Corp Line to Front St	Resurfacing and Minor Bridge Repairs	STBG	C				336.6	420.7	Rittman	Exempt	PM2
LOCAL	C				84.1										
57	112543	WAY - CR 57 - 3.91 (E Ohio Ave)	1.01	Rittman E Ohio Ave from Main St to E Sunset Dr	Resurfacing and Minor Bridge Repairs	STBG	C				459.7	574.6	Rittman	Exempt	PM2
LOCAL	C				114.9										

Map 2-1 | Highway Improvements



Statewide Line Items

Projects that meet certain criteria are not required to be listed in Table 2-3 of the Transportation Improvement Program (TIP) but still need to be recognized in the TIP. They may be grouped together by work type and/or geographic location and listed as statewide line items (SLI's). Table 2-4 is the current list and descriptions of the SLI's that are included in the 2021-2024 TIP. These projects all utilize federal funds and can sometimes include AMATS attributable funds when applied to State funded projects (ex. Pavement Repair and Sidewalk Ramp Program).

The Ohio Department of Transportation (ODOT) provided the list of line item projects that need to be included in the 2021-2024 TIP. In most cases they are the project sponsor. This list provides important information to our transportation partners and well as the general public about projects scheduled during the TIP period. The use of statewide line items will significantly decrease the need for TIP amendments and provide more flexibility in the various programs.

When utilizing a statewide line item, the criteria below should be followed and met.

- Projects considered for a statewide line item must meet the following criteria:
 - Not regionally significant
 - Air quality status of exempt
 - Environmental document type of CE 2 or below
 - Non-capacity adding
 - Consistent with ODOT's and AMATS transportation plans
- An individual project utilizing a statewide line item does not require an amendment. However when a category of projects reaches a defined threshold then an amendment is required for that category.
- When requesting the use of a statewide line item on a phase of a project, the ODOT District is to coordinate the request with the Program Manager, AMATS, and the STIP Coordinator. Ellis will be updated by the STIP Coordinator.

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
105550	POR - Silica Sand Rd (CR 253) Bridge	0.01	Portage County Silica Sand Rd Bridge over Eagle Creek	Bridge Replacement	FED LOCAL	C	935.8 49.3				1,029.2	Portage County Engineer	Exempt	PM2
109347	POR - N Water St (CR 502) - 0.18	0.29	Kent N Water St (CR 502) from Main St to Fairchild Ave	Resurfacing, Curb Extensions, Reconfigure On-Street Parking and Lighting	HSIP LOCAL	C	1,248.5 249.4				1,709.9	Kent	Exempt	PM1
101077	POR - IR 76 - 0.00-1.57	1.57	Brimfield Township IR 76 from Summit County Line to East of Tallmadge Rd	Concrete Pavement Repair	NHPP LOCAL	C			327.6 36.4		371.0	ODOT	Exempt	PM2
94009	POR - IR 76 - 1.57-9.53	7.96	Brimfield Township and Rootstown Township IR 76 from Tallmadge Rd to New Milford Rd	Resurfacing and Repairs to 14 Bridges	NHPP STATE	C			7,862.9 873.7		8,906.5	ODOT	Exempt	PM2
112778	POR - IR 76 - 9.73-13.55	3.82	Rootstown Township and Edinburg Township IR 76 from New Milford Rd to West of Rock Spring Rd	Resurfacing and Minor Bridge Rehab	NHPP STATE	C			1,804.6 200.5		2,035.1	ODOT	Exempt	PM2
102858	POR - IR 76 - 16.58 / 21.18	0.02	Palmyra Township IR 76 Bridges over John Thomas Rd and Mahoning Rd	Bridge Deck Replacement	NHPP STATE	C		2,407.5 267.5			3,375.2	ODOT	Exempt	PM2
105144	POR - IR 76 - 19.34-21.20	1.86	Palmyra Township IR 76 from Mahoning Rd to McClintocksburg Rd	Resurfacing and Bridge Repairs	NHPP STATE	C				2,273.6 252.6	2,576.2	ODOT	Exempt	PM2
109670	POR - IR 76 - 20.05 Slide	0.23	Palmyra Township IR 76 between McClintocksburg Rd and Jones Rd	Repair Slide Along IR 76	NHPP STATE	C			1,155.6 128.4		1,464.0	ODOT	Exempt	PM2
112776	POR - IR 480 - 0.00	1.45	Portage County	Minor Bridge Rehab on 3 Bridges	NHPP STATE	C				2,264.9 251.7	2,561.6	ODOT	Exempt	PM2
105860	POR - SR 14 - 12.96	0.01	Ravenna Township SR 14 Bridge over SR 5 / SR 44	Bridge Deck Replacement	NHPP STATE	C		2,208.8 552.2			3,440.0	ODOT	Exempt	PM2
110672	POR - SR 14 - 18.20-25.34 POR - SR 183 - 3.00-7.61 POR - SR 225 - 0.00-2.53	14.28	Edinburg Township, Deerfield Township and Atwater Township SR 14 from Rok Spring Rd to US 224 SR 183 from US 224 to SR 14 SR 225 from German Church Rd to US 224	Resurfacing	FED STATE	C			2,893.4 723.4		3,676.8	ODOT	Exempt	PM2
112808	POR - SR 43 - 7.51-9.89	2.38	Brimfield Township SR 43 from South of Tallmadge Rd to Kent Corp Limit	Resurfacing and Minor Bridge Rehab	NHPP STATE	C				624.0 156.0	802.5	ODOT	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
98377	POR - SR 43 / SR 43D - 11.78-12.19 / 12.28-13.21 POR - SR 43D - 0.00-0.35	0.76	Kent SR 43 from South of Main St to Mantua St SR 43 from Cuyahoga St to Kent North Corp Limit SR 43D from SR 43 to Main St and Bridge over CSX Railroad	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C		820.5 51.1 154.0			1,073.9	ODOT	Exempt	PM2
101270	POR - SR 43 - 12.28-13.21	0.93	Kent SR 43 from Cuyahoga St to Kent North Corp Limit	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C			742.6 80.5 105.2		971.8	ODOT	Exempt	PM2
96555	POR - SR 44 - 0.00-7.71 POR - SR 44 - 7.91-8.37	8.17	Randolph Township SR 44 from Stark County Line to Tallmadge Rd SR 44 from North of Tallmadge Rd to SR 5	Resurfacing and Minor Bridge Repairs	FED STATE	C C		2,800 700.0			3,589.8	ODOT	Exempt	PM2
102394	POR - SR 44 - 16.48-19.18	2.70	Shalersville Township SR 44 from North of Lake Rockwell Rd to North of SR 303	Resurfacing	FED STATE	C C		865.2 216.3			1,102.5	ODOT	Exempt	PM2
111007	POR - SR 82 - 6.14	0.25	Twinsburg SR 82 and Chamberlain Rd Intersection	Construct One Lane Roundabout at SR 82 and Chamberlain Rd	STATE STATE HSIP STATE	P R C C	13.5	173.8	2,118.6 235.4		3,054.0	ODOT	Exempt	PM1
110673	POR - SR 82 - 12.86-13.80 POR - SR 305 - 3.00-5.65	3.59	Hiram Township and Nelson Township SR 82 from Ryder Rd to East of SR 700 SR 305 from West of Brosius Rd to SR 282	Resurfacing	FED STATE	C C				1,254.4 313.6	1,589.1	ODOT	Exempt	PM2
105211	POR - SR 88 - 4.03-7.95 POR - SR 303 - 13.04-13.21	4.09	Ravenna Township and Freedom Township SR 88 from Cooley Rd to SR 303 SR 303 from SR 700 to SR 88 (East Junction)	Resurfacing and Minor Bridge Repairs	FED STATE	C C		1,242.2 310.5			1,607.0	ODOT	Exempt	PM2
110676	POR - SR 305 - 5.65-7.36 TRU - SR 305 - 0.00-1.57 TRU - SR 534 - 10.37-12.48	5.39	Nelson Township and Various Locations in Trumbull County SR 305 from SR 282 to Trumbull County Line	Resurfacing	FED STATE	C C	947.6 236.9				1,204.0	ODOT	Exempt	PM2
111661	SUM - Amazon	1.50	Akron Romig Rd from Vernon Odom Blvd to Kendale Rd	Full Depth Replacement and Widening of 7900' of Roadway	STATE LOCAL	C C	200.0 14,291.9				14,491.9	Akron	Exempt	PM2 PM3
110491	SUM - Bailey Rd / CSX	1.66	Cuyahoga Falls Bailey Rd at CSX Railroad Crossing	Modify / Upgrade Flashing Lights and Roadway Gates at CSX Railroad Crossing #142005B	FED	P	10				313.0	Ohio Rail Development Commission	Exempt	PM1
112085	SUM - Benner Rd (TR 236) - 0.01	0.01	New Franklin	Replace Bridge	FED LOCAL	C C		865.5 45.6			943.9	New Franklin	Exempt	PM2
107274	SUM - Boston Mills Rd - Phase 2	0.91	Boston Township Boston Mills Rd from Blue Hen Falls Driveway to 1200' West of Riverview Rd	Resurfacing	FED LOCAL	C C	286.0 263.5				569.4	Summit County Engineer	Exempt	PM2
112869	SUM - East Ave	2.20	Tallmadge East Ave from Community Rd to Portage County Line	Widen Roadway	HSIP STATE	P P				511.3 56.8	2,552.6	Tallmadge	Exempt	PM1
111728	SUM - Graham Rd (CR 29) - 5.72	0.02	Stow Graham Rd (CR 29) and Fishcreek Rd Intersection	Intersection Improvements	HSIP LOCAL HSIP LOCAL HSIP LOCAL	P P R R C C	47.8 5.3	45.0 5.0	791.0 176.4		1,135.3	Stow	Exempt	PM1 PM3
112467	SUM - Goodyear Blvd Bridge	0.01	Akron Goodyear Blvd Bridge over Wheeling & Lake Erie Railroad	Bridge Replacement	FED LOCAL	C C			2,000.0 1,200.0		3,315.2	Akron	Exempt	PM2
107018	SUM - Ingleside Dr Bridge	0.01	Hudson Ingleside Dr Bridge over Brandywine Creek	Bridge Replacement	FED LOCAL	C C	977.4 286.6				1,290.9	Hudson	Exempt	PM2
101636	SUM - Valley View Detention Pond	N/A	Hudson Valley View Rd approximately 1300' West of SR 91	Construct 2-3 Acre Detention Pond on North Side of IR 80	STATE LOCAL	C C	284.0 25.0				320.4	Hudson	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
106539	SUM - Wooster Rd / Robinson Ave	0.03	Barberton Wooster Rd W from Robinson Ave to 2nd St	Eliminate Westbound Outside Lane, Improve Intersection and Signal Coordination	HSIP LOCAL HSIP STATE LOCAL	P P C C C	48.0 5.3	793.0 150.0 88.1			1,247.0	Barberton	Exempt	PM1 PM3
111218	SUM - IR 76 - 6.40-6.57	0.17	Akron IR 76 from Kenmore Southbound Ramp to IR 277 Eastbound	Resurfacing	NHPP STATE	C C	360.0 40.0				525.7	ODOT	Exempt	PM2
88937	SUM - IR 77 - 15.87-19.51	3.64	Akron IR 77 from Vernon Odom Blvd to Akron West Corp Line	Resurfacing and Bridge Repairs	NHPP STATE	C C		5,414.6 601.6			6,129.4	ODOT	Exempt	PM2
105861	SUM - IR 77 - 22.30	0.02	Copley Township IR 77 Bridges over SR 21	Bridge Replacement	NHPP STATE NHPP STATE	P P C C	54.0 6.0		7,992.9 888.1		9,759.0	ODOT	Exempt	PM2
88939	SUM - IR 77 - 24.20-28.38	4.17	Bath Township IR 77 from Cleveland Massillon Rd to Everett Rd Overpass	Resurfacing and Bridge Repairs	NHPP STATE	C C			5,178.5 575.4		5,863.9	ODOT	Exempt	PM2
109076	SUM - IR 77 - 31.97	0.01	Richfield Township IR 77 at Furnace Run Structures	Stream Erosion Protection	NHPP STATE	C C	495.0 55.0				550.0	ODOT	Exempt	PM2
106885	SUM - IR 271 - 1.51	0.01	Richfield Township IR 271 over Southern Rd	Bridge Replacement	NHPP STATE NHPP STATE	P P C C		33.9 3.8		1,540.8 171.2	2,102.4	ODOT	Exempt	PM2
111417	SUM - IR 271 - 8.25	0.02	Boston Township Replace Bridges over Boston Mills Rd	Bridge Replacement	NHPP STATE NHPP STATE	E E P P	585.0 65.0		90.0 10.0		3,750.0	ODOT	Exempt	PM2
93101	SUM - IR 271 - 8.54-12.63	4.09	Boston Township and Northfield Center Township IR 271 from Boston Mills Rd Underpass to Aurora Rd	Resurfacing and Minor Bridge Repairs	NHPP STATE	C C				5,941.8 610.2	6,158.0	ODOT	Exempt	PM2
94016	SUM - IR 277 - 0.00-3.91 SUM - US 224 - 10.22	5.54	Akron IR 277 / US 224 from IR 76 (Kenmore Leg) to IR 77 US 224 from Arlington St to George Washington Blvd	Resurfacing, Minor Bridge Repairs and Culvert Repairs	NHPP STATE	C C			6,385.0 765.2		7,318.2	ODOT	Exempt	PM2
110698	SUM - IR 480 - 0.00-8.67 SUM - SR 91 - 19.07-19.33	8.93	Macedonia, Twinsburg, Twinsburg Township and Hudson IR 480 from Cuyahoga County Line to Portage County Line SR 91 from South of IR 480 to North of IR 480	Resurfacing and Minor Bridge Rehab	NHPP STATE	C C			8,629.7 958.9		9,746.1	ODOT	Exempt	PM2
110644	SUM - SR 18 - 0.00-2.64	2.64	Bath Township, Copley Township and Fairlawn SR 18 from Medina County Line to West of Fairlawn Corp Limit	Resurfacing	NHPP STATE	C C				1,112.4 278.1	1,417.5	ODOT	Exempt	PM2
101264	SUM - SR 18 - 4.91-6.56 SUM - SR 18 - 8.15-9.70	3.20	Akron SR 18 from Revere Rd to Westgate Cir SR 18 from East of Casterton Ave to SR 59	Resurfacing	NHPP LOCAL	C C	1,308.8 327.2				1,666.3	ODOT	Exempt	PM2
102744	SUM - SR 18 - 9.88-13.41	3.53	Akron SR 18 (E Market St) from Main St to IR 76	Resurfacing and Bridge Repairs	NHPP STATE LOCAL	C C C		1,990.6 64.0 433.7			2,576.8	ODOT	Exempt	PM2
112793	SUM - SR 21 - 5.14-7.41	2.27	Copley Township SR 21 from Norton Corp Limit to South of Wheeling and Lake Erie Railroad	Resurfacing and Minor Bridge Rehab on 3 Bridges	NHPP LOCAL	C C				1,648.0 412.0	2,100.0	ODOT	Exempt	PM2
110743	SUM - SR 59 - 7.83-12.67	1.57	Cuyahoga Falls, Silver Lake and Stow SR 59 from South of Front St to Portage County Line	Resurfacing and Minor Bridge Rehab	NHPP STATE LOCAL	C C C				2,152.1 40.8 497.2	2,714.0	ODOT	Exempt	PM2
102745	SUM - SR 91 - 8.01-11.86	3.85	Munroe Falls and Stow SR 91 (Darrow Rd) from South of N River Rd to South of Mac Dr	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C				1,651.2 21.4 391.4	2,124.0	ODOT	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
106136	SUM - SR 91 - 14.54	0.01	Hudson SR 91 Bridge over Brandywine Creek	Bridge Replacement	NHPP STATE NHPP STATE LOCAL	P P C C C	32.1 8.0		452.0 113.0 200.0		1,210.5	ODOT	Exempt	PM2
102742	SUM - SR 93 - 9.10-11.40 SUM - SR 162 - 7.26-8.05 SUM - SR 162 - 8.56-8.83	1.78	Akron SR 93 from Wilbeth Rd to Vernon Odom Blvd SR 162 from West of Storer Ave to East of Diagonal Rd SR 162 from Crestwood Ave to East of Oviatt Pl	Resurfacing	FED LOCAL	C C		1,318.4 329.6			1,714.0	ODOT	Exempt	PM2
110668	SUM - SR 176 - 0.25-5.59 SUM - SR 303 - 0.00-5.49	10.83	Richfield and Richfield Township SR 176 from Wheatly Rd to Luther Rd SR 303 from Medina County Line to Peninsula Corp Limit	Resurfacing	FED STATE	C C			1,871.2 447.7		2,371.4	ODOT	Exempt	PM2
102737	SUM - SR 241 - 7.78-10.32 SUM - SR 764 - 2.20-3.00 SUM - SR 764 - 3.86-4.16	3.64	Akron SR 241 from Toombs Dr to Glaser Pa SR 764 from Allendale Ave to East of Triplett Blvd and West of Landon St to SR 241	Resurfacing	NHPP FED STATE LOCAL	C C C C			1,236.0 451.2 8.3 413.5		2,178.0	ODOT	Exempt	PM2
111012	SUM - SR 261 - 8.19-8.24	0.05	Akron SR 261 / Rand Ave and SR 261 / Dart Ave	Signal Upgrade / Replacement and New Pedestrian Buttons / Signals	HSIP STATE	C C	990.0 164.3				1,360.4	Akron	Exempt	PM2
106881	WAY - CR 133 (Black Diamond Rd) - 2.10	0.01	Chippewa Township CR 133 (Black Diamond Rd) 0.125 Miles North of Bieri Rd	Bridge Replacement	FED LOCAL FED LOCAL	P P C C			82.6 4.3 908.3 47.8		1,046.0	Wayne County Engineer	Exempt	PM2
101439	WAY - SR 21 - 0.00	5.86	Chippewa Township SR 21 from Stark County Line to Summit County Line	Major Roadway Rehabilitation	NHPP STATE	C C				20,861.5 5,215.4	26,374.8	ODOT	Exempt	PM2
110923	WAY - SR 21 - 1.86	N/A	Chippewa Township SR 21 North of Galehouse Rd	Culvert Lining	STATE	C		220.0			258.0	ODOT	Exempt	PM2
95581	WAY - SR 94 - 16.73	0.01	Chippewa Township SR 94 approximately 1200' South of Warwick Rd	Bridge Replacement	STATE FED STATE	R C C	80.0		640.0 160.0		1,157.1	ODOT	Exempt	PM2
110282	WAY - SR 94 - 18.76	N/A	Chippewa Township	Jack & Bore Culvert Replacement (Moved from PID# 101449)	FED STATE	C C	132.0 33.0				277.5	ODOT	Exempt	PM2
101380	D04 BH FY2021 (West)	N/A	Summit County	Deck Sealing of 39 Structures in Summit County	NHPP FED STATE	C C C	1,819.0 428.0 428.0				2,725.0	ODOT	Exempt	PM2
103024	D04 BH FY2022 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C		4,494.0 856.0			5,450.0	ODOT	Exempt	PM2
105170	D04 BH FY2023 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C			856.0 214.0		1,170.0	ODOT	Exempt	PM2
107247	D04 BH FY2024 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C				3,880.0 970.0	4,910.0	ODOT	Exempt	PM2
107249	D04 BP FY2024 (West)	N/A	Portage, Stark and Summit Counties	Bridge Painting	NHPP FED STATE	C C C				2,011.6 85.6 256.8	2,414.0	ODOT	Exempt	PM2
111632	D04 CS FY2021 (West)	N/A	Districtwide	Crack Sealing	STATE	C	1,030.0				1050.0	ODOT	Exempt	PM2
111633	D04 FEN FY2021 (West)	N/A	Districtwide	Fence Installation and Repair	STATE	C	192.5				195.3	ODOT	Exempt	PM2
111617	D04 GR FY2021 (West)	N/A	Districtwide	Guardrail Maintenance and Repair	STATE	C	1,236.0				1,260.0	ODOT	Exempt	PM2
103432	D04 GR FY2021 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C	770.0				780.0	ODOT	Exempt	PM2
103433	D04 GR FY2022 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C		770.0			780.0	ODOT	Exempt	PM2
106278	D04 GR FY2023 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C			770.0		780.0	ODOT	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
107764	D04 GR FY2024 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C				770.0	780.0	ODOT	Exempt	PM2
106204	D04 LG FY2022	N/A	Summit and Stark Counties SUM IR 271 Rest Area STA US 30 / Raff Rd / Whipple Ave	Lighting Improvements	STATE	C		1,070.0			1,090.0	ODOT	Exempt	PM2
111629	D04 LOOP FY2022	N/A	Districtwide	Loop Maintenance and Repair	STATE	C		165.0			168.0	ODOT	Exempt	PM2
111624	D04 PM FY2021 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C	1,280.0				1,300.0	ODOT	Exempt	PM2
106294	D04 PM FY2022 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C		1,030.0			1,050.0	ODOT	Exempt	PM2
106295	D04 PM FY2023 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C			1,030.0		1,050.0	ODOT	Exempt	PM2
109830	D04 PM FY2024 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C				1,030.0	1,050.0	ODOT	Exempt	PM2
106302	D04 PM FY2022 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C		520.0			530.0	ODOT	Exempt	PM2
106303	D04 PM FY2023 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C			520.0		530.0	ODOT	Exempt	PM2
109832	D04 PM FY2024 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C				520.0	530.0	ODOT	Exempt	PM2
106306	D04 RPM FY2021	N/A	Districtwide	Install Raised Pavement Markers	STATE	C	171.6				175.6	ODOT	Exempt	PM2
106307	D04 RPM FY2022	N/A	Districtwide	Install Raised Pavement Markers	STATE	C		220.0			224.0	ODOT	Exempt	PM2
106308	D04 RPM FY2023	N/A	Districtwide	Install Raised Pavement Markers	STATE	C			220.0		224.0	ODOT	Exempt	PM2
109828	D04 RPM FY2021	N/A	Districtwide	Install Raised Pavement Markers	STATE	C				220.0	224.0	ODOT	Exempt	PM2
110489	D04 SIGN FY2023 (Systematic)	N/A	Districtwide	Sign Upgrades	STATE	C			935.0		941.0	ODOT	Exempt	PM2
111620	D04 SP FY2021 (West)	N/A	Portage, Stark and Summit Counties	Pavement Preventative Maintenance	STATE	D	780.0				795.0	ODOT	Exempt	PM2
111645	D04 TSG FY2021	N/A	Districtwide	Replacement of Signals	FED STATE	C	218.0				328.7	ODOT	Exempt	PM2
112697	FACD04 POR IR 76 RA PARKING LOTS	N/A	Districtwide	Rest Area Parking Lots Eastbound and Westbound	STATE	C	4,280.0				4,680.0	ODOT	Exempt	PM2
105059	MAH / POR MCRO FY2023	N/A	Mahoning and Portage Counties MAH SR 45 - 11.77-14.15 POR SR 88 - 11.13-12.00 POR SR 88 - 12.63-13.70	Microsurfacing of Various Roadways	FED STATE	C			332.8		450.5	ODOT	Exempt	PM2
103275	MAH / POR SIGN FY2024 (Systematic)	N/A	Various Locations in Mahoning and Portage Counties	Systematic 2-Lane Sign Replacements	STATE	C				925.0	1,112.5	ODOT	Exempt	PM2
108828	POR / STA CULVERT FY2021	N/A	Portage and Stark Counties	Culvert Repair and Replacements	STATE	C	990.0				1,296.1	ODOT	Exempt	PM2
105120	POR / SUM MCRO FY2022	7.55	Mantua Township, Macedonia and Northfield POR SR 82 POR SR 183 SUM SR 8	Microsurfacing of Various Roadways	FED STATE	C		1,071.2			1,406.5	ODOT	Exempt	PM2
96560	POR / TRU MCRO FY2021	15.12	Various Locations POR SR 44 - 19.18-22.14 / 24.19-26.76 POR SR 82 13.80-17.89 POR SR 225 10.26-15.76	Microsurfacing	FED NHPP STATE	C	1,648.0				3,338.5	ODOT	Exempt	PM2
112261	POR - PAVEMENT MARKINGS FY2021	N/A	Various Locations in Portage County	Pavement Markings	FED LOCAL	C	150.0				158.7	Portage County Engineer	Exempt	PM2
103277	STA / SUM - SIGNS FY2021 (Systematic)	N/A	Stark and Summit Counties	Systematic 2-Lane Sign Replacements	STATE	C	1,100.0				1,350.0	ODOT	Exempt	PM2

Transit Improvements

The transit portion of the AMATS TIP FY 2021-2024 includes projects programmed for the area's transit operators, earmark projects administered through the Federal Transit Administration, and for projects associated with the coordination of public transit and human service agencies utilizing the Specialized Transportation (Enhanced Mobility for the Elderly and Disabled) Program. These projects use available federal, state, and local funds to subsidize expenditures for capital items, maintenance, planning, and operations. This chapter is organized by the following sections:

Summary of FY 2018-2020 Transit Project Activity

The following tables, labeled as 3-1, provide status reports for the transit projects that were programmed for the fiscal years 2018, 2019 and 2020 of the TIP. Most of these projects were sponsored by METRO RTA and PARTA, and utilized funding from the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program for the purchase of replacement buses and the capitalized costs of preventive maintenance.

In addition, METRO and PARTA are supplementing their purchase of replacement buses with funds from the Congestion Mitigation Air Quality Program. Furthermore, ODOT has awarded funds to METRO and PARTA from the state's share of Surface Transportation Block Program funds, administered through the Federal Highway Administration (FHWA). Recent awards to the area's transit agencies have also included funds through the Ohio Transit Partnership Program (OTP2). Presently, ODOT is utilizing state general revenue funds (GRF) to finance OTP2 projects.

Also shown in the tables are the projects that were awarded through the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program. This program is redundant to the Section 5307 Program and provides capital funding to replace, rehabilitate and purchase buses and related equipment, as well as to construct bus-related facilities.

Table 3-1 (FY 2018)
Transit Projects Activity

Project Description	PID #	Total Project Cost	Federal Transit Funding		Grant / Project Status
			Amount	Source	
METRO REGIONAL TRANSIT AUTHORITY					
Capital					
Local Capital Projects - Various	99094	\$8,500,000	\$0	N/A	N/A
10 Small Buses	99090	\$950,000	\$760,000	Sec. 5307	Awarded
6 Large Buses	99089	\$3,090,000	\$2,472,000	Sec. 5307	Awarded
2 Large Buses	99089	\$1,030,000	\$824,000	Sec. 5339	Awarded
6 Large Buses	94960	\$2,700,000	\$2,160,000	Sec. 5307	Awarded
2 Large Buses	94960	\$900,000	\$720,000	Sec. 5339	Awarded
Enhanced Mobility for the Elderly and Disabled	104055	\$1,162,893	\$930,314	Sec. 5310	Awarded
12 Small CNG Buses	94962	\$1,260,000	\$1,008,000	Sec. 5307	Awarded
Support Equipment - Shelters, Benches	94967	\$81,250	\$65,000	Sec. 5307	Awarded
Support Equipment - Shelters, Benches	99092	\$81,250	\$65,000	Sec. 5307	Awarded
		\$19,755,393	\$9,004,314		
Operating-Related					
Preventive Maintenance	94966	\$765,120	\$612,096	STP-S (UTP)	Awarded
Preventive Maintenance	94966	\$2,500,000	\$2,000,000	STP-S (OTPPP)	Awarded
Preventive Maintenance	94966	\$3,828,630	\$3,000,000	Sec. 5307	Awarded
Preventive Maintenance	99091	\$5,443,750	\$3,680,000	Sec. 5307	Awarded
		\$12,537,500	\$9,292,096		
Planning					
Operational Planning	99095	\$740,000	\$0	N/A	N/A
		\$740,000	\$0		
2018 METRO TOTALS		\$33,032,893	\$18,296,410		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
Capital					
Tranit Enhancements - Pedestrian Access	99294	\$41,250	\$33,000	Sec. 5307	Awarded
2 Large CNG Buses	102310	\$1,037,500	\$830,000	CMAQ-S (DERG)	Awarded
2 Large Buses	99823	\$1,000,000	\$800,000	CMAQ-S	Awarded
CNG Fueling Pump	106860	\$89,274	\$89,274	CMAQ-S (OTPPP)	Awarded
		\$2,168,024	\$1,752,274		
Operating-Related					
Preventive Maintenance	99295	\$1,040,218	\$800,000	STP-S (OTPPP)	Awarded
		\$1,040,218	\$800,000		
Planning					
Operational Planning	99310	\$75,000	\$0	N/A	N/A
		\$75,000	\$0		
2018 PARTA TOTALS		\$3,283,242	\$2,552,274		
TOTAL PROJECT COST		\$36,316,135	\$20,848,684		

**Table 3-1 (FY 2019)
Transit Projects Activity**

Project Description	PID #	Total Project Cost	Federal Transit Funding		Grant / Project Status
			Amount	Source	
METRO REGIONAL TRANSIT AUTHORITY					
Capital					
Local Capital Projects - Rail Repairs, Building Renovation	99101	\$6,500,000	\$0	N/A	N/A
32 Small Buses	99097	\$3,450,000	\$2,760,000	Sec. 5307, CMAQ-S (TPPP)	Awarded
2 Large Buses	99096	\$1,030,000	\$824,000	Sec. 5307	Awarded
1 Large Bus	99096	\$515,000	\$412,000	Sec. 5339	Awarded
3 Small Buses	108907	\$341,162	\$272,930	Sec. 5339	Awarded
4 Large Buses	99826	\$2,750,000	\$2,200,000	CMAQ-S/A	Awarded
Enhanced Mobility for the Elderly and Disabled	108908	\$1,080,066	\$862,964	Sec. 5310	Awarded
Support Equipment - Shelters, Benches	99099	\$81,250	\$65,000	Sec. 5307	Awarded
		\$15,747,478	\$7,638,893		
Operating-Related					
Preventive Maintenance	99098	\$798,616	\$638,893	STBG-S (UTP)	Awarded
Preventive Maintenance	99098	\$5,000,000	\$4,000,000	Sec. 5307	Awarded
		\$5,798,616	\$4,638,893		
Planning					
Operational Planning	99102	\$775,000	\$0	N/A	N/A
		\$775,000	\$0		
2019 METRO TOTALS		\$22,321,094	\$12,035,787		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
Capital					
Bus Storage Facility - CNG	104386	\$3,994,344	\$3,195,475	Sec. 5307, Sec. 5339-b	Awarded
2 Large Buses	99825	\$1,000,000	\$800,000	CMAQ-S/A	Awarded
5 Small Buses	99311	\$413,000	\$413,000	CMAQ-S (OTPPP)	Awarded
Enhanced Mobility for the Elderly and Disabled	108909	\$293,902	\$235,122	Sec. 5310	Awarded
On-Board Computers, NEORIDE Coordination	109552	\$265,053	\$212,050	STBG-S (OTPPP)	Awarded
Security Cameras and Networking Equipment	109590	\$50,000	\$50,000	STBG-S (OTPPP)	Awarded
		\$6,016,299	\$4,905,647		
Operating-Related					
Preventive Maintenance	99312	\$1,243,703	\$1,000,000	STBG-S (OTPPP)	Awarded
		\$1,243,703	\$1,000,000		
Planning					
Operational Planning	99314	\$75,000	\$0	N/A	N/A
		\$75,000	\$0		
2019 PARTA TOTALS		\$7,335,002	\$5,905,647		
TOTAL PROJECT COST		\$29,656,096	\$17,941,434		

**Table 3-1 (FY 2020)
Transit Projects Activity**

Project Description	PID #	Total Project Cost	Federal Transit Funding		State Funding	Grant / Project Status
			Amount	Source		
METRO REGIONAL TRANSIT AUTHORITY						
Capital						
Local Capital Projects - Rail Repairs, Building Renovation	104359	\$6,000,000	\$0	N/A	\$0	N/A
10 Small Buses	104355	\$950,000	\$760,000	Sec. 5307	\$0	Awarded
6 Large Buses	104354	\$3,090,000	\$2,472,000	Sec. 5307	\$0	Awarded
2 Large Buses	104354	\$1,040,000	\$832,000	Sec. 5339	\$0	Awarded
2 Large Buses	109358	\$1,048,963	\$734,274	CMAQ-S (DERG)	\$0	Awarded
2 Non-Revenue Support Vehicles	111275	\$140,000	\$98,000	Sec. 5307	\$42,000	Awarded
Support Equipment - Shelters, Benches, Signs	104358	\$81,250	\$65,000	Sec. 5307	\$0	Awarded
Cameras / Surveillance Equipment	111275	\$1,200,000	\$410,000	Sec. 5307	\$790,000	Awarded
Admin Building & Transit Center - Maintenance & Rehab	111276	\$303,000	\$212,100	Sec. 5307	\$0	Awarded
Gent Rd Park and Ride Lot - Rehab	111276	\$30,000	\$21,000	Sec. 5307	\$0	Awarded
Radio Equipment Acquisition	111275	\$800,000	\$280,000	Sec. 5307	\$520,000	Awarded
IT Hardware Acquisition	111275	\$210,000	\$0	N/A	\$210,000	Awarded
Hybrid Bus Mid-Life Rehab	111277	\$240,000	\$168,000	Sec. 5307	\$0	Awarded
Bus Shelters - Design, Acquisition, Construction	111279	\$500,000	\$150,000	Sec. 5307	\$350,000	Awarded
NEORide Fare Validation Equipment	111499	\$847,855	\$0	N/A	\$847,855	Awarded
Downtown Transit Center Rehab - Siding	112804	\$197,500	\$158,000	Sec. 5339	\$0	Awarded
		\$16,678,568	\$6,360,374		\$2,759,855	
Operating-Related						
Preventive Maintenance	104357	\$5,443,750	\$3,680,000	Sec. 5307	\$675,000	Awarded
		\$5,443,750	\$3,680,000		\$675,000	
Planning						
Strategic Plan, Bus Rapid Transit Feasibility Study	111278	\$1,340,000	\$938,000	Sec. 5307	\$240,000	Awarded
Operational Planning	99095	\$740,000	\$0	N/A	\$0	N/A
		\$2,140,000	\$938,000		\$240,000	
2020 METRO TOTALS		\$24,262,318	\$10,978,374		\$3,674,855	
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY						
Capital						
6 Small Buses	104391	\$41,250	\$33,000	Sec. 5307	\$33,000	Awarded
2 Large Buses	112319					
1 Large Bus	109540					
1 Large Bus	112479					
2 Non-Revenue Support Vehicles	111292	\$1,037,500	\$830,000	CMAQ-S (DERG)	\$830,000	Awarded
Maintenance KCG Parking Deck	111292					
Shop Maintenance Equipment	111292					
Transit Enhancements - Pedestrian Access	104392					
NEORide Fare Validation Equipment	111499	\$89,274	\$89,274	CMAQ-S (OTPPP)	\$89,274	Awarded
		\$2,168,024	\$1,752,274		\$1,752,274	
Operating-Related						
Preventive Maintenance	104390	\$1,040,218	\$800,000	STP-S (OTPPP)	\$800,000	Awarded
		\$1,040,218	\$800,000		\$800,000	
Planning						
Operational Planning	104388	\$75,000	\$0	N/A	\$0	N/A
		\$75,000	\$0		\$0	
2020 PARTA TOTALS		\$3,283,242	\$2,552,274		\$2,552,274	
TOTAL PROJECT COST		\$36,316,135	\$20,848,684		\$20,848,684	

FY 2021-2024 Transit Improvements

Project Priorities

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

Medina County Public Transit (MCPT) receives a small portion of Section 5307 funds for serving portions of the Wadsworth area. Wadsworth is in Medina County, and thus falls under the purview of NOACA, the MPO serving the greater Cleveland area. MCPT projects are programmed in the NOACA TIP. The fiscal constraint analyses for METRO and PARTA contained in this TIP take into consideration the urbanized area allocation of federal funds and the incongruous and variable nature of urbanized areas and consequent MPO boundaries. Further discussions of these issues are contained in the attached AMATS Funding Policy Guidelines, as well as the Memorandum of Understanding (MOU) with MCPT (AMATS Resolution 2012-22; December 13, 2012). Because of these boundary variations, Greater Cleveland RTA (GCRTA) also receives a small portion of Akron Urbanized Area funds.

In addition, the FTA Section 5339 Bus and Bus Facilities Formula Program provides capital assistance for new and replacement buses and related equipment and facilities. Presently, METRO and PARTA are the only transit operators utilizing Section 5339 funds from the Akron Urbanized Area's apportionment.

Programmed Transit Projects for FY 2021-2024

The FY 2021-2024 TIP includes capital, maintenance, planning, and operating expenditures for METRO and PARTA. As discussed above, the primary source of federal funding for capital and maintenance projects is the FTA Section 5307 Program. Capital projects may also be funded through the FTA Section 5339 Program. Operating expenditures are funded mainly through the respective county-wide sales taxes and farebox returns.

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

The tables labeled as 3-2 list all of the transit projects that are programmed for implementation for the FYs 2021 through 2024. A summary table follows. The FY TIP 2021-2024 includes \$40.6 million in federal funds for capital projects, and \$17.9 million in federal funds for preventive maintenance expenditures. No Section 5307 or 5339 funds are programmed for planning activities. Planning activities for both METRO and PARTA are presently being funded through local sources.

**Table 3-2 (METRO Regional Transit Authority)
Transit Improvements**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
METRO	30.09.00	Operating	104367			Exempt	Operating	2021					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2021					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2021	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2021			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Transit Buses	104363	20	Replacement	Exempt	Capital	2021	\$1,600,000	5307			\$400,000	Dedicated Local Tax	\$2,000,000
METRO	11.12.01	Large Transit Buses	104362	4	Replacement	Exempt	Capital	2021	\$1,800,000	5307 / 5339			\$450,000	Dedicated Local Tax	\$2,250,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2021	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2021	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2022					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2022					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2022	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2022			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Transit Buses	104363	20	Replacement	Exempt	Capital	2022	\$1,600,000	5307			\$400,000	Dedicated Local Tax	\$2,000,000
METRO	11.12.01	Large Transit Buses	104362	11	Replacement	Exempt	Capital	2022	\$4,900,000	5307 / 5339			\$1,200,000	Dedicated Local Tax	\$6,100,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2022	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2022	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	11.12.07	Commuter Buses	112221	2	Replacement	Exempt	Capital	2022	\$1,120,000	5307			\$280,000	Dedicated Local Tax	\$1,400,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2023					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2023					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2023	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2023			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Buses (LTVs) - <30'	104363	10	Replacement	Exempt	Capital	2023	\$800,000	5307			\$200,000	Dedicated Local Tax	\$1,000,000
METRO	11.12.01	Large Transit Buses	104362	13	Replacement	Exempt	Capital	2023	\$5,800,000	5307 / 5339			\$1,450,000	Dedicated Local Tax	\$7,250,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2023	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2023	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	11.12.07	Commuter Buses	112221	6	Replacement	Exempt	Capital	2023	\$3,360,000	5307			\$840,000	Dedicated Local Tax	\$4,200,000
METRO	11.12.01	Large Transit Buses - CNG	112270	3	Replacement	Exempt	Capital	2023	\$1,560,000	CMAQ			\$390,000	Dedicated Local Tax	\$1,950,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2024					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2024					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2024	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2024			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Buses (LTVs) - <30'	104363	18	Replacement	Exempt	Capital	2024	\$1,440,000	5307			\$360,000	Dedicated Local Tax	\$1,800,000
METRO	11.12.01	Large Transit Buses	104362	16	Replacement	Exempt	Capital	2024	\$7,040,000	5307 / 5339			\$1,760,000	Dedicated Local Tax	\$8,800,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2024	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2024	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	44.23.02	Bus Rapid Transit Feasibility Study	112487			Exempt	Planning	2024	\$80,000	STBG-A			\$20,000	Dedicated Local Tax	\$100,000
METRO	11.12.01	Large Transit Buses - CNG	112245	3	Replacement	Exempt	Capital	2024	\$1,260,000	CMAQ			\$315,000	Dedicated Local Tax	\$1,575,000
		TOTALS							\$49,720,000		\$8,700,000		\$257,780,000		\$316,200,000

**Table 3-2 (Portage Area Regional Transportation Authority)
Transit Improvements**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
PARTA	30.09.00	Operating	104393			Exempt	Operating	2021			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
PARTA	44.22.00	Planning	104395			Exempt	Planning	2021					\$65,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	104396			Exempt	Capital	2021	\$800,000	5307	\$230,000	UTP (GRF)			\$1,030,000
PARTA	11.12.04	Small Buses (LTVs) - <30'	104397	6	Replacement	Exempt	Capital	2021	\$312,000	5307			\$78,000	Dedicated Local Tax	\$390,000
PARTA	11.12.02	Large CNG Transit Buses - 35'	102992	2	Replacement	Exempt	Capital	2021	\$832,000	CMAQ			\$208,000	Dedicated Local Tax	\$1,040,000
PARTA	30.09.00	Operating	111771			Exempt	Operating	2022			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
PARTA	44.22.00	Planning	111772			Exempt	Planning	2022					\$65,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	111774			Exempt	Capital	2022	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
PARTA	11.12.15	Small Transit Vans	111781	6	Replacement	Exempt	Capital	2022	\$320,000	5339			\$80,000	Dedicated Local Tax	\$400,000
PARTA	11.12.02	Large CNG Transit Buses - 35'	111777	2	Replacement	Exempt	Capital	2022	\$920,000	CMAQ			\$230,000	Dedicated Local Tax	\$1,150,000
PARTA	30.09.00	Operating	111790			Exempt	Operating	2023			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
PARTA	44.22.00	Planning	111791			Exempt	Planning	2023					\$65,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	111792			Exempt	Capital	2023	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
PARTA	11.12.04	Small Buses (LTVs) - <30'	111794	3	Replacement	Exempt	Capital	2023	\$206,400	5307			\$51,600	Dedicated Local Tax	\$258,000
PARTA	11.12.15	Small Transit Vans	111795	4	Replacement	Exempt	Capital	2023	\$214,400	5339			\$53,600	Dedicated Local Tax	\$268,000
PARTA	11.92.05	Transit Enhancements - Pedestrian Access	111798			Exempt	Capital	2023	\$45,000	5307			\$11,250	Dedicated Local Tax	\$56,250
PARTA	11.12.02	Large Diesel Transit Buses - 35'	111799	2	Replacement	Exempt	Capital	2023	\$830,000	5307			\$207,500	Dedicated Local Tax	\$1,037,500
PARTA	30.09.00	Operating	111800			Exempt	Operating	2024			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
PARTA	44.22.00	Planning	111801			Exempt	Planning	2024					\$65,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	111802			Exempt	Capital	2024	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
PARTA	11.12.04	Small Buses (LTVs) - <30'	111803	5	Replacement	Exempt	Capital	2024	\$348,000	5339			\$87,000	Dedicated Local Tax	\$435,000
PARTA	11.12.02	Large Diesel Transit Buses - 35'	111805	2	Replacement	Exempt	Capital	2024	\$779,253	5307			\$194,813	Dedicated Local Tax	\$974,066
PARTA	11.12.01	Large Diesel Transit Buses - 40'	112244	2	Replacement	Exempt	Capital	2024	\$779,253	CMAQ			\$194,813	Dedicated Local Tax	\$974,066
		TOTALS							\$8,786,306		\$1,230,000		\$21,656,576		\$31,672,882

**Table 3-2 (Specialized Transportation Program)
FTA 5310 Enhanced Mobility for the Elderly and Disabled**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111808					2021	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111811					2022	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111814					2023	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111815					2024	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
		TOTALS							\$2,259,656		\$0		\$564,914		\$2,824,570

Federal funding estimates based on the allocation presented in the December 20, 2019, Federal Register for FY 2020.

Elderly and Disabled projects are competitively selected biennially by the AMATS Policy Committee. The RTAs and eligible social service agencies may apply for funds.

Table 3-2 (Summary)
Transit Projects Summary Sheet

METRO RTA
(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital ¹	Operating	Planning	Capital ²	Operating	Planning	Capital	Operating	Planning
2021	\$16,769	\$55,600	\$825	\$7,740	\$0	\$0	\$2,175	\$0	\$0	\$6,854	\$55,600	\$825
2022	\$22,019	\$55,600	\$825	\$11,960	\$0	\$0	\$2,175	\$0	\$0	\$7,884	\$55,600	\$825
2023	\$26,919	\$55,600	\$825	\$15,860	\$0	\$0	\$2,175	\$0	\$0	\$8,884	\$55,600	\$825
2024	\$24,694	\$55,600	\$925	\$14,080	\$0	\$80	\$2,175	\$0	\$0	\$8,439	\$55,600	\$845
Total	\$90,400	\$222,400	\$3,400	\$49,640	\$0	\$80	\$8,700	\$0	\$0	\$32,060	\$222,400	\$3,320

¹Figures shown in this column include Section 5307 Capital Funds programmed for subsidizing Preventive Maintenance expenses.

²State UTP funds are derived from state General Revenue Funds (GRF)

PARTA

(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital ¹	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2021	\$2,460	\$5,100	\$65	\$1,944	\$0	\$0	\$230	\$100	\$0	\$286	\$5,000	\$65
2022	\$2,550	\$5,100	\$65	\$2,040	\$0	\$0	\$200	\$100	\$0	\$310	\$5,000	\$65
2023	\$2,620	\$5,100	\$65	\$2,096	\$0	\$0	\$200	\$100	\$0	\$324	\$5,000	\$65
2024	\$3,383	\$5,100	\$65	\$2,707	\$0	\$80	\$200	\$100	\$0	\$477	\$5,000	\$65
Total	\$11,013	\$20,400	\$260	\$8,786	\$0	\$80	\$830	\$400	\$0	\$1,397	\$20,000	\$260

¹Figures shown in this column include Section 5307 Capital Funds programmed for subsidizing Preventive Maintenance expenses.

Specialized Transportation Program - Enhanced Mobility for the Elderly and Disabled

(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2021	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2022	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2023	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2024	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
Total	\$2,825	\$0	\$0	\$2,260	\$0	\$0	\$0	\$0	\$0	\$565	\$0	\$0

Fiscal Assessment

The FAST Act requires that the Transportation Improvement Program include a financial plan demonstrating that the TIP can be implemented with the financial resources that are expected to be available to the AMATS area. The development of this financial component is based on a comprehensive, cooperative and continuing planning process that involves ODOT, AMATS and area transit operators. Federal funding for transportation projects and programs are channeled through this planning process.

This chapter summarizes highway and transit revenues anticipated to be available and compares them to the estimated project costs for the FY 2021-2024 TIP. Highway cost information has been drawn from Table 2-3 in Chapter 2 and transit cost information has been drawn from Table 3-2 in Chapter 3. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are updated using ODOT cost inflation factors which account for year of expenditure dollars. Specifically, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

ODOT Allocated Funds

The majority of the projects listed in the highway portion of the TIP are financed through ODOT-managed funding sources. The fiscal constraint analysis for these projects are recorded in the Financial Analysis chapter of the State Transportation Improvement Program for FY 2021-2024 and also included in Table 4-1.

AMATS Allocated Funds

ODOT suballocates federal funding to AMATS for the STBG, CMAQ and TASA funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2021 through 2024. Per ODOT's guidance, it has been assumed that there will be no annual increase for the STBG and TASA funding programs. Revenue from the statewide CMAQ funding program is adequate to cover project costs in the AMATS area.

AMATS uses a competitive application process to award these funds to project sponsors as outlined in the Funding Policy Guidelines. It should be noted that these funds are not subject to an additional inflation factor because AMATS caps the amount of federal funds a project is to receive.

Table 4-1 compares forecasted annual revenues with expenditures for highway funding programs controlled by the AMATS Policy Committee (STBG and TASA) and the Ohio MPOs (Statewide CMAQ). Due to the nature of project programming and development, it can be seen that, in any particular year, project costs may exceed available revenue in a particular funding program. The resulting negative funding balance is corrected by trading available funds among funding programs.

The local match component is provided by the various local governments that have been awarded AMATS funds. Prior to being awarded these funds, local sponsors must pass specific legislation indicating that they have the capability and will provide the required local match in the year in which their project is scheduled.

The AMATS forecasted revenues, as shown in Table 4-1, and the aforementioned local match demonstrates the financial capability of covering the cost of project expenditures through AMATS funding programs as required by federal legislation.

Transit Allocated Funds

Funds for the FTA Section 5310 Enhanced Mobility for the Elderly and Disabled Program have been programmed in each year of the TIP based on estimates derived from the federal fiscal year 2020 allocations. Eligible agencies may apply for this funding as part of the Coordinated Public Transit / Human Services Transportation Plan process. The fiscal constraint analysis for Enhanced Mobility Program projects is recorded in the project listings in table 3-2. Projects are awarded biennially following the FTA publication of area allocations.

The forecast of FTA Section 5307 funds managed by AMATS is based on FTA's actual allocations for the program for federal FY 2020. Per ODOT's guidance, it has been assumed that there will be no increase in Section 5307 funds for FY 2021 through 2024. The forecast of Section 5339 funds is also based on FTA's allocations for FY 2020, and remains constant through the four-year TIP period. Both FTA programs are urban formula based capital programs generally used for bus replacement procurement and capitalized preventive maintenance.

Table 4-1 compares forecasted revenues for all federal funds with the federal cost of the transit projects listed in the TIP. No fiscal year is over-programmed.

Total TIP Revenues and Costs

Table 4-1 also summarizes the total estimated revenue amount available by funding source and year and compares it to all highway and transit projects programmed in the TIP. Based on these figures, it can be seen that in all cases projected federal, state and local revenues are adequate to cover project costs for the life of the TIP.

Table 4-1
AMATS Fiscal Constraint Analysis (FY 2021-2024)
Funding \$(000)

HIGHWAYS - Federal Highway Administration (FHWA)													
Funding Category	FY 2020	FY 2021			FY 2022			FY 2023			FY 2024		
	Carry Forward	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance
STBG	\$ 1,119,618	\$ 10,001,751	\$ 11,165,085	\$ 2,282,952	\$ 10,039,066	\$ 11,165,085	\$ 1,126,018	\$ 12,234,280	\$ 11,165,085	(\$ 1,069,196)	\$ 4,914,640	\$ 11,165,085	\$ 6,250,444
CMAQ	\$ 5,643,897	\$ 8,476,744	\$ 5,870,683	\$ 3,037,837	\$ 8,113,874	\$ 5,870,683	(\$ 2,243,191)	\$ 3,480,775	\$ 5,870,683	\$ 2,389,908	\$ 180,000	\$ 5,870,683	\$ 5,690,683
TASA	\$ 355,345	\$ 1,216,050	\$ 1,116,509	\$ 255,804	\$ 2,636,240	\$ 1,116,509	(\$ 1,519,731)	\$ 1,000,000	\$ 1,116,509	\$ 116,509	\$ 0	\$ 1,116,509	\$ 1,116,509
HIGHWAY TOTALS	\$ 7,118,860	\$ 19,694,545	\$ 18,152,277	\$ 1,542,267	\$ 20,789,180	\$ 18,152,277	(\$ 2,636,903)	\$ 16,715,055	\$ 18,152,277	\$ 1,437,222	\$ 5,094,640	\$ 18,152,277	\$ 13,057,637
PUBLIC TRANSPORTATION - Federal Transit Administration (FTA)													
Funding Category	FY 2020	FY 2021			FY 2022			FY 2023			FY 2024		
	Carry Forward	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance
FTA 5307	\$ 15,284	\$ 8,052	\$ 8,445	\$ 15,677	\$ 11,960	\$ 8,445	\$ 12,162	\$ 15,381	\$ 8,445	\$ 5,226	\$ 13,599	\$ 8,445	\$ 71
FTA 5310	\$ 565	\$ 1,130	\$ 565	\$ 0	\$ 0	\$ 565	\$ 565	\$ 1,130	\$ 565	\$ 0	\$ 0	\$ 565	\$ 565
FTA 5339	\$ 1,772	\$ 800	\$ 1,083	\$ 2,055	\$ 1,120	\$ 1,083	\$ 2,018	\$ 1,014	\$ 1,083	\$ 2,087	\$ 1,148	\$ 1,083	\$ 2,023
CMAQ (Flex)	\$ -	\$ 832	\$ 832	\$ 0	\$ 920	\$ 920	\$ 0	\$ 1,560	\$ 1,560	\$ 0	\$ 2,087	\$ 2,039	\$ 0
STBG (Flex)	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80	\$ 80	\$ 0
Total Federal			\$ 10,925			\$ 11,013			\$ 11,653			\$ 12,213	
<i>Funding Match</i>													
STATE	\$ -	\$ 2,505	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0
LOCAL	\$ -	\$ 68,771	\$ 68,771	\$ 0	\$ 69,825	\$ 69,825	\$ 0	\$ 70,839	\$ 70,839	\$ 0	\$ 70,567	\$ 70,567	\$ 0
TRANSIT TOTALS	\$ 82,090	\$ 82,090	\$ 93,127	\$ 11,037	\$ 86,300	\$ 94,327	\$ 8,027	\$ 92,400	\$ 96,621	\$ 4,221	\$ 89,908	\$ 97,467	\$ 7,559

ODOT and AMATS have collaborated on the project selection process for ODOT controlled funding and have confirmed the availability of adequate revenue.

Table 4-2A
Forecasted Revenues and Project Costs (FTA 5307)
 AMATS Funded Transit Improvements

FTA Section 5307 Urbanized Area Formula Grant Program					
	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
CARRYOVER BALANCE	\$ 15,283,847	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	
REVENUE					
FTA 5307 (A)	\$ 7,887,777	\$ 7,877,777	\$ 7,887,777	\$ 7,887,777	\$ 31,551,109
FTA 5307 (C)	\$ 557,282	\$ 557,282	\$ 557,282	\$ 557,282	\$ 2,229,128
TOTAL	\$ 23,728,906	\$ 24,121,965	\$ 5,225,625	\$ 13,670,684	\$ 33,780,237
PROJECT EXPENDITURES					
METRO	\$ 6,940,000	\$ 11,160,000	\$ 13,500,000	\$ 12,020,000	\$ 43,620,000
PARTA	\$ 1,112,000	\$ 800,000	\$ 1,881,400	\$ 1,579,253	\$ 5,372,653
TOTAL	\$ 8,052,000	\$ 11,960,000	\$ 15,381,400	\$ 13,599,253	\$ 48,992,653
ENDING YEAR BALANCE	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	\$ 71,431	

FTA 5307 (A) - Section 5307 Formula Grant Program (Akron Urbanized Area)
 FTA 5307 (C) - Section 5307 Formula Grant Program (Cleveland Urbanized Area)
 Projected Revenue based on FY 2020 Allocations

FTA Section 5307		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PROJECTED REVENUE	Estimated Carryover Balance					
METRO RTA	\$ 11,160,408	\$ 6,592,970	\$ 6,952,970	\$ 6,952,970	\$ 6,952,970	\$ 38,972,286
PARTA	\$ 4,123,440	\$ 1,492,090	\$ 1,492,090	\$ 1,492,090	\$ 1,492,090	\$ 10,091,798
		\$ 8,445,059	\$ 8,445,059	\$ 8,445,059	\$ 8,445,059	\$ 49,064,084

Table 4-2B
Forecasted Revenues and Project Costs (FTA 5339)
 AMATS Funded Transit Improvements

FTA Section 5339 Bus and Bus Facilities Formula Grant Program					
	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
CARRYOVER BALANCE	\$ 1,771,505	\$ 2,054,901	\$ 2,018,297	\$ 2,087,293	
REVENUE					
FTA 5339 (A)	\$ 1,012,016	\$ 1,012,016	\$ 1,012,016	\$ 1,012,016	\$ 4,048,064
FTA 5339 (C)	\$ 71,380	\$ 71,380	\$ 71,380	\$ 71,380	\$ 285,520
TOTAL	\$ 2,854,901	\$ 3,138,297	\$ 3,101,693	\$ 3,170,689	\$ 4,333,584
PROJECT EXPENDITURES					
METRO	\$ 6,940,000	\$ 11,160,000	\$ 13,500,000	\$ 12,020,000	\$ 43,620,000
PARTA	\$ 1,112,000	\$ 800,000	\$ 1,881,400	\$ 1,579,253	\$ 5,372,653
TOTAL	\$ 8,052,000	\$ 11,960,000	\$ 15,381,400	\$ 13,599,253	\$ 48,992,653
ENDING YEAR BALANCE	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	\$ 71,431	

FTA 5339 (A) - Section 5339 Formula Grant Program (Akron Urbanized Area)
 FTA 5339 (C) - Section 5339 Formula Grant Program (Cleveland Urbanized Area)
 Projected Revenue based on FY 2020 Allocations

FTA Section 5339		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PROJECTED REVENUE	Estimated Carryover Balance					
METRO RTA	\$ 1,592,585	\$ 899,359	\$ 899,359	\$ 899,359	\$ 899,359	\$ 5,190,021
PARTA	\$ 178,920	\$ 184,037	\$ 184,037	\$ 184,037	\$ 184,037	\$ 915,068
		\$ 1,083,396	\$ 1,083,396	\$ 1,083,396	\$ 1,083,396	\$ 6,105,089

Maintaining and Operating the Existing Transportation System

Through the TIP, the AMATS Policy Committee has made a commitment to maintain and operate the existing transportation system as well as provide for new capacity improvements. A total of \$993.1 million in highway and transit projects is listed in the four years of the TIP. Of this total, \$902.8 million are for projects designed for the maintenance and operation of the highway and public transportation systems.

Federal funds are not the only source of revenue for implementing transportation projects in the AMATS area. ODOT, municipalities, counties, townships and regional transit authorities also initiate transportation projects with funding received from other programs.

ODOT implements many transportation projects through state funding programs. ODOT, in an effort to emphasize the commitment being made to maintain the existing transportation system, has identified projects and the amount of funding set aside for various maintenance-type activities. These projects are included in Table 2-3.

Municipalities, counties, and townships also initiate transportation improvements with local funds. The major source of revenues for these projects is local permissive taxes, motor fuel taxes and license plate registration fees. The revenues received from these sources are used to plan, construct, reconstruct, repair and maintain highways and bridges as defined in the Ohio Revised Code. Another source of funding comes from the Ohio Public Works Commission, known as State Issue II funds, which focuses on repairing and maintaining local infrastructure. These sources of revenue provide approximately \$60 million annually for transportation improvements in the AMATS area.

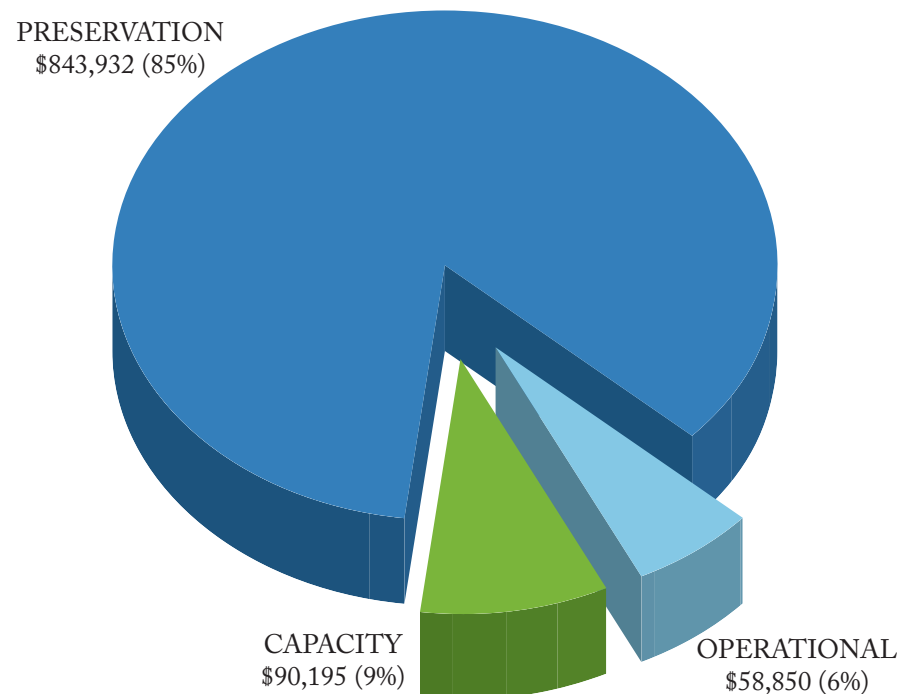
The services operated by the AMATS area's two transit authorities (METRO RTA and PARTA), and the services provided by agencies utilizing funds through the Coordinated Human Services Public Transportation Plan, are an important part of the region's transportation system. Their services provide basic mobility and an alternative to auto usage for many area residents. Thus, the maintenance and operation of the area's transit service is vital. All of the transit projects programmed in the TIP are related to either:

1. the continued operation of METRO's and PARTA's services,
2. the replacement of expended rolling stock and equipment,
3. the maintenance and rehabilitation of existing equipment, facilities, and rolling stock; or
4. the Coordinated Human Services Public Transportation Plan.

The total cost for all of these expenditures is \$350.7 million. These expenses are paid for by a combination of grants from the State of Ohio, local transit sales taxes, federal funds, passenger fare revenues and other local funds.

In summary, the AMATS area has demonstrated its financial commitment to maintaining and operating the existing transportation system. Approximately 91% of the funding allocated to transportation improvements in the AMATS area is directed in this manner. Table 5-1 demonstrates which funding sources and their amounts are being used to preserve/maintain, operate or expand the federal-aid highway, public transit and bike and pedestrian transportation systems.

2021-2024 TIP Expenditures by Type of Project



Capacity projects are those that add additional travel lanes to a highway. These are the most expensive projects to construct since they require more up front engineering and often involve right of way acquisition. However they only account for 9% of the

expenditures in the 2021-2024 TIP because there are only a couple projects that fall into this category.

Operational projects are those that improve the movement of traffic without adding more travel lanes. The improvement is usually achieved by updating traffic signals, adding turn lanes, and constructing roundabouts. These projects account for 6% of the expenditures in the TIP.

Preservation projects account for 85% of the expenditures in the TIP and are all the projects that do not fall into the other two project types. The majority of these projects are pavement resurfacing and reconstruction and bridge repairs.

Table 5-1
Funding Sources by Type of Project
FY 2021-2024
Funds \$(x1000)

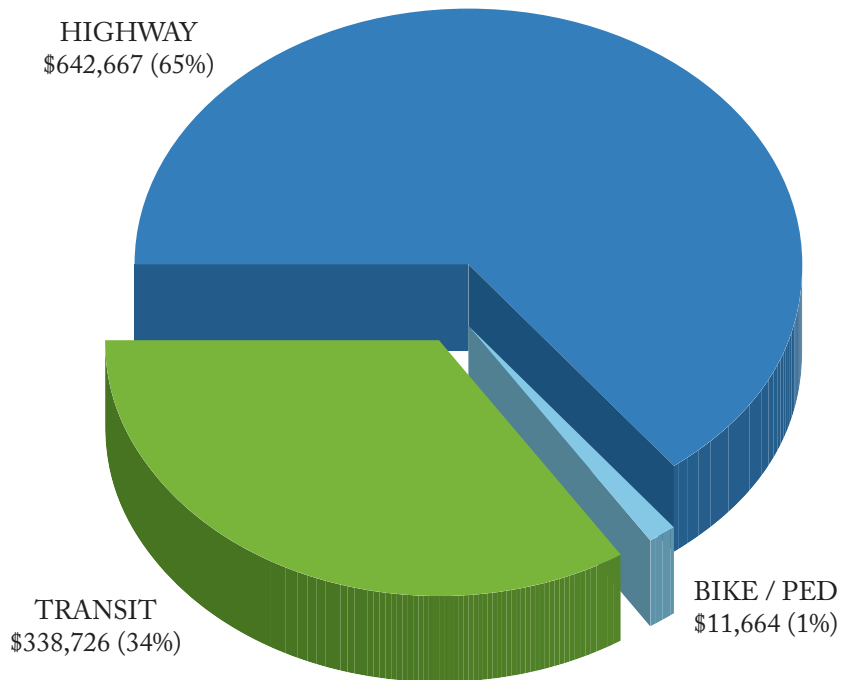
Funding Source	Preservation	Operational Improvements	Capacity or Expansion	Total
Federal-Aid Highways				
CMAQ	\$0	\$21,650	\$0	\$21,650
CEAO	\$0	\$2,820	\$0	\$2,820
HSIP	\$6,026	\$11,579	\$1,500	\$19,105
NHPP	\$341,691	\$0	\$52,000	\$393,691
NHS	\$0	\$0	\$0	\$0
STBG	\$16,624	\$10,518	\$4,395	\$31,537
TASA	\$0	\$0	\$0	\$0
OTHER FEDERAL	\$35,175	\$377	\$0	\$35,552
STATE	\$80,863	\$1,048	\$13,000	\$94,911
LOCAL	\$24,907	\$10,858	\$7,636	\$43,401
HIGHWAY TOTALS	\$505,286	\$58,850	\$78,531	\$642,667
Federal-Aid Public Transportation				
FTA 5307 - Urban Formula	\$33,780	\$0	\$0	\$33,780
	\$0	\$0	\$0	\$0
FTA 5310 - Specialized	\$2,260	\$0	\$0	\$2,260
FTA 5330 - Bus / Bus Facilities	\$4,334	\$0	\$0	\$4,334
CMAQ	\$5,351	\$0	\$0	\$5,351
STBG	\$0	\$0	\$80	\$80
STATE	\$9,930	\$0	\$0	\$9,930
LOCAL	\$282,991	\$0	\$0	\$282,991
TRANSIT TOTALS	\$338,646	\$0	\$80	\$338,726
Bicycle and Pedestrian				
TASA	\$0	\$0	\$5,252	\$5,252
LOCAL	\$0	\$0	\$6,412	\$6,412
BIKE / PED TOTALS	\$0	\$0	\$11,664	\$11,664
TIP Totals				
Federal	\$445,241	\$46,944	\$63,227	\$555,412
State	\$90,793	\$1,048	\$13,000	\$104,841
Local	\$307,898	\$10,858	\$14,048	\$332,804
GRAND TOTAL	\$843,932	\$58,850	\$90,275	\$993,057

Summary

Transportation improvements require substantial investments in time and resources. The AMATS Policy Committee has endorsed many highway, transit and bicycle/pedestrian projects which provide federal funding for maintaining the existing transportation system, as well as those improvements which will add new capacity. These projects are sponsored by local communities, transit operators and ODOT and are consistent with the “fix-it-first” priority of the AMATS Regional Transportation Plan.

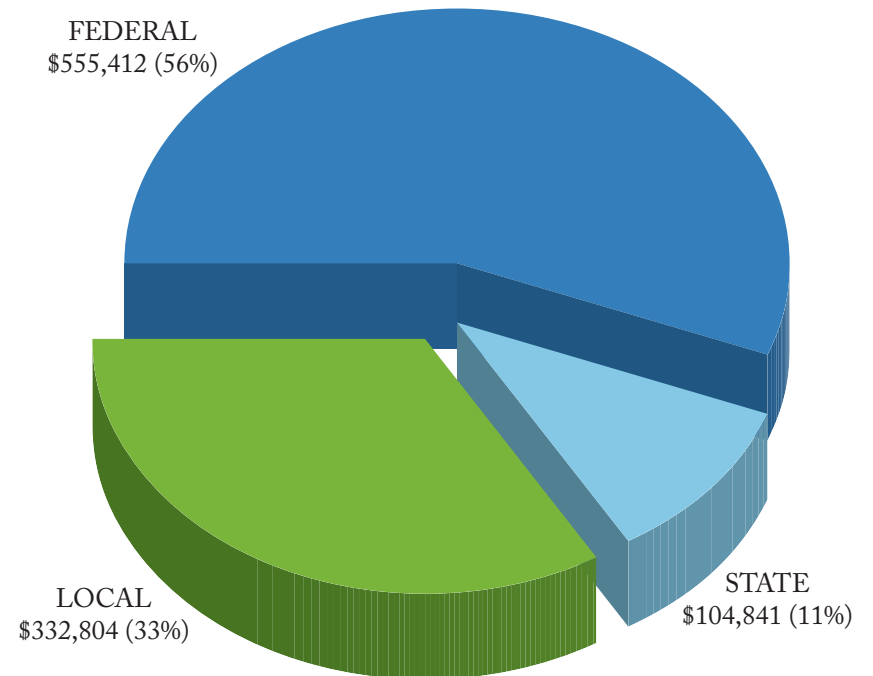
Highway, transit and bike and pedestrian projects requiring expenditures that total \$993.1 million have been programmed for fiscal years 2021 through 2024. The following pie chart shows this area’s financial commitment to the different modes of travel. Please note that some highway projects include bike and pedestrian type improvements as a component of the project.

2021-2024 TIP Expenditures by Mode of Travel



In the AMATS area, transportation projects are implemented not only with federal funds but also through local funding programs. Many of these local funding programs address maintenance type transportation improvements. Regional projects, which are usually larger and more complex in nature, are implemented with federal funding made available through action by the Policy Committee. The following pie chart depicts the total TIP expenditure by funding source.

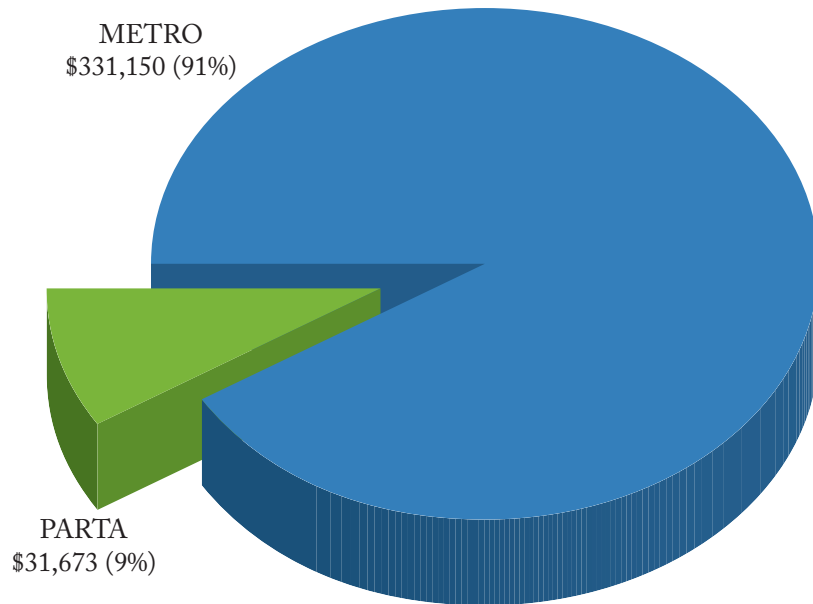
2021-2024 TIP Expenditures by Funding Source



Transit in the AMATS area receives a considerable amount of revenue (34%) during the life of the TIP with \$242.8 million for transit operations and \$107.9 million for transit capital, maintenance, and planning projects.

METRO RTA operates in Summit County and PARTA operates in Portage County. Total expenditures by transit operator can be seen below.

Transit Expenditures by Operator



Funding Policy Guidelines

FUNDING POLICY GUIDELINES

Revised June, 2019

Akron Metropolitan Area Transportation Study
 Suite 201
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 Akron, Ohio 44308

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

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

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SECTION 1

INTRODUCTION

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

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

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

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

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

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

SECTION 2

POLICY GUIDELINES

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

PROGRAM ADMINISTRATION

1. Responsibility – The Technical Advisory Committee is responsible for monitoring the federal funding programs attributable to AMATS and making recommendations to the Policy Committee.
2. Project Review Meetings – Quarterly project review meetings are scheduled to monitor the status of programmed projects. Project sponsors or their representative are required to attend.
3. Project Lockdown – Sponsors must have their associated project milestone dates finalized by December of each year for projects that are scheduled in the next fiscal year.
4. Reservoir Projects – A project that is scheduled in the fourth quarter (April to June) of a fiscal year may be assigned as a reservoir project. This means that the project may sell in either the current fiscal year or the first quarter (July to September) of the next fiscal year and not incur any adverse penalty. Regardless of which fiscal year the project sells in, the project's Plans, Specifications, and Estimate or PS&E package must still be submitted in the current fiscal year.
5. Funds Management – If a significant funding balance remains at the end of the current fiscal year, one or more of several options will be pursued to avoid a shortfall of funds. These options include but are not limited to moving reservoir projects as needed, applying funds to remaining projects in that year subject to the funding policy cap and a limit of a 15% increase, or trade/transfer funds with ODOT, County Engineers Association of Ohio, or another MPO.

If a shortfall in funds in one funding program is a concern, the funding source of one or more projects may be switched or split into two funding sources for items that are eligible for those funds.

AMATS receives suballocated funds at the discretion of ODOT and US DOT. If ODOT's or US DOT's current funding policy changes in regards to amount of funds suballocated or the elimination of a funding program, AMATS assumes no liability in funding projects that have been affected by these changes.

6. Fair Share Distribution – Several AMATS funding programs use equitable distribution of funds as an evaluation criterion. This criterion uses a target budget for each community in the AMATS area. The target budget is based on the community’s percent of the population compared to the total funds spent and programmed by AMATS since 1972. The community’s percent population for the target budget is calculated using the percent urban population from the 1980 and 1990 Census and total population from the 2000 and 2010 Census. AMATS’ funds programmed for a project in a community is attributed to the community regardless of project sponsor.

GENERAL PROJECT ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures, including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2018-17 (approved September 20, 2018).
3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.

If a project sponsor feels that their project can not wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.

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

5. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.

6. Ineligible Items – Preliminary engineering and plan development costs, including the development of right-of-way and construction plans are the responsibility of the project sponsor and are not eligible for AMATS funds (except for TASA projects).
7. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
8. Contiguous Projects – Project sponsors that have contiguous projects, such as a phase one and two, may combine their projects after the original approval for funding by AMATS. Combining of projects is subject to the availability of funds and approval by AMATS. AMATS funding for the combined project is not to exceed the sum of the individual project caps that were originally approved for funding.
9. Project Programming Package – Project sponsors must submit a Programming Package to ODOT within 45 days of notification of Policy Committee’s action to approve funding for the project. Failure to do so may result in cancellation of project.
10. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
11. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

SURFACE TRANSPORTATION BLOCK GRANT

Description

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

Eligibility

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

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

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

Program Policies

1. Federal Participation
 - a. The maximum federal share for projects under the STBG program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding for STBG projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
 - b. The local share for STBG projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.

3. Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
5. STBG Funding Cap – STBG projects have a combined right-of-way and construction cap of \$6,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$7,500,000. Any cost above this amount is the responsibility of the local sponsor.
6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
7. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.

If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

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

TRANSPORTATION ALTERNATIVES SET ASIDE

Description

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

Eligibility

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

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

Feasibility study must include the following:

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

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

Program Policies

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

and substantially widening it to accommodate multiple uses (ex. upgrading a 4 ft sidewalk to an 8 ft sidewalk to accommodate bicycle traffic)

5. Federal Participation

- a. The maximum federal share for projects under the TASA Program is 80% of total eligible project costs (excluding 100% local items). Federal funds are also capped at the approved amount shown in the current TIP.
- b. Federal funding participation for TASA projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.

6. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
- b. The local share for TASA projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning is not considered as local share.

7. Planning – The planning funding approved for a SRTS Plan is that Plan's funding cap. Any unused funds cannot be transferred to a SRTS Plan's recommended infrastructure project. Up to 10% of the annual TASA allocation may be set aside to fund SRTS District-wide Plans.

8. Preliminary Engineering – The preliminary engineering funding may be adjusted from the original amount approved as long as the project's total cap is not increased (see 11 below). Up to 25% of the annual TASA allocation may be set aside to fund preliminary engineering.

9. Right-of-Way

- a. The right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased (see 11 below).
- b. Right-of-way acquisition may be included only as a part of the cost for the entire project, not as a stand alone project.

10. Construction/Capital Purchases - the construction funding may be adjusted from the original amount approved for funding as long as the project's total cap is not increased (see 11 below).

11. TASA Funding Cap - TASA projects have a combined preliminary engineering, right-of-way and construction cap of \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. Any cost above this amount is the responsibility of the local sponsor.

12. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.

If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

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

AMATS RESURFACING PROGRAM

Description

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

Eligibility

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

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

Program Policies

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

- c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.
6. Local Participation
 - a. The minimum local share is 20% of total eligible costs (excluding 100% local items).
 - b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
 7. Right-of-Way – the right-of-way phase is not eligible for funding.
 8. Resurfacing Funding Cap – Resurfacing projects have a construction cap of \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. Any cost above this amount is the responsibility of the local sponsor.
 9. Project Delays – Funding for STBG projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
 10. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.

If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

11. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be

made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.

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

PAVEMENT REPAIR & SIDEWALK RAMP PROGRAM

Description:

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

In accordance with the Americans with Disabilities Act of 1990 (ADA), ODOT District 4 also requires that all sidewalk ramps within the project limits meet the current standards and be completed before or in conjunction with a resurfacing project that has been scheduled under the paving program. Municipalities are also responsible for all sidewalk ramps costs.

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

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

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component.

AMATS requires that all of its members have an ADA Transition Plan, and certify this as part of the project funding application process.

Eligibility

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

Program Policies

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

FTA URBANIZED AREA FORMULA (SECTION 5307) PROGRAM

Description

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

Eligibility

Grants under the Urbanized Area Formula Program are available to finance planning and capital projects. Capital projects include acquisition, construction, improvement, and maintenance of facilities and equipment for use in public transit. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul or rebuilding of buses, security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications and computer hardware and software. All preventive maintenance costs are considered capital costs.

Program Policies

1. Designated Recipients – Currently, the only designated recipients of Section 5307 funds in the AMATS area are METRO RTA in Summit County and PARTA in Portage County. Both METRO and PARTA receive the bulk of their Section 5307 funds from the Akron Urbanized Area's apportionment and receive smaller suballocations from the apportionment to the Cleveland Urbanized Area. Medina County Public Transit (MCPT) serves a portion of the Akron Urbanized Area, in and adjoining the Wadsworth area. As a result, MCPT will receive a portion of these formula funds as described in the Memorandum of Understanding signed in 2013 (AMATS Policy Resolution 2013-15; September 25, 2013). NOACA serves as the Metropolitan Planning Organization for MCPT.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5307 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region's Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.

3. Cleveland Urbanized Area Section 5307 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with the Section 5307 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5307 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the Section 5307 Program.

FTA ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310) PROGRAM

Description

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. Until fiscal year 2015, this competitive grant program was administered by the ODOT Office of Transit as the *Specialized Transportation Program*. However, MAP-21 made significant changes to this program. FTA Section 5310 funding will now be allocated directly to the metropolitan areas by formula, allowing for greater local control and decision-making. The Section 5310 program will now be administered by AMATS. METRO RTA and PARTA will serve as the designated recipients of program funds. See the FTA circular for program guidance.

To receive FTA Section 5310 funding, an area must develop and maintain a locally developed coordinated transportation plan, as mandated by federal guidance. Local projects must be consistent with the *AMATS Coordinated Public Transit – Human Services Transportation Plan* (Coordinated Plan), as well as the region’s Transit Asset Management (TAM) planning activities. The current Coordinated Plan was approved by the AMATS Policy Committee on May 10, 2018 (Resolution 2018-11).

Eligible Projects

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

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

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of Section 5310 funds. All subrecipients will receive their funds through METRO in Summit and Wayne Counties or PARTA in Portage County. The area’s *Program Management Plan* (PMP) describes the designated recipient’s policies and procedures for administering FTA Section 5310 funds. The PMP is part of the *AMATS Area*

Coordinated Public Transit – Human Services Transportation Plan. The PMP also describes the competitive selection process.

2. **Administrative Expenses Reimbursement** – Per the FTA Section 5310 program provisions, AMATS and/or the designated recipients may set aside up to 10% of total program funds for the reimbursement of administrative, planning and technical assistance expenses.
3. **Evaluation of Projects** – All projects must be competitively selected and consistent with the region’s Coordinated Plan. AMATS will develop and maintain evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements.

AMATS will evaluate and prioritize all projects, in keeping with the recommendations established within the Coordinated Plan and in consideration of the total funding available. Projects that are not consistent with the Coordinated Plan will not be scored or considered for funding. The AMATS Policy Committee will be responsible for final approval of the projects that receive Section 5310 funding.

4. **Program Funding Cap** – There is no funding cap for the FTA Section 5310 program.

FTA BUS AND BUS FACILITIES (SECTION 5339) PROGRAM

Description

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

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

Eligibility

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

Program Policies

1. **Designated Recipients** – As the AMATS region’s two operators of fixed-route bus service, METRO in Summit County, and PARTA in Portage County are the designated recipients for 5339 funding. Both METRO and PARTA receive the bulk of their Section 5339 funding from the Akron Urbanized Area’s apportionment, and may receive smaller suballocations from the apportionment to the Cleveland Urbanized Area.
2. **Evaluation of Projects** – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5339 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region’s Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. **Cleveland Urbanized Area Section 5339 Funds** – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.

Program Funding Cap – There is no funding cap for the FTA Section 5339 program.

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

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

DUTIES OF THE TECHNICAL ADVISORY COMMITTEE

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

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

DUTIES OF THE TAC TIP SUBCOMMITTEE

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

- a. Conduct quarterly project review meetings to monitor the status of projects selected for funding.
- b. Provide periodic TIP Status Reports to TAC. The report will include an update of project schedules, project costs and funding availability.
- c. Solicit project applications based on the availability of federal funds.
- d. Conduct a preliminary review of proposed projects.
- e. Review project applications, apply project criteria, and provide to the TAC a listing of project funding recommendations.
- f. Complete air quality conformity evaluations as needed.

Public Participation Plan



3P

Public Participation Plan

December 2018



3P Public Participation Plan



December 2018

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This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

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INTRODUCTION

This *Public Participation Plan* or "*3P*" seeks to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.

The *3P* ensures a continuing, comprehensive, and coordinated process among all area stakeholders while encouraging and providing opportunities for broad-based participation in the development and review of regional transportation plans, programs and policies. Through the *3P*, AMATS strives to engage the public at the earliest stages of transportation planning, especially those populations who are traditionally underserved or economically depressed such as limited-English proficiency, minority and low-income populations.

The *3P* reflects the realities of a changing society. AMATS seeks to foster an environment where the public feels that its insights not only matter, but are encouraged and welcomed. The *3P* is updated periodically to: reflect changes in local, state or federal legislation; adjust the plan to include new technologies; and to meet the needs of the community. The agency relies on the following guiding principles when updating the *3P*:

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

Because the agency relies on these principles, the *3P* allows the Greater Akron area to meet unforeseen changes creatively and forcefully.

Throughout the change occurring around us, there is an old transportation adage that still holds true: The journey of a thousand miles begins with a single step. Our agency actively pursues strategies to encourage the public to take their first steps in getting involved in their region's transportation planning process. AMATS provides many opportunities throughout this process for the public to participate and influence transportation policies.

There are several different ways to get involved with AMATS which are presented in *3P*, most notably our Citizens Involvement Committee. Please note that the public is by no means limited to the strategies detailed in these pages. The agency actively seeks new opportunities to exchange ideas with the public and welcomes ideas and suggestions on how to do so.

What is AMATS?

“AMATS” stands for the Akron Metropolitan Area Transportation Study. We are responsible for transportation planning within the Greater Akron area comprised of Portage and Summit counties and a portion of Wayne County. From highways to bikeways, from buses to trails, our agency plays a role in the planning of the major transportation projects within the area and the funding that makes them possible.

A Policy Committee, a Technical Advisory Committee (TAC), a Citizens Involvement Committee (CIC) and a staff are the official players that comprise AMATS with each suited to a particular role in the planning process. To learn more about each, read on.

“Planning is bringing the future into the present so that you can do something about it now.”

- Alan Lakein, author



AMATS COMMITTEES AND STAFF Each Player Has a Role - Even You!

Transportation planning in the Greater Akron area is accomplished through a cast of players. Like any ensemble cast, each player performs a unique role, but their roles are intertwined. The Policy Committee, Technical Advisory Committee (TAC), Citizens Involvement Committee (CIC) and agency staff are featured players in this cast, but - like any cast - they need feedback. The feedback that they need comes from you - the public - through your participation in the planning process.



As a member of the public, you are encouraged to participate in the planning process. AMATS strives to make the Greater Akron area’s transportation planning process as transparent and accessible as possible. The agency regularly:

- Posts timely notices about meeting dates and locations and meeting materials in advance on our website - amatsplanning.org.
- Provides podcasts of past meetings on our agency website and through our podcast subscription service.
- Schedules committee meetings in locations that are accessible for all citizens, including the disabled and transit dependent.

You are welcome to attend any of our committee meetings, all of which are open to the public. Below are descriptions regarding our committees and staff and how you may participate in the regional

Policy Committee

Currently, there are 45 voting members of the Policy Committee representing every community in the Greater Akron area. It is this body that decides how the area’s federal transportation dollars should be spent. The committee is composed of elected officials, county engineers, transit agencies and representatives from the Ohio Department of Transportation. Its members meet regularly six times a year to make funding decisions, discuss priorities and policies, and collaborate on regional issues.



The Policy Committee provides opportunities for the public to address the committee with the following guidelines:

- Anyone interested in making comments before the Policy Committee may do so during the public comment period at the beginning of the agenda.
- Public comments are limited to three minutes per person, but may be allowed more time by the Policy Committee chairperson.

- Organizations wishing to address the Policy Committee should select one representative to speak during the public comment period.
- Speakers will be asked to fill out an *Audience Participation Form* before addressing the Policy Committee (p. 22).
- Citizens may contact the AMATS staff at **330-375-2436** or by email at **amats@akronohio.gov** in advance to request time to speak, or may do so in person before the meeting with any AMATS staff member.

Technical Advisory Committee (TAC)

The TAC provides technical assistance to the Policy Committee throughout the planning process. The TAC is made up of planners and engineers representing communities, counties and transit providers across the Greater Akron area. The expertise of these members provides the Policy Committee with needed “nuts-and-bolts” insights regarding the area’s projects.

Citizens Involvement Committee (CIC)

The CIC is the forum through which the public may weigh in directly on transportation-related matters. Through its open-meeting format, CIC members may freely discuss issues with AMATS staff members and other players in the region’s planning process. The AMATS staff works closely with the CIC members to identify potential discussion topics and in the preparation of necessary meeting materials and the scheduling of guest speakers.

The committee meets six times a year and its membership is open to all who wish to participate. Regular meetings commence at **6:30 p.m.** and are usually held in the **Akron-Summit County Public Library** located at **60 South High Street** in downtown, which is centrally located and transit accessible in the Greater Akron area. Additional committee meetings may be scheduled by the CIC members if they so desire.

AMATS promotes CIC meetings through regularly scheduled advertisements with the Beacon Journal. Additional newspaper advertisements are occasionally purchased if deemed necessary by the staff given the regional significance of and public interest in particular agenda items and topics. The agency also promotes CIC meetings through email and social media campaigns to committee members, interested agencies and groups, and area media.



3P- Public Participation Plan

Staff

The AMATS staff assists all three committees and carries out the “day-to-day” administrative and technical work of the agency. The staff develops the area’s long-range *Regional Transportation Plan* (p. 16 - p. 17) and the four-year *Transportation Improvement Program (TIP)* (p. 18 - p. 19). The staff is a mix of engineers, planners and other professional disciplines.

While serving as a liaison between the public and the committees of AMATS, the staff ensures that public comment is considered throughout the region’s planning process. The staff welcomes verbal and written comments and strives to respond to concerns in a timely manner. You may contact the staff at **330-375-2436** or by email at **amats@akronohio.gov**. You may contact individual staff members directly by referencing the *Staff Directory* on the AMATS web site at amatsplanning.org. Written correspondence should be addressed to:

AMATS
161 S. High Street | Suite 201
Akron, Ohio 44308

As part of its duties to maintain the programs of AMATS, the staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Regional Transportation Plan* and the *TIP*, and various plan and *TIP* amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination. For the sake of transparency, the staff will present all changes to the *Regional Transportation Plan* and *TIP* to the AMATS Policy Committee regardless as to whether they are minor revisions, administrative changes or amendments. (The criteria used by the staff in making such determinations are presented in *Appendix A - Regional Transportation Plan* (p. 16 - p. 17) and *Appendix B - Transportation Improvement Program (TIP)* (p. 18 - p. 19) of the *3P*.)

If the staff determines that formal amendments to the *Regional Transportation Plan* or *TIP* are warranted, the staff will determine whether such changes constitute Minor or Major Amendments. Once such determinations are made by the staff, then the agency will pursue the appropriate public participation procedures specified in *Appendices A and B* of the *3P*.



3P- Public Participation Plan

ON THE WEB

Emerging technologies present AMATS with new opportunities to connect with the public. The Internet has created boundless opportunities for you and your friends to engage with our agency without the need to leave the comfort of your home.

Along with its two web sites - amatsplanning.org and switching-gears.org - AMATS uses web posting and social media sites such as Twitter, Facebook and YouTube to provide citizens with up-to-the-minute information. The agency also has expanded its practice of posting announcements, meeting information and news on community-oriented sites such as the Summit County Community Calendar, Zvents and other appropriate venues.

Below are some of the ways that AMATS harnesses the power of the Internet.

AMATSPANNING.ORG

AMATS routinely updates its website to make the site even more user-friendly. The agency is working to show you how your tax dollars are being spent in a clear, easy-to-understand format. Our web site includes an easy-to-use interactive *Transportation Improvement Program (TIP)*, which provides details about AMATS-funded projects and includes map images of *TIP* project locations.

Among the agency's goals for its site have been to make it easier to inform the public about events while providing opportunities for them to become more engaged and involved in the planning process. From the *Home* and *Meetings* pages, a visitor can check out dates and times for our next Policy Committee, Technical Advisory Committee (TAC), and Citizens Involvement Committee (CIC) meetings. A visitor can also view the most recent committee meeting packet, listen to an MP3 meeting podcast, or complete an *Audience Participation Form (p. 22)* to speak to the Policy Committee. Visitors will also find access to timely features under *What's New*, check out our Twitter feed, or search the entire site for a specific topic.

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. In the event that a member of the public believes that they are the victim of an alleged discriminatory practice by AMATS during the Greater Akron area's transportation planning process, our agency provides a *Nondiscrimination Complaint Form* on our agency website - amatsplanning.org. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

Additionally, our agency website - amatsplanning.org - includes a link to language interpretation software to assist those for whom English is not the first language. Using this link, visitors to our website can translate pages into other languages including Chinese, French and Spanish. The *AMATS Title VI - Program Procedures and Documentation Plan* outlines other steps to include limited-English proficient persons in the planning process.

SWITCHING-GEARS.ORG

This web site provides information to people on ways to take advantage of the Greater Akron area's trails and inform them on ways to utilize cycling as a means of transportation. Switching-Gears.org also has a calendar announcing organized bike rides and events in our region and an easy-to-use Bike User Map.



Social Media

Social media has fast become one of AMATS' most utilized tools for public outreach. The agency can interact with the public regarding transportation-related topics instantaneously. Below are some of the most popular media that AMATS uses on a regular basis.

- **Twitter** is a great online tool that lets you send messages to your followers in 280 characters or less. Stay up to date with the most relevant news in transportation and land use planning. Follow [@amatsplanning](https://twitter.com/amatsplanning) on Twitter to receive tweets about the latest transportation news.
- **Facebook** is a popular social media tool that is increasingly being used by agencies to reach new audiences and AMATS is no exception. The agency's Facebook page is updated frequently with our latest tweets and pictures of the region. It is also linked to the AMATS website where the public can get more information.
- **YouTube** is a social media site that allows users to post videos and share them with friends. Through its channel - **AMATSPanning** - the agency presents many special video features highlighting transportation topics. Topics range from meeting summaries to informative features.

"Social media is the ultimate equalizer. It gives a voice and a platform to anyone willing to engage."

- Amy Jo Martin, author, speaker, entrepreneur, and founder and CEO of Digital Royalty



NEW APPROACHES

AMATS continually seeks new approaches to engage the public throughout the transportation planning process. Below are descriptions of some of the newer strategies that our agency has embraced in recent years.



Public Empowerment

AMATS pursues innovative public *empowerment* strategies that present opportunities to challenge the public beyond mere dialogue. These strategies actively urge the public to tackle transportation issues directly through participation in unique events. Generally, these events entail a topic-specific activity geared to spur dialogue between participants and area policy makers. Following participation in a group endeavor, participants share their ideas and insights gained through firsthand experiences as to what can be done to improve accessibility and livability in a particular locale. Below are several examples used by the agency:

- **Active Transportation Conferences** - AMATS hosts conferences dedicated to transportation-related topics designed to provoke discussions between policy makers and the public. The intent of the conferences are to help communities address and identify needs that policymakers may have overlooked. These conferences are daylong events with featured speakers and breakout sessions.
- **Better Block** - Better Block encourages the public to take one neighborhood block at a time, start small, and actually *do* something. It could be setting up new temporary bike lanes; it could be makeshift street art or furniture; it could be a coffee shop, art gallery or beer garden for a brief period of time. These events help the public experience something new in their neighborhoods by letting them see it, live it and - perhaps most importantly - participate in actually *creating* it.
- **Bike-N-Brainstorms** - These events embark on a group bike ride along key corridors as an alternative way to get feedback about on-road biking. At the end of their ride, group members participate in a brainstorming session with agency personnel and local officials to share their ideas as to what can be done to improve bike travel within the area.
- **Jane's Walk** - Inspired by pioneering author and urban activist, Jane Jacobs, these events provide opportunities for people to engage in city planning by meeting and exploring cities through short walking tours. During these tours, participants discuss what can be done to make areas more pedestrian friendly.

The agency also welcomes invitations and suggestions from the public to participate and support community-oriented events benefitting the area's transportation systems.



3P - Public Participation Plan

Community Outreach

As part of its efforts to fashion a vibrant, livable Greater Akron area, AMATS frequently partners with various civic groups on a host of projects. Among the agency's past partners have been the Barberton Community Foundation, The Knight Foundation, Leadership Akron,



Speakers' Bureau

AMATS staff members are available by appointment to discuss technical and policy information with citizens and other interested parties during and outside of the agency's normal business hours. Staffers are also available by appointment to present technical and policy information to the public and to participate in a variety of forums such as panel discussions.

Individuals and groups can request a speaker by contacting AMATS at amats@akronohio.gov or at **330-375-2436**. Requests should be transmitted via the agency's public information coordinator.



Public Information

As part of our efforts to provide the region with a transparent planning process, AMATS goes beyond merely accommodating requests for public information - which we will gladly do! The agency disseminates all meeting materials one week prior to scheduled committee meeting dates via email and through postings on its web site - amatsplanning.org. The public is welcome to subscribe to these electronic mailings. All that's needed for a subscription to AMATS is a subscriber's name and their email address. Postal delivery of materials may be arranged by special request at no charge to recipients.

Many materials, such as our current and past reports, plans and studies are available for review and download on the agency web site. Please note that selected draft and interim materials may be available for viewing and downloading only for specified times, such as public comment periods.

Records of committee meetings are available in the form of minutes and MP3 podcasts on the agency website. AMATS will gladly forward pdf or printed versions of committee minutes to the public via email or postal delivery upon request. The agency also offers a podcast subscriber service in which committee recordings can be automatically downloaded to your computer as soon as they become available.

In addition, AMATS regularly distributes press releases and other information to Greater Akron area media regarding transportation-related events and developments. The agency also provides a free annual report and a semi-annual newsletter to committee members, the media, and subscribers. Other information and services such as traffic data, project status information, accident data and more are readily available on the agency website. The staff is available to answer questions regarding information that is not readily available on the site.

3P - Public Participation Plan

9

UNIQUE POPULATIONS

AMATS strives to involve low-income and minority groups in the public participation process for the Greater Akron area. The agency relies on the definitions of these populations provided by the United States Department of Transportation (USDOT) Order 5610.2(a) on Environmental Justice, contained in the *Federal Register* (May 2, 2012). “Low-Income” is defined as a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

A “Minority” is defined as a person who is:

- 1) Black (a person having origins in any of the black racial groups of Africa);
- 2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- 3) Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent);
- 4) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands; or
- 5) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition)

Using 2010 U.S. Census Bureau data, the agency recognizes where these groups are located within the region (*p. 13* and *p. 14*) and seeks their involvement throughout the planning process using a mix of outreach strategies involving advertisements, community groups, press releases, social media and other available means. The aforementioned *Public Empowerment* strategies, such as Better Block and Bike-N-Brainstorms, (*p. 8*) present valuable opportunities for the agency and members of these populations to coordinate, network and organize activities with direct participation and firsthand experiences given the targeted neighborhood scale of many of these events.

The region is also witnessing growth in its Asian and Hispanic populations. These populations have unique interests and needs which will contribute to and influence the area’s transportation policies and systems. AMATS recognizes this and strives to foster a dialogue with these and other diverse communities within the area. Recently, the agency has increased its outreach efforts to these populations by initiating a dialogue with various organizations including:

- the Akron Urban League
- Asian Services in Action, Inc.
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Torchbearers
- and other community and neighborhood groups

The agency actively pursues opportunities to collaborate on the development of transportation-related programs and projects with representatives of these populations. Each public process confronts the challenge of getting traditionally underrepresented populations involved in the planning process. These potentially underrepresented

populations may include youth of the community, persons with disabilities, senior persons and others who may be too busy or unable to attend public meetings.

Long an adherent to the spirit and wording of Title VI of the landmark Civil Rights Act of 1964, Executive Orders 12898 and 13166, and the Americans with Disabilities Act of 1990 (ADA), the agency will broaden and continue its outreach to the region’s many varied communities and populations. The passages below demonstrate that the agency recognizes the importance of these federal requirements throughout the regional planning process.

Title VI of the Civil Rights Act of 1964

Title 49 of the Code of Federal Regulations (49 CFR), Part 21 states that “no person in the United states shall on the grounds of race, color, or national origin be excluded from the participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance.” In May 2015, AMATS adopted a comprehensive *AMATS Title VI - Program Procedures and Documentation Plan*, which defines the agency’s program, procedures and means of documentation. AMATS employees are responsible for ensuring that the agency’s programs, policies, and services are developed, conducted and implemented without regard to a person’s race, color, national origin (including Limited English Proficiency), sex, disability, ancestry, religion, military status or age. Employees must ensure that ethnic minorities and low-income populations are not adversely impacted, and aim to achieve full participation by these groups in the agency’s programs, policies and activities.

AMATS’ Public Information Coordinator/Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

Executive Order 12898 - Federal Actions to address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Since the establishment of Title VI, Environmental Justice has been considered in local, state, and federal transportation projects. Additionally, Title 28 CFR Section 42.104 of Title VI and related statutes require federal agencies to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

“Where you see wrong or inequality or injustice, speak out, because this is your country. This is your democracy. Make it. Protect it. Pass it on.”
- Thurgood Marshall, U.S. Supreme Court Justice

Executive Order 13166 - Improving Access to Services for Patrons with Limited English Proficiency (LEP)

Executive Order 13166 requires federal agencies to examine the services that they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. This order also requires that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

To assist federal agencies in carrying out their LEP responsibilities, the U.S. Department of Justice has issued a Policy Guidance Document, *2002 LEP Guidance*. This document sets the compliance standards that recipients of federal financial assistance must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI's prohibition against national origin discrimination.

Appendix E - *Language Assistance Plan for Limited English Proficient Populations (p. 23 - p. 27)* details how AMATS meets the needs of LEP populations within the Greater Akron area and evaluates the effectiveness of its efforts.

Americans with Disabilities Act of 1990

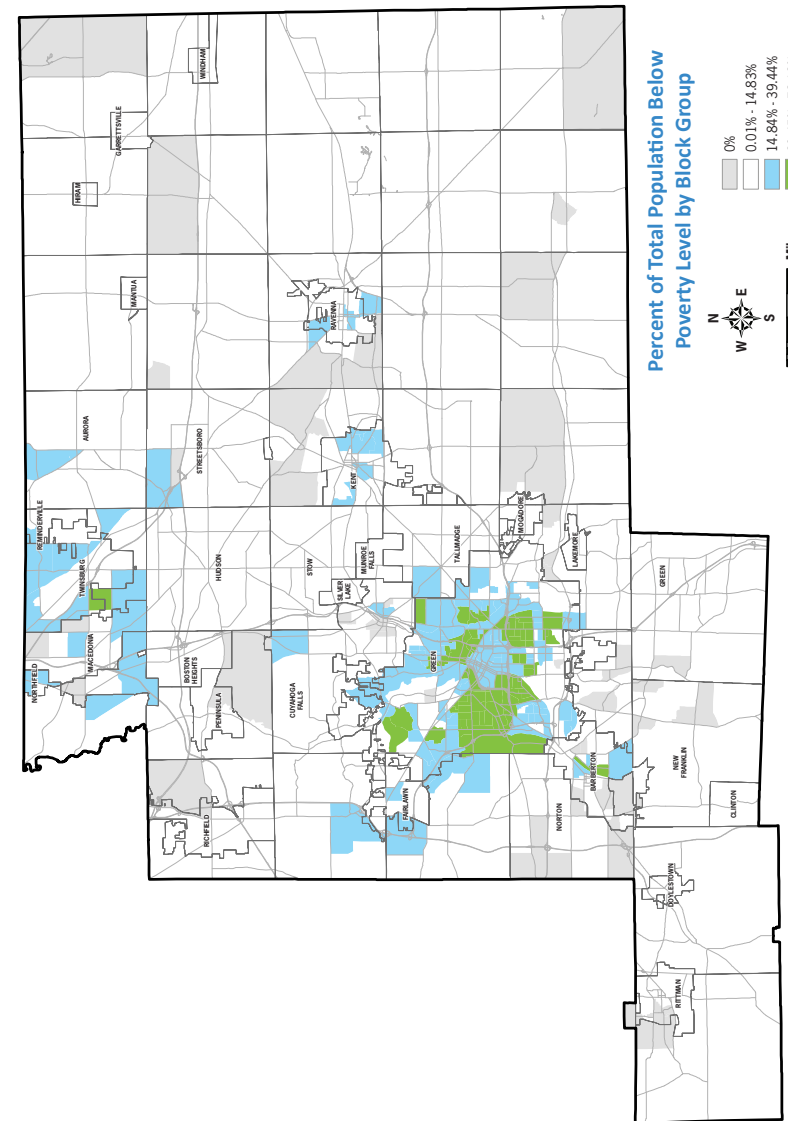
The agency prides itself on its ongoing efforts to meet and exceed the standards outlined in the Americans with Disabilities Act of 1990. AMATS will make every effort to arrange for translation, sign language and other special assistance at meetings for individuals with special needs who request them in a timely manner of at least three business days beforehand.

In addition, our agency website - amatsplanning.org - includes a link to language interpretation software to assist those for whom English is not the first language. *The AMATS Title VI - Program Procedures and Documentation Plan* outlines other steps to include limited-English proficient persons in the planning process.

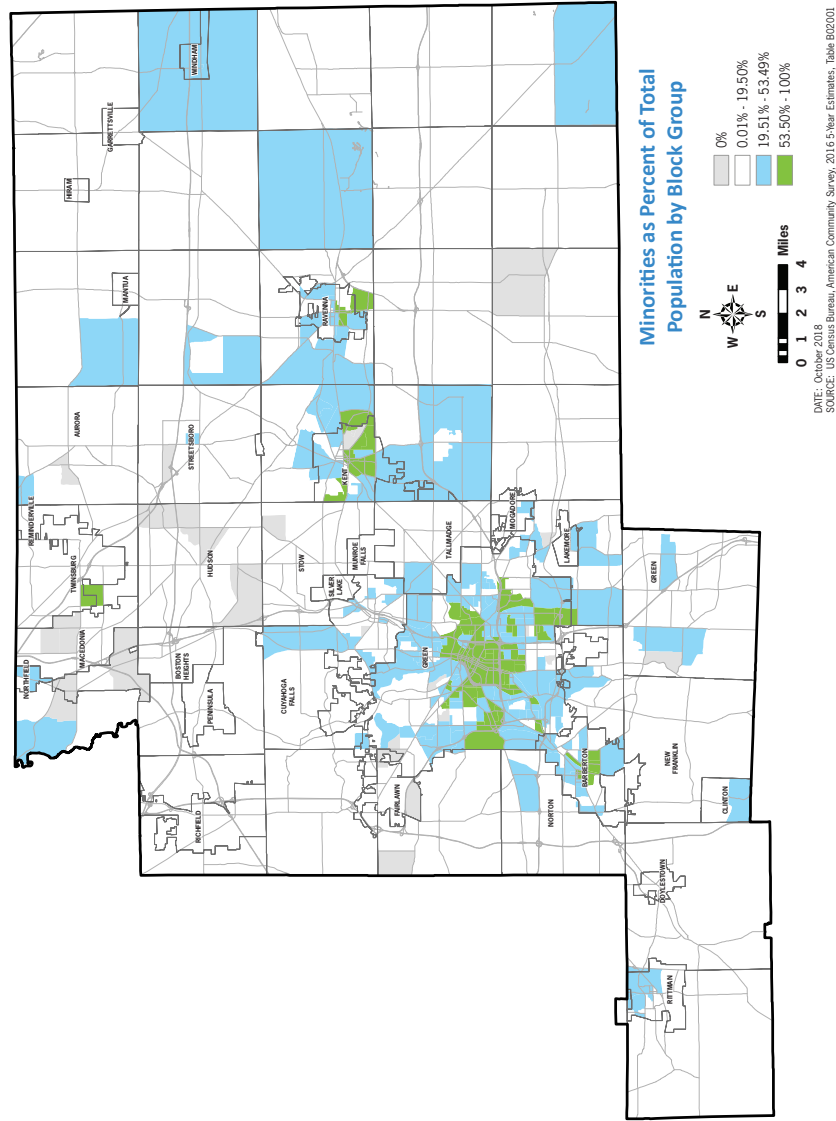


3P- Public Participation Plan

Low-Income Population



3P- Public Participation Plan



CONCLUSION

Our agency aims to be as open as possible when it come to sharing information and explaining why and how transportation decisions are made in the Greater Akron area.

Our *Public Participation Plan* or “3P” is intended to appeal to as many different interested people through a mix of opportunities and strategies both digital and personal.

AMATS will continue to explore new opportunities for public outreach as they become available. Outreach can be challenging and our agency is committed to receiving as much feedback as possible.

“Plans are nothing; planning is everything.”
- Dwight D. Eisenhower,
34th President of the United States



APPENDIX A

Regional Transportation Plan

A primary responsibility of AMATS is to prepare and maintain a long-term *Regional Transportation Plan* that meets the travel needs of the region. The *Regional Transportation Plan* creates a framework for the region's transportation system through the identification of needs and project recommendations. It also sets the direction for transportation decisions, policy and planning throughout the region.

Public participation is an integral part of preparing the *Regional Transportation Plan*. This is your chance for your voice to be heard! Comments received during the review of the Draft *Regional Transportation Plan* will be presented to the Policy Committee and other stakeholder planning agencies for consideration before final adoption of the *Regional Transportation Plan* by the Policy Committee.

Once a *Draft Regional Transportation Plan* has been created, AMATS will:

- Make copies of the draft available to the public at:
 - AMATS website - amatsplanning.org
 - AMATS office
- Tweet on [@amatsplanning](https://twitter.com/amatsplanning)
- Post on facebook.com/amatsplanning
- Schedule at least one public meeting for review and comment
- Place advertisements in newspapers including the *Akron Beacon Journal*, the *Record-Courier* and *The Reporter* and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the *Draft Regional Transportation Plan* and will actively pursue additional opportunities to do so.

Amending the Plan

Periodically, local or state officials request that the approved *Regional Transportation Plan* be modified, or that a project recommendation be added or dropped. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

Major Amendments

If the amendment involves a project recommendation that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the *Draft Regional Transportation Plan*.

Minor Amendments

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate *Meeting Packet* link and the *Get Involved* page of the agency website - amatsplanning.org - prior to Policy Committee action.

Administrative Modifications

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Regional Transportation Plan*, and various plan-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the *Regional Transportation Plan* to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the *Regional Transportation Plan* and will be posted on the website.

APPENDIX B

Transportation Improvement Program

The *Transportation Improvement Program (TIP)* is the Greater Akron area's four-year program of highway, public transit, and bicycle and pedestrian projects. It must be consistent with the *Regional Transportation Plan*. Through the *TIP* process, projects are scored and selected, providing funding for area transportation projects.

Public participation is necessary in the development of a sound *TIP* for the area. Comments generated during the review of the *Draft TIP* will be presented to the Policy Committee and other stakeholder planning agencies for consideration before adoption of the *Final TIP* document by the Policy Committee.

Once a *Draft TIP* has been created, AMATS will:

- Make copies of the draft available to the public at:
 - AMATS website - amatsplanning.org
 - AMATS office
- Tweet on [@amatsplanning](https://twitter.com/amatsplanning)
- Post on facebook.com/amatsplanning
- Schedule at least one public meeting for review and comment
- Place advertisements in newspapers including the *Akron Beacon Journal*, the *Record-Courier* and *The Reporter* and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the *Draft Regional Transportation Plan* and will actively pursue additional opportunities to do so.

Amending the TIP

Periodically, local or state officials request that a project in the approved *TIP* be modified or cancelled or that a new project be added. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

Major Amendments

If the amendment involves a project that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the *Draft TIP*.

Minor Amendments

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate *Meeting Packet* link and the *Get Involved* page of the agency website - amatsplanning.org - prior to Policy Committee action.

Administrative Modifications

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Transportation Improvement Program*, and various *TIP*-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the *TIP* to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the *TIP* and will be posted on the website.

Audience Participation Form



Audience Participation Form

The Policy Committee welcomes your comments.
Please keep these guidelines in mind:

- Please register by completing the application below.
- Public comments will be limited to three (3) minutes per person at the beginning of the meeting.
- Groups wishing to address the Policy Committee should select a representative to present the group's position.

Please submit this form to a staff member prior to the meeting.
Forms may also be completed online, faxed, or mailed.

Akron Metropolitan Area Transportation Study
806 CitiCenter | 145 S High Street | Akron, Ohio 44308
Phone: 330-375-2436 | Fax: 330-375-2275
Web: amatsplanning.org/get-involved/

Name: _____ Date: _____
Representing (optional): _____
Topic: _____
Address: _____
Telephone #: _____ Email: _____
Would you like to receive meeting material by email? Y N

APPENDIX E Language Assistance Plan for Limited English Proficient Populations

It is the policy of AMATS to provide meaningful access to all of its programs and services to all individuals, including those who are limited in English proficiency. AMATS recognizes that there are many individuals for whom English is not their primary language. Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited-English proficient or "LEP." These individuals are entitled to language assistance with respect to a particular type or service, benefit, or encounter. By definition, the term LEP refers to any person age 5 and older who reported speaking English less than "very well" as classified by the U.S. Census Bureau. The term "English proficient" refers to people who reported speaking English only or speaking English "very well" on their Census response form. If a respondent answered that they spoke English "well," then they would still be considered LEP.

According to the 2013 American Community Survey, 0.18 percent of the AMATS area population is unable to speak English. The U.S. Census Bureau – *American Fact Finder (2008-2012)* reports there are several languages spoken in the AMATS area. Some of these languages include Spanish, Russian, Chinese, Hmong, and Nepalese. Language for LEP individuals can be a barrier to: accessing important benefits or services; understanding and exercising important rights; complying with applicable responsibilities; and understanding other information provided by federally funded programs and activities.

Many individual federal programs, states, and localities have provisions requiring language services for LEP individuals. Federal laws applicable to language access include Title VI of the Civil Rights Act of 1964, as well as Title VI regulations, prohibiting discrimination based on national origin, and Executive Order 13166 issued in 2000 by then-President Bill Clinton. Executive Order 13166 is an order to federal agencies stating that people who are LEP should have meaningful access to federally conducted and federally funded programs and activities. This order requires federal agencies to examine the services that they provide, identify any need for services to those with limited-English proficiency, and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. It is expected that agency plans provide for such access consistent with the fundamental mission of the agency. Executive Order 13166 also requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

To assist federal agencies in carrying out these responsibilities, the U.S. Department of Justice has issued a Policy Guidance Document entitled, *Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency (LEP Guidance)*. This guidance sets forth the compliance standards that recipients of federal financial assistance such as AMATS must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin.

AMATS is committed to taking measures to assure that individuals are not excluded from participating in programs simply because they face challenges communicating in English. The purpose of the LEP Plan contained in *Appendix E* is to outline the steps that AMATS follows to provide language assistance for LEP persons seeking meaningful access to AMATS programs and services. For further discussion of the agency's LEP Plan, please consult the *AMATS Title VI - Program Procedures and Documentation* (May 2015). This document is available at amatsplanning.org.

Determining the Need

Recipients of federal funding and federal agencies are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. AMATS considers various factors in its pursuit to provide meaningful access to LEP communities and populations within the Greater Akron area. Following guidance from the U. S. Department of Transportation, four factors serve as the developmental foundation of this LEP Plan. These four factors and how the agency considers them are presented below:

1. The number or proportion of LEP persons eligible in the service area or likely to encounter an AMATS-funded program, activity or service.

This first factor is the basis of the agency’s LEP Plan. It requires AMATS to review U.S. Census data to determine if a language meets the LEP “Safe Harbor” Threshold. The agency determines the Safe Harbor Threshold by initially analyzing LEP demographic data for two to three of the largest identified language groups other than English within the Greater Akron area. The threshold is then calculated by dividing the population estimate for a language group that “Speaks English not well, or not at all” by the total population of the county. The LEP Safe Harbor Threshold provision stipulates that for each LEP group that meets the LEP language threshold (5 percent or 1,000 individuals, whichever is less) AMATS must provide translation of vital documents in written format for the non-English users. Examples of written translation of vital documents include the *AMATS Title VI - Program Procedures and Documentation Plan* and/or public notices, Title VI Complaint Procedures and Title VI Complaint Forms.

According to data from the U.S. Census Bureau, 5.5 percent of the population of the Greater Akron area speak a language other than English at home. AMATS recognizes that this percentage is likely to increase in the future given current demographic trends.

**Language Spoken At Home
(U.S. Census 2012-2016 American Community Survey)***

	Number	Percentage
Only English	646,025	94.5%
Spanish	7,343	1.1%
Other Indo-European	15,395	2.3%
Asian/Pacific Island Language	9,612	1.4%
Other	5,061	0.7%
Total	683,436	100.0%

* - Based on the U.S. Census Bureau’s American Community Survey’s 2016 five-year estimates (2012-2016) for “Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over.” Table B16004

2. The Frequency with which LEP individuals come into contact with an AMATS-funded program.

LEP persons are persons identified as speaking English less than very well, not well or not at all. Just because a person speaks a language other than English doesn’t mean they don’t speak English or are identified as LEP. AMATS and its contractors, if relevant, will be trained on what to do when they encounter a person that

speaks English less than well. AMATS or its contractor will track the number of encounters and consider making adjustments as needed to its outreach efforts to ensure meaningful access to all persons and specifically to LEP and minority populations of AMATS’ programs and services.

AMATS maintains records of public meetings and phone inquiries in order to assess the frequency with which staff has possibly been in contact with LEP persons. AMATS staff has no record of receiving a request for an interpreter nor has there been any request for translated documents to the agency in its capacity as the Greater Akron area’s federally designated metropolitan planning organization.

3. The nature and importance of the program, activity or service provided by AMATS to the LEP population.

AMATS understands that an LEP person with language barrier challenges also faces difficulties obtaining health care, education or access to employment. A transportation system is a key link to connecting LEP persons to these essential services. AMATS has identified activities and services which would have serious consequences to individuals if language barriers prevented access to information or the benefits of those programs. The activities and services include providing emergency evacuation instructions in our facilities and providing information to the public on security awareness or emergency preparedness.

AMATS’ assessment of what programs, activities and services that are most critical include contact with community organizations that serve LEP persons, as well as contact with LEP persons themselves to obtain information on the importance of the modes or the types of services that are provided to the LEP populations.

It should be noted that AMATS does not provide any actual transportation services beyond its participation with statewide partners in the contract for Gohio Commute, a carpool matching web site. As the Greater Akron area’s federally designated metropolitan planning organization, the agency is responsible for the federal transportation funding that reaches communities within its region and for ensuring that there is public participation in how that funding is spent.

4. The resources available to AMATS and overall costs to provide LEP assistance.

Translation of all AMATS plans and materials is limited due to cost restrictions. Further, the LEP population in the region is not necessarily of a significant proportion to warrant such expenses. The agency does provide translation services for information and items posted on its website - amatsplanning.org. The agency will provide translation services at AMATS-hosted events in situations deemed appropriate and necessary by the staff or in those situations where a request for such assistance is relayed to the staff in a timely manner of at least three business days beforehand.

Although AMATS does not have a separate budget for LEP outreach, the agency will continue to work with the city of Akron and the Greater Akron area’s transit providers - METRO RTA of Summit County and the Portage Area Regional Transportation Authority (PARTA) - to implement low cost methods of reaching LEP persons. For example, the city of Akron has a Spanish speaking person on staff, as do METRO RTA and PARTA. These resources ensure that AMATS can provide assistance to LEP Spanish-speaking persons, if needed. In addition, AMATS and our transit providers work with local advocacy groups to reach LEP populations.

With due consideration of the aforementioned four factors, the AMATS LEP Plan for the 3P, is outlined below:

LEP Implementation Plan

AMATS will strive to accommodate those members of the public who are LEP. If an LEP individual or someone on their behalf should contact AMATS for assistance, the agency staff will take the name and contact information of the person in need of assistance. The staff will work with available interpreter/translator services to assist LEP individuals in their understanding of the transportation planning process. The staff shall promote the availability of LEP assistance upon timely request by LEP individuals through various available media prior to public meetings, comment periods and public empowerment events.

For those with limited-English proficiency, the AMATS website - amatsplanning.org - makes translations available of all of its pages. An automatic translation button allows the AMATS website to be made accessible in Chinese, French and Spanish with the potential for additional languages in the future.

Outreach programs, particularly in the area of bicycle and pedestrian safety education, include the distribution of educational material. The production of multilingual publications and documents and/or interpretation at meetings/events will be provided to the degree that funding permits and based on current laws and regulations. Educational material, e.g., safety brochures, provided free-of-charge from various entities, such as the National Highway Traffic Safety Administration, will be ordered and distributed at AMATS public participation events. When available, copies of brochures, pamphlets, and similar documents, in other languages will be secured and distributed at events which are held throughout the Greater Akron area.

Citizen involvement with AMATS and/or its three committees is voluntary. AMATS provides ample opportunities for the public to comment on the use of federal funds throughout the regional planning process and specifically during development of the four-year *Transportation Improvement Program (TIP)* and the long-range *Regional Transportation Plan*.

With the recognition that transportation projects impact all residents, AMATS strives to encourage an understanding of the process and promote opportunities to comment.

Monitoring and Updating the LEP Plan

The staff, in concert with the Citizens Involvement Committee (CIC), monitors the implementation of the agency's LEP Plan. The CIC meets regularly and invites anyone with an interest in regional planning to participate in their meetings and activities.

The AMATS LEP Plan is designed to be a living document that can be updated easily. Updates will examine all plan components, including:

- How to identify persons who may need language assistance.

- Examine past records from past meetings and events for requests for language assistance in order to anticipate possible need for assistance at upcoming meetings, i.e., a tracking system.
- Review to determine staff training needs.
- Address all completed *Nondiscrimination Complaint Forms* received by the staff. This form is available on the agency website - amatsplanning.org. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

AMATS will post this LEP Plan and related materials on its website at amatsplanning.org. Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access, will be able to access the plan. Printed copies will be made available upon request.

Any questions or comments regarding this LEP Plan should be directed to:

AMATS
161 S. High Street / Suite 201
Akron, Ohio 44308

Telephone - 330-375-2436
Fax - 330-375-2275
E-Mail - amats@akronohio.gov

Air Quality Analysis

AIR QUALITY ANALYSIS

C-1

Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for AMATS' *Transportation Improvement Program FY 2021-2024* and *AMATS Transportation Outlook 2040 Plan Amendment*.

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

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

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

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

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

Before analysis began an interagency consultation call took place on October 31, 2019 and on February 4, 2020. The notes from this call are listed beginning on page C-8.

Methodology

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

The ozone-related portion of this air quality analysis has to demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain area. The budgets for the 2015 ozone standard are from the 2008 SIP, which were set on January 6, 2017. The budgets for the 2008

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ozone standard are from the 1997 SIP and were set on March 19, 2013. The ozone analysis is shown in **Tables 1 and 2**.

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

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In May 2015, forecasted variables were approved as inputs to the model. In January 2020, AMATS updated its travel demand model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

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

In order to determine mobile source impacts on regional ozone and PM_{2.5} levels, all non-exempt (in keeping with 40 CFR 93) TIP projects have been coded into the travel demand model for the analysis years of 2021, 2030, and 2040 for ozone and 2022, 2030, and 2040 for PM_{2.5}. The projects coded in each network are listed in Exhibit C-1 through C-4. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES2014a. The output from MOVES2014a includes VOC and NO_x for ozone and direct PM_{2.5} and NO_x for PM_{2.5}.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM_{2.5} non-attainment area. The conformity analysis results for the entire region are available for public comment at the April 2, 2020 Transportation Improvement Program public meeting.

Results

Table 1 shows the results of the MOVES2014a analysis for the 2015 8-Hour ozone standard for the Cleveland-Akron-Lorain non-attainment area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 1
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2015 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
TOTALS	25.31	30.80	13.99	10.34
Nitrogen oxides (NO _x) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
TOTALS	34.34	43.82	16.19	11.68

Table 2 shows the results of the MOVES2014a analysis for the 2008 8-Hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 2
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2008 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
Ashtabula County	1.26		0.58	0.54
TOTAL	26.57	30.80	14.57	10.88
Nitrogen oxides (NO _x) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
Ashtabula County	1.87		0.84	0.72
TOTAL	36.21	43.82	17.03	12.40

Table 3 shows the results of the MOVES2014a analysis for the Cleveland-Akron-Lorain PM_{2.5} maintenance area. This analysis must show that direct PM_{2.5} and NO_x emissions from mobile sources will not exceed those found in the 2022 budget. Table 2 confirms emissions do not exceed the budgets for both direct PM_{2.5} and NO_x.

TABLE 3
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Direct PM _{2.5} Emissions (Annual Tons)				
PM _{2.5} 2006 Standard Test	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		343.76	264.33	224.07
AMATS		133.88	108.62	108.04
Ashtabula County		2.19	1.68	1.68
TOTALS	880.89	479.83	374.63	333.79
Nitrogen oxides (NOx) Precursor (Annual Tons)				
	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		9,977.68	5,457.77	3,787.06
AMATS		2,736.88	1,872.30	1,664.22
Ashtabula County		50.33	35.26	32.81
TOTALS	17,263.65	12,764.89	7,365.33	5,484.09

TABLE 4
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Attainment status: 2012 Annual PM_{2.5} Standard – maintenance area (80 FR 2205 / January 14, 2015)
 SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM_{2.5} MVEB
 Geography: Cuyahoga and Lorain County, OH *Summit and Portage Counties are in attainment
 Conformity Tests: 2012 SIP Maintenance Plan tests
 Analysis Years: 2022 PM_{2.5} Budget year
 2030 Interim and PM_{2.5} Budget year
 2040 Plan(s) horizon year

Direct PM _{2.5} Emissions (Annual Tons)					
PM _{2.5} 2012 Standard Test	2022 Budget	2022 Emissions	2030 Budget	2030 Emissions	2040 Emissions
Direct PM _{2.5}	406.79	243.93	270.57	192.28	162.50
NOx	9,432.04	7,093.52	4,907.54	3,721.28	2,561.28

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

<http://www.epa.gov/air/ozonepollution/> (general ozone information)
<http://www.epa.gov/ttn/haaqs/ozone/ozonetech/> (technical ozone information)
<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)
<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)
http://www.epa.gov/ttn/haaqs/standards/pm/s_pm_index.html (technical particulate matter information)

EXHIBIT C-1
2021 NETWORK

The 2021 Network includes all existing facilities plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	NORTON - Weber Dr to I-76	Median turn lane
Evans Ave	AKRON - CSX Rail Line	RR Grade separation
Massillon Rd (SR 241)	GREEN - Raber Rd to SR 619	Widen to 5 lanes, Improve Safety
SR 91	TWINSBURG - North of Glenwood Blvd to Cuyahoga County Line	Widen to 4 lanes and roundabout at Meadowood/Ethan
Tallmadge Ave (SR 261)	AKRON - N. Main St to SR 8	Road diet and realign Dayton

Note: All of these projects are assumed 2021 for ozone; however for PM_{2.5} they would move to 2022.

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

I-76	AKRON - US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
I-77	SPRINGFIELD TWP/AKRON - Arlington Rd to I-277	Widen to 8 lanes and interchange modifications from MOT

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EXHIBIT C-2
2022 NETWORK

The 2022 Network includes those projects in the 2021 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	COPLEY TWP/FAIRLAWN - I-77 to Bywood Ave	Widen to 4 lanes and roundabout
I-76/US224	BARBERTON - State Rd/Wooster Rd Interchanges and widening	Reconfigure Interchanges and widen I-76 to 3 lanes
SR 14	STREETSBORO - Portage Pointe to Diagonal Rd	Median turn lane
Tallmadge Rd	BRIMFIELD TWP - At I-76 Interchange	Reconfigure Interchange

Note: All of these projects are assumed 2022 for PM2.5; however they would move to 2030 for ozone.

Please note the following location was added to 2022, 2030, and 2040 networks as a plan amendment to be approved May 2020

SR 8/I-77	AKRON - US 224 to Carroll St	Add an additional lane in each direction
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EXHIBIT C-3
2030 NETWORK

The 2030 Network includes those projects in the 2022 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Arlington Rd	GREEN - Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements
E Main St	KENT - Main/SR 59/Willow to Horning	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
I-76/I-77	AKRON - Central Interchange	Reconfigure Interchange
I-77	BATH TWP/RICHFIELD/RICHFIELD TWP - Ghent Rd to Cuyahoga County Line	Widen to 6 lanes
Massillon Rd (SR 241)	GREEN - At Corporate Woods Circle	Roundabout
Massillon Rd (SR 241)	GREEN - At Boettler Rd/Franks Pkwy	Roundabout
N Main St	AKRON - north of Y-bridge to north corp limit	Road diet, complete streets
SR 8	AKRON - Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation

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EXHIBIT C-4
2040 NETWORK

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

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Darrow Rd (SR 91)	TWINSBURG - At I-480 Interchange	Reconfigure Interchange
Howe Rd	CUYAHOGA FALLS - At SR 8 Interchange	Reconfigure Interchange
Kent Rd (SR 59)	STOW - At Darrow Rd (SR 91)	Additional capacity, operational improvements, traffic study, enhance transit
Oviatt St	HUDSON - SR 91 to Ravenna Rd	Add a Bypass
Town Park Blvd	GREEN - Massillon Rd to Wise Rd	New Roadway
Town Park Blvd	GREEN - Lauby Rd to Wise Rd	New Roadway

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**FY2021-2024 Transportation Improvement Program (TIP)
Air Quality Conformity Interagency Consultation Conference Call Minutes**

Present: Akron Metropolitan Area Transportation Study (AMATS)
Erie County Regional Planning Commission (ERPC)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Federal Highway Administration, Ohio Division (FHWA)
Ohio Department of Transportation, Statewide Planning (ODOT)
Ohio Environmental Protection Agency (Ohio EPA)
United States Environmental Protection Agency (U.S. EPA)

Logistics: October 31, 2019, 2:00 p.m., Conference Call

Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their FY2021-2024 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs), for which the horizon year is 2040.

Discussion

- The IAC call began at 2:00 p.m.
- All parties agreed on the geographic scope of the analysis, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit), and Ashtabula County
 - Ashtabula County not included in the nonattainment area for the 2015 ozone National Ambient Air Quality Standard (NAAQS), but it is part of the maintenance area for the 2008 NAAQS
 - All eight counties part of maintenance area for 2006 fine particulate matter (PM_{2.5}) NAAQS, but only Cuyahoga and Lorain are part of maintenance area for 2012 PM_{2.5} NAAQS
- Parties agreed on the applicable conformity tests and budgets
 - Ohio has not completed the State Implementation Plan (SIP) for the 2015 ozone
 - Based on U.S. EPA guidance, the MPOs will use the 2008 ozone budgets to analyze both the 2008 and 2015 ozone NAAQS
 - MPOs will use the budgets for the 2006 and 2012 PM_{2.5} NAAQS for those analyses
- Parties settled upon the analysis years
 - NOACA recommended the following analysis years
 - Ozone: 2021 (attainment year for the 2015 NAAQS), 2030 (budget year for 2008 NAAQS), and 2040 (horizon year for LRTP)
 - 2006 PM_{2.5} NAAQS: 2022 (budget year), 2030 (interim year), and 2040 (horizon year)
 - 2012 PM_{2.5} NAAQS: 2022 (budget year), 2030 (budget year), and 2040 (horizon year)
 - All parties agreed that these are the appropriate analysis years

- Parties confirmed the geographic division for the analysis
 - NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
 - ODOT and AMATS would work together to run the analysis for Portage and Summit Counties
 - ODOT will also do the additional analysis for Ashtabula County
 - NOACA asked if ODOT will continue to do the post-processing for the NOACA region, and both agencies agreed to this
 - NOACA added that once post-processing is completed, ODOT will provide the final emissions totals to NOACA, and it will complete the conformity documentation
- U.S. EPA confirmed that MOVES2014a is the version of record, and the MPOs/ODOT will use it to complete the emissions modeling
- There was a discussion about the networks for the analysis
 - NOACA noted that it is processing two ODOT sponsored major rehabilitation projects along IR-77 and IR-90 through its project review. The projects are currently scoped as major rehabilitation projects for construction in 2021 and 2024, respectively.
 - ODOT is evaluating the feasibility of incorporating hard shoulder running into each project. Based on NOACA's review of the guidance, if hard shoulder running is determined to be feasible and is incorporated into the project scopes, the projects will have to be analyzed for air quality conformity impacts.
 - This would trigger another conformity analysis if they are amended to the TIP later on
 - ODOT proposed conducting further research and holding additional discussions to determine whether or not they would be exempt; however, they will not be analyzed until next year, regardless
 - NOACA and ODOT agreed to proceed with the conformity analysis, as planned, and table this issue until later on
 - AMATS and ODOT explained that they are finalizing their travel demand model, and it will not be validated until around Thanksgiving (week of November 25, 2019)
 - NOACA explained the tight timeline for the conformity determination, given the need to get approval from the NOACA Board of Directors at their March 13, 2020 meeting
 - MPOs and ODOT need to complete emissions modeling mid-January, at the latest
 - ODOT proposed that AMATS use its existing model in order to stick to this timeline, and all parties agreed
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval
- NOACA explained that it needs to get approval from its Board of Directors at its March 13, 2020 meeting
 - This is earlier than previous TIPs, when NOACA had gotten approval at the June Board meeting

- In order to meet this timeline, NOACA needs to get a recommendation for approval from its Planning and Programming Committee at its January 2020 meeting
- AMATS, and ERPC will pass resolutions to adopt the conformity determination after NOACA
 - ODOT advised AMATS and/or ERPC to wait until April or May to approve the conformity determination in order to abide by the public involvement process for the State TIP (STIP), which ends on April 10
 - AMATS indicated they can get approval from their Technical Advisory and Policy Committees on May 14
 - ERPC stated they can either get approval from their Technical Advisory and Policy Committees on April 23 or May 21, as appropriate
 - NOACA added that it will have its Board of Directors approve a draft TIP at its March meeting, pending major comments from the public
 - If there are major comments, NOACA would need to get approval on the revised, final TIP at the June Board of Directors meeting
 - All parties agreed to this process
- NOACA asked U.S. EPA about whether the Lake Michigan Air Directors Consortium (LADCO) had made progress on updating the model inputs for MOVES. U.S. EPA indicated they were not sure of the status of that update but would inquire
- The IAC call concluded at 2:30 p.m.

Table 1. FY2021-2024 TIP Conformity Determination Timeline

Organization	Activity	Date(s)
NOACA	Public Involvement Process	January 10-April 10
NOACA	Planning & Programming Committee Meeting	January 17
NOACA	Board of Directors Meeting	March 13
NOACA	Board of Directors Meeting (if necessary to approve changes based on major comments)	June 12
AMATS	Public Involvement Process	In accordance with AMATS PI process
AMATS	Technical Advisory & Policy Committee Meetings	May 14
ERPC	Public Involvement Process	In accordance with ERPC PI process
ERPC	Technical Advisory & Policy Committee Meetings	April 23 or May 21
ODOT	STIP Public Involvement Process	March 30-April 10
ODOT	Final S/TIPs Due (ODOT, MPOs, RTPs to post final S/TIPs to ODOT STIP extranet)	April 30
ODOT	S/TIPs Submitted to USDOT (USDOT 45 day review period. Approval anticipated July 1)	May 1
U.S. DOT	Approved S/TIPs Posted to Web	July 1

**FY2021-2024 Transportation Improvement Program (TIP)
Air Quality Conformity Interagency Consultation Conference Call Minutes
Including AMATS 2040 Plan Amendment**

Present: Curtis Baker – AMATS
Phyllis Jividen – AMATS
Dave Pulay – AMATS
Amy Prater – AMATS
Carrie Whitaker – ERPC
Tim Kovach – NOACA
Nino Brunello – ODOT Central Office
Dave Moore – ODOT Central Office
Lauren Phillis – ODOT District 4
Steve Rebillot – ODOT District 4

Logistics: February 4, 2020, 1:30 p.m., Conference Call

Purpose

This interagency consultation call was held to clarify what conformity determination and documentation would be needed to include a minor revision to the AMATS 2040 Regional Transportation Plan.

Discussion

- The interagency consultation call began at 1:30 p.m.
- Dave Moore described that recently ODOT District 4 decided to add a capacity adding alternative to PID 102329; which would be a minor revision to the AMATS 2040 Regional Transportation Plan. The project would basically add an additional through lane in each direction on IR 77 from US 224/IR 277 to SR 8 and SR 8 from IR 77 to Perkins St in Akron.
- A new air quality conformity determination is required to include this project alternative so that the project could sell in FY 2021.
- After much discussion, it was decided that the project will be included in the AMATS 2021-2024 TIP air quality conformity determination and that the AMATS 2040 Regional Transportation Plan will be revised to include this minor revision.
- All parties agreed that the analysis years and geographic division previously determined on the last interagency call (October 31, 2019) would remain as agreed upon:
 - 2021, 2030, 2040 for Ozone
 - 2022, 2030, 2040 for PM_{2.5}
- MOVES2014a is still the version of record, and the MPOs/ODOT will use it to complete the emissions modeling.
- ODOT District 4 agreed to send out slides of the proposed improvements to use for public involvement components.
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval.

- AMATS plans to take the project slides to their March 11th Policy committee meeting for review. Then, AMATS will take the 2021-2024 TIP, including air quality conformity determination, and plan amendment to their May 14th Policy committee meeting.
- NOACA plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their March 13th Board of Directors meeting.
 - NOACA stipulated that approvals may be delayed until their June 12th Board of Directors meeting if significant changes need to be made to their TIP based on public comment.
- ERPC plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their May 21st Policy Committee meeting
- The interagency consultation call concluded approximately 2:00 p.m.

After the meeting an email was sent to all participants as well as FHWA, EPA, and OEPA. FTA was accidentally omitted but later added by FHWA. All four agencies not on the call concurred via email with the approach outlined in the meeting. Email concurrences are shown below including date and time information.

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Sent: Wednesday, February 05, 2020 11:42 AM
To: Prater, Amy <APrater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino Brunello <Nino.Brunello@dot.ohio.gov> <Nino.Brunello@dot.ohio.gov>; Lauren Phillis <Lauren.Phillis@dot.ohio.gov> <Lauren.Phillis@dot.ohio.gov>; Steve Rebillot <Steve.Rebillot@dot.ohio.gov> <Steve.Rebillot@dot.ohio.gov>; Paul Braun <paul.braun@epa.ohio.gov> <paul.braun@epa.ohio.gov>; Maietta, Anthony <maietta.anthony@epa.gov> <maietta.anthony@epa.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov> <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov> <Noel.Mehlo@dot.gov>
Subject: RE: Updated AQ Conformity Determination conference call minutes

All,

I have contacted US EPA, OEPA and FTA (you forgot to include Mark Kane on the e-mail below) and they are going to let me know if they concur with this approach or if they feel they need a call. If they do not need a call, I would add text to the meeting summary to the effect that "the other agencies concurred via e-mail with the approach outlined in the meeting."

In the future, please include all the agencies that should be on an IAC call so we can all be on the same page together and can document, in good faith, the outcomes of the meeting.

FHWA concurs with the outlined approach. Below is FTA's concurrence. Thanks. -Carmen

Carmen M. Stemen
 Carmen M. Stemen, MUP
 Planning and Environment Specialist
 FHWA Ohio Division
 200 N. High St., Rm. 328
 Columbus, OH 43215
 (614) 280-6848

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Wednesday, February 5, 2020 12:30 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Subject: RE: [External]RE: Updated AQ Conformity Determination conference call minutes

Hi Carmen,

FTA concurs with the approach.

Thanks.

Mark

Mark Kane
 Community Planner
 Federal Transit Administration
 200 West Adams Street, Suite 320
 Chicago, IL 60606
 312.353.1552

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Wednesday, February 5, 2020 1:13 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>; Prater, Amy <APrater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino Brunello <Nino.Brunello@dot.ohio.gov> <Nino.Brunello@dot.ohio.gov>; Dave Moore <Dave.Moore1@dot.ohio.gov> <Dave.Moore1@dot.ohio.gov>; Lauren Phillis <Lauren.Phillis@dot.ohio.gov> <Lauren.Phillis@dot.ohio.gov>; Steve Rebillot <Steve.Rebillot@dot.ohio.gov> <Steve.Rebillot@dot.ohio.gov>; Paul Braun <paul.braun@epa.ohio.gov> <paul.braun@epa.ohio.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov> <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov> <Noel.Mehlo@dot.gov>
Subject: RE: Updated AQ Conformity Determination conference call minutes

Thanks Carmen,

EPA is ok with this approach but as a reminder to everyone the full Cleveland/Akron/Erie IAC list is in the Ohio SIP (I've attached the relevant appendix to this email) and the group consists of:

Environmental Justice Analysis

Appendix D

ENVIRONMENTAL JUSTICE ANALYSIS

D - 1

APPENDIX D

ENVIRONMENTAL JUSTICE ANALYSIS

INTRODUCTION

According to the Goals and Objectives of the AMATS Regional Transportation Plan, *Transportation Outlook*, the transportation system should reflect and support the values and planning objectives of area communities and neighborhoods by ensuring that the planning process is conducted in conformance with Title VI of the Civil Rights Act of 1964 and the environmental justice requirements of Presidential Executive Order #12898 of 1994.

The United States Environmental Protection Agency (EPA) Office of Environmental Justice defines environmental justice as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

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

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

According to Presidential Executive Order #12898, disproportionately high and adverse effects are those that will be predominately borne by minority or low-income groups; or those which will be suffered by minority and low-income groups in a manner that is appreciably more severe or greater in magnitude than those which will be suffered by non-minority and non-low-income groups.

In keeping with the environmental justice requirements that the recipients of federal funds make greater efforts to involve low-income and minority populations in the decision-making process, the public involvement activities conducted by AMATS ensure that low-income, minority

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

The purpose of environmental justice principles and procedures is to improve all levels of transportation decision making. This approach hopes to:

- make better transportation decisions that meet the needs of all people;
- design transportation facilities that fit more harmoniously into communities;
- enhance the public-involvement process; and provide minority and low-income populations with opportunities to learn about and improve transportation
- improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations;
- cooperate with other public and private programs on a continuous basis in order to achieve a comprehensive vision for communities;
- avoid disproportionately high and adverse impacts on minority and low-income populations; and
- minimize or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Current efforts to support environmental justice are a consequence of Title VI of the Civil Rights Act as amended, and subsequent statutes, executive orders and federal and state guidance to promote and enforce non-discrimination and the fair distribution of benefits and burdens associated with federal programs, policies and activities. Both Title VI and environmental justice aim to ensure full and fair participation and integration of the public into the planning process. The Federal Transit Administration's (FTA) most recent release of guidance found in Circular 4703.1 (August 2012) reiterates the federal government's long-standing principles of environmental justice:

- To avoid, minimize, and mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

METHODOLOGY

In addition to involving low-income and minority populations in the planning process, environmental justice also means assessing the impact of transportation plans, programs, and policies on low-income and minority populations. In order to accomplish this, the following questions must be considered:

- What are low-income and minority populations?
- How should these populations be identified?
- Which environmental impacts should be considered?
- What are the potential impacts of recommended projects on low-income and minority populations?
- What is the overall level of accessibility in low-income and minority neighborhoods?
- What is the overall level of investment in transportation infrastructure in areas with above average concentrations of minority and low-income populations?

Definitions

According to the latest United States Department of Transportation (USDOT) *Order 5610.2(a) on Environmental Justice*, contained in the *Federal Register* (May 2, 2012):

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

Minority is defined as a person who is: 1) Black (a person having origins in any of the black racial groups of Africa); 2) Hispanic or Latin (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); 3) Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent); 4) American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; or 5) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). *Minority population* means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed project, program, policy or activity.

Adverse effects is defined as the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a

community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of US DOT programs, policies, or activities.

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that is predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Programs, policies, and/or activities mean all projects, programs, policies, and activities that affect human health or the environment, and which are undertaken or approved by the US DOT. These include, but are not limited to, permits, licenses, and financial assistance provided by the US DOT. Interrelated projects within a system may be considered to be a single project, program, policy or activity for purposes of this Order. *Regulations* and *guidance* refer to regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by the US DOT.

Identifying Concentrations of Low-Income and Minority Population

Although low-income and minority persons live throughout the AMATS area, many are concentrated in specific locations and neighborhoods. The following methodology was used to identify above average concentrations of low-income and minority groups:

- Concentrations of low-income population were identified by comparing the percentage of the population at or below the poverty level in each Census block group to the percentage of the population in the entire AMATS area. The data used in this analysis were obtained from the 2017 American Community Survey (ACS) 5-year estimates. Census block groups with a percentage of population considered low-income that were at least the regional rate of 25.50% were considered to be above average concentrations of low-income populations. These Census block groups are shown on Map D-1.
- Concentrations of minority population were identified by comparing the percentage of minorities living in each Census block group to the percentage of such persons living in the entire AMATS area. The data used in this analysis were obtained from the 2017 American Community Survey (ACS) 5-year estimates. Census block groups with a percentage of minorities that were at least the regional rate of 35.66% were considered to be above average concentrations of minority population. These census block groups are shown on Map D-2.

Environmental Impacts

According to the U.S. Department of Transportation, adverse impacts are defined as significant individual or cumulative negative human health or environmental effects, resulting from the implementation of federal, state, or local transportation policies, plans, or projects.

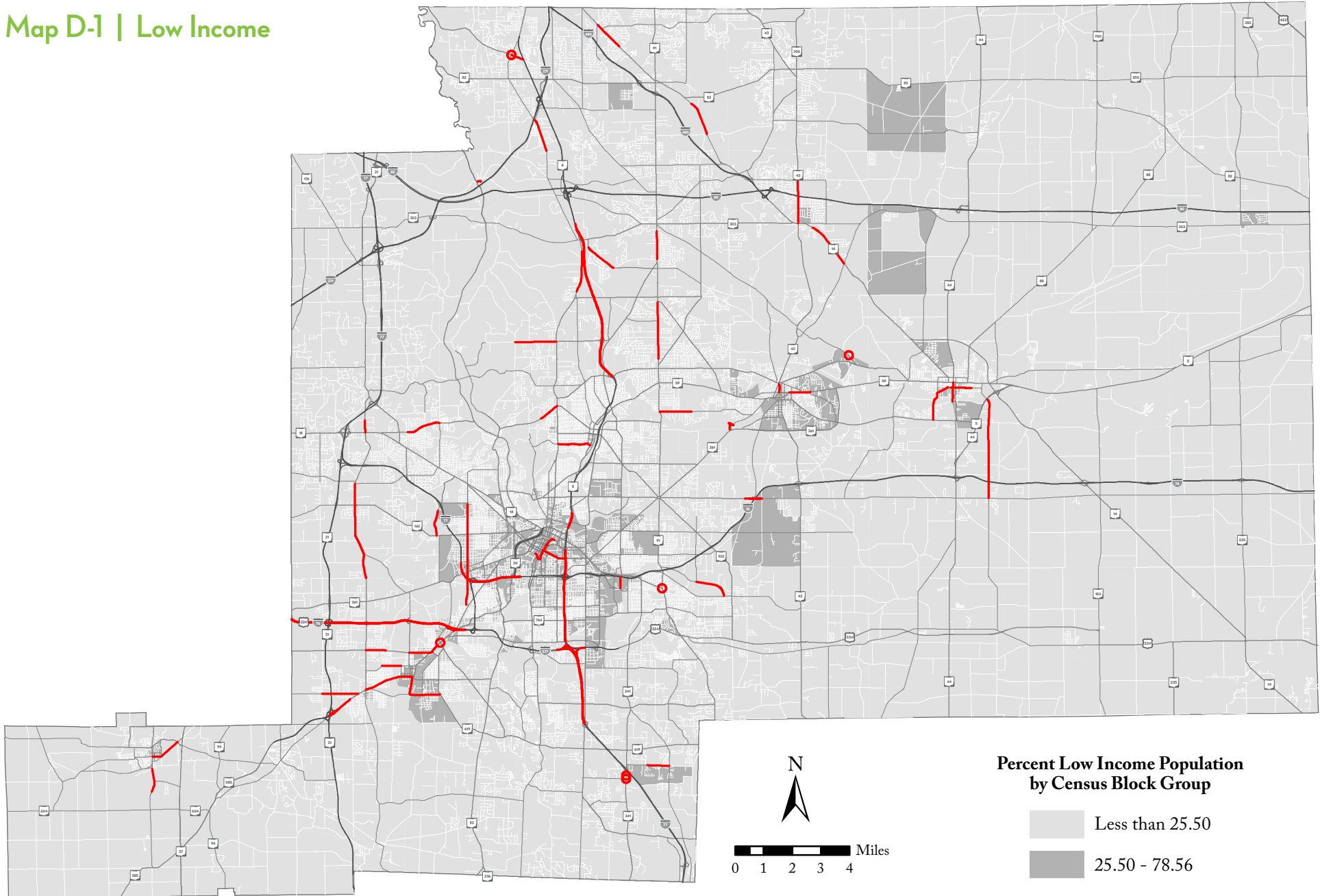
By reviewing environmental justice guidance developed by ODOT, the following ten variables have been identified as a means of qualitatively evaluating the environmental impacts of projects in the AMATS Fiscal Year 2021-2024 Transportation Improvement Program (TIP) that are located in low-income or minority areas:

- 1) *Safety* - How will the project affect the relative safety of those using the facility and living in the target area?
- 2) *Pollution* - How will the project affect the overall air quality, water quality, noise level or soil quality of the target area?
- 3) *Natural Resources* - How will the project affect vegetation, streams, parks or other aspects of the natural environment in the target area?
- 4) *Aesthetics* - How will the project affect the appearance and physical attractiveness of the target area?
- 5) *Community Cohesion* - How will the project affect the identity and cohesiveness of the target area?
- 6) *Economic Vitality* - How will the project affect the economic health of the target area?
- 7) *Accessibility* - How will the project affect the level of access to, or from, the target area?
- 8) *Displacement of Businesses or Residents* - How will the project affect businesses, residents and institutions in the target area? Will it displace any of them?
- 9) *Traffic Congestion* - How will the project affect existing levels of traffic congestion?
- 10) *Equal Access to Improvement* - Will the overall benefits of the project be as available to residents of the target area as they will be to the region as a whole?

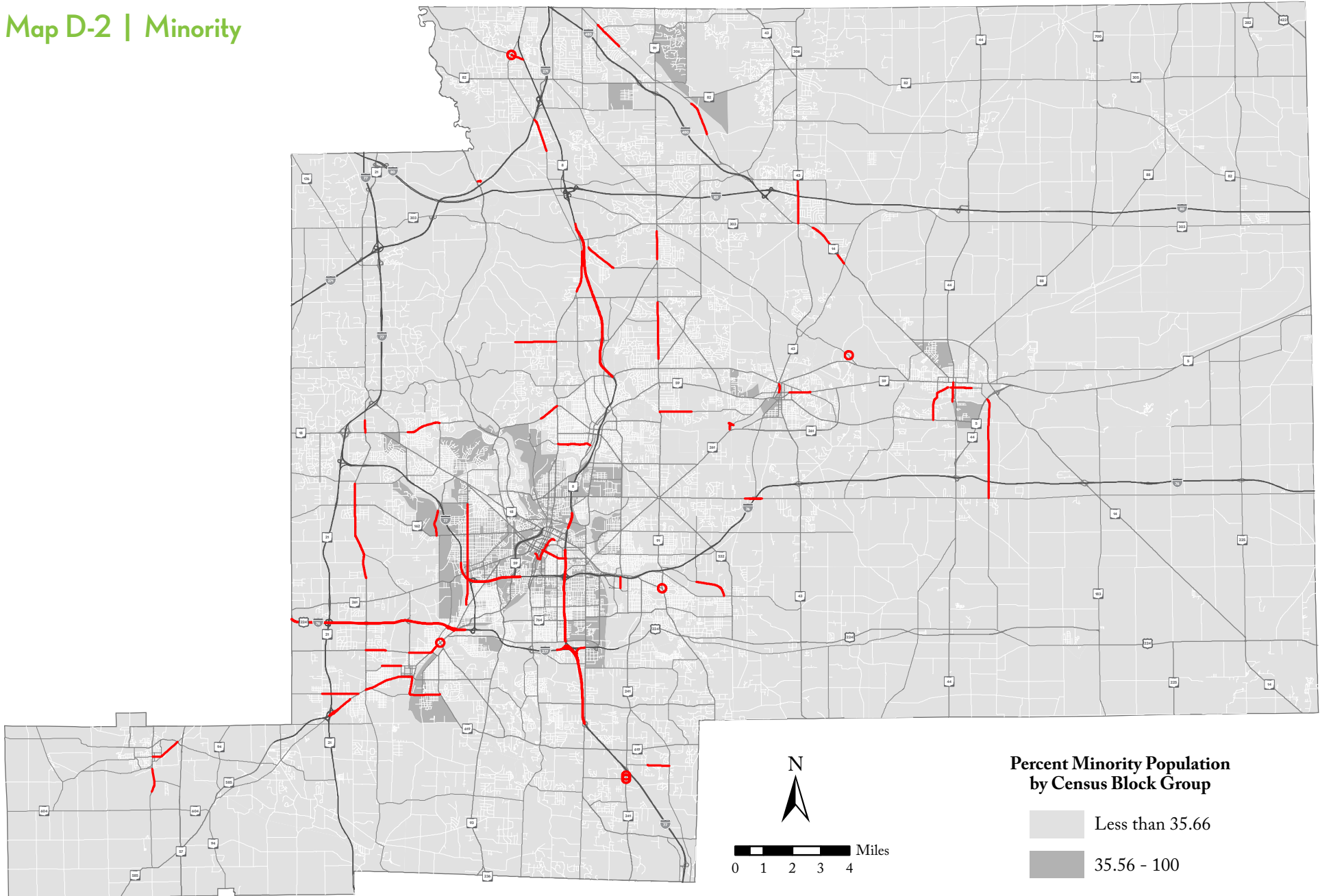
ANALYSES

Three analyses were developed to evaluate the potential adverse human health or environmental impacts of projects in the FY 2021-2024 TIP based upon minority population and low-income populations. These analyses examine: 1) the potential environmental impacts of projects; 2) transportation accessibility in low-income and minority neighborhoods; and 3) transportation investment in low-income and minority areas.

Map D-1 | Low Income



Map D-2 | Minority



Potential Environmental Impacts of Projects

Highway, public transportation, and transportation enhancement projects in this TIP were analyzed in order to determine potential impacts on low-income population and minority population. This analysis was completed according to the following procedure:

Step 1 - Projects were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income population or minority population. Projects that were not located in or bordering on these areas were exempted from further analysis.

Step 2 - The remaining projects were divided into eight categories: 1) major capacity improvements; 2) realignment or reconfiguration; 3) highway operational improvements; 4) public transportation system preservation; 5) public transportation system expansion; 6) bikeway facilities; 7) pedestrian facilities; and 8) scenic/environmental enhancements.

The following project categories were exempted from further analysis because they are not expected to have any disproportionately high and adverse human health and environmental effects on minority and low-income groups:

- Highway operational improvements
- Public transportation system preservation
- Pedestrian facilities / bicycle lanes
- Scenic/environmental enhancements

Step 3 - The remaining categories were qualitatively evaluated as to their environmental impacts because they have the potential of disproportionately high and adverse human health and environmental effects on minority and low-income groups:

- Major capacity improvements
- Realignment or reconfiguration
- Public transportation system expansion
- Bikeway/Multi-purpose facilities

The potential environmental impacts of highway, public transportation and transportation enhancement projects are displayed in Table D-1. Projects that are expected to impact a variable in a positive manner are indicated by a "+." Projects that are expected to impact a variable in a neutral manner are indicated by an "n." Projects that could impact a variable in a negative manner are indicated by a "-."

All of the projects shown in Table D-1 should be analyzed more closely as they move into the stages of development. Projects with potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed. A determination can then be made as to whether negative impacts will be disproportionately borne by low-income or minority individuals or communities.

**Table D-1
POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECTS**

Project	From	To	Category	Location	POTENTIAL IMPACTS*										
					Safety	Pollution	Natural Resources	Aesthetics	Community Cohesion	Economic Vitality	Accessibility	Displacement of Residents/Businesses	Traffic Congestion	Equal Access to Improvement	
HIGHWAY PROJECTS															
Exchange St	Broadway St	Fountain St	Reconfiguration	Low Income	+	n	n	+	+	n	n	n	n	n	n
I-76/77/SR 8	I-76 Kenmore leg to Princeton and Grant to School; I-77 from Waterloo to Lafayette and Kenmore leg to Vernon Odom; SR 8 from I-76 to Perkins		Reconfiguration/Capacity	Low Income/Minority	+	-	n	+		+	+	n	+	n	n
Seiberling Way	Eagle St	Englewood Ave	New roadway	Low Income	n	-	n	+	n	+	+	n	n	n	n
SR 8 High Bridge	Perkins St	Glenwood Ave	Reconfiguration	Low Income/Minority	+	n	n	+		n	+	-	+	n	n
SR 43	SR 14	Frost Rd	Reconfiguration/Capacity	Low Income	+	-	n	+	+	+	+	n	+	n	n
SR 59	Willow St	Horning Rd	Reconfiguration	Low Income	+	+	n	+	+	+	n	n	+	n	n
Tallmadge Rd Interchange	At I-76		Reconfiguration	Low Income	+	n	n	+	n	+	+	n	+	n	n
TRANSPORTATION ENHANCEMENT PROJECTS															
Freedom Trail PH 4	Rosa Parks Blvd	Mill St	Bikeway/Multi-purpose Facilities	Low Income/Minority	+	+	n	+	+	+	+	n	+	n	n
Raber Rd	Troon Dr	Mayfair Rd	Bikeway/Multi-purpose Facilities	Low Income	+	+	n	+	+	+	+	n	+	n	n
Wooster Rd	2nd St SW	4th St NW	Bikeway/Multi-purpose Facilities	Low Income	+	+	n	+	+	+	+	n	+	n	n
The Portage Hike & Bike Trail - Brady's Leap Segment	W. Main St	South of Fairchild Ave	Bikeway/Multi-purpose Facilities	Low Income/Minority	+	+	n	+	+	+	+	n	+	n	n

* **KEY:**
 + denotes Positive Impact
 n denotes Neutral Impact
 - denotes Negative Impact

Transportation Accessibility in Low-Income and Minority Neighborhoods

The Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94), signed into law on December 4, 2015, provides provisions that support transportation programming, planning and funding. These provisions provide increased opportunities to enhance pedestrian and bicycle safety and mobility, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity and create more complete transportation systems that foster healthier, more livable communities. This is especially crucial in low-income and minority communities, which sometimes lack adequate access and mobility to recreational, shopping, and employment opportunities.

Two analyses have been completed in order to determine the overall level of accessibility in low-income and minority neighborhoods. The first analysis focuses on the TIP highway projects. The second analysis focuses on the existing public transportation system. Transportation enhancement projects were exempted from the transportation accessibility analysis because these projects are used mostly for recreational purposes and are difficult to analyze quantitatively.

Highway Accessibility Analysis

The first step in the highway accessibility analysis was to identify a sample of six traffic analysis zones that represent low-income and minority neighborhoods: 1) East Akron; 2) West Akron; 3) North Akron; 4) Barberton; 5) Kent; and 6) Twinsburg.

The second step in the analysis was to identify traffic analysis zones that contain major activity centers. Altogether, 13 traffic analysis zones containing major commercial, industrial, medical, educational, transportation and recreational facilities were identified:

- 1) Akron-Canton Airport
- 2) Downtown Akron Transit Center
- 3) Akron Central Business District
- 4) Akron City Hospital
- 5) Akron General Hospital
- 6) Goodyear
- 7) Northeast Ohio Medical University
- 8) Chapel Hill Shopping Area
- 9) Summit Mall
- 10) Montrose Shopping Area
- 11) Macedonia Commons
- 12) University of Akron
- 13) Kent State University

In the third step, the AMATS travel-demand model network, representing the highway system as it is planned to operate in 2024, was used to estimate the average travel time from each low-income and minority neighborhood to each of the 13 major activity centers. In order to provide a valid comparison, a similar analysis was conducted to estimate the average travel time to each major activity center from a sample of six traffic analysis zones, representing neighborhoods below average concentrations of low-income and minority population:

- 1) Cuyahoga Falls; 2) Hudson; 3) Stow; 4) Green; 5) Macedonia; and 6) Aurora.

The results of the highway accessibility analysis are shown in Table D-2. According to this analysis, the highway projects in the FY 2021-2024 TIP provide low-income and minority neighborhoods with slightly better accessibility to major activity centers located throughout the AMATS area, than non-low-income and non-minority neighborhoods. The average travel time to major activity centers is 17 minutes for low-income and minority neighborhoods, versus 22 minutes for non-low-income and non-minority neighborhoods.

Table D-2
HIGHWAY ACCESSIBILITY ANALYSIS
AVERAGE TRAVEL TIME TO MAJOR ACTIVITY CENTERS
(in minutes)

Traffic Zone Number	AKRON-CANTON AIRPORT 452	DOWNTOWN AKRON TRANSIT CENTER 46	AKRON CBD 21	AKRON CITY SUMMIT HOSPITAL 8	AKRON GENERAL HOSPITAL 43	GOODYEAR 96	NORTHEAST OHIO MEDICAL UNIVERSITY 749	CHAPEL HILL SHOPPING 273	SUMMIT MALL 522	MONTROSE SHOPPING 39	MACEDONIA COMMONS 566	UNIVERSITY OF AKRON 32	KENT STATE 720	OVERALL AVERAGE (minutes)
Low Income or Minority Zones	22	14	14	14	15	14	22	15	19	19	24	14	21	17
East Akron (zone 93)	14	7	8	6	10	4	17	10	16	16	25	7	19	12
West Akron (zone 181)	20	7	7	10	5	11	24	13	9	9	24	8	25	13
North Akron (zone 222)	17	7	4	5	6	8	21	6	15	16	21	7	22	12
Barberton (zone 259)	19	16	16	18	15	17	30	20	19	19	34	17	31	21
Kent (zone 711)	26	18	19	17	20	15	13	15	26	26	29	18	3	19
Twinsburg T.vrp (343)	39	30	29	27	31	30	30	25	27	25	9	29	27	27
Non-Low Income and Non-Minority Zones	27	22	20	19	22	21	29	17	26	25	18	20	24	22
Cuyahoga Falls (zone 302)	20	12	10	9	12	12	24	6	17	19	19	10	22	15
Hudson (zone 368)	31	23	21	20	23	23	29	17	29	27	14	21	22	23
Stow (zone 375)	24	16	14	13	16	16	24	10	25	25	19	15	12	18
Green (zone 447)	9	15	16	15	17	15	27	17	24	24	33	16	29	20
Macedonia (zone 568)	35	27	25	24	27	27	35	21	22	21	3	26	32	25
Aurora (zone 612)	45	37	35	33	37	36	32	31	38	36	19	35	29	34

Analysis uses 2030 AQO network

Public Transportation Accessibility Analysis

The first step in the public transportation accessibility analysis determined the percentage of the total population in Summit and Portage counties living within a 0.25 mile walking distance of existing fixed route transit service. The second step of the analysis determined the percentage of minority population and low-income population living within a 0.25 mile walking distance of existing fixed route transit service. The third step compared the percentage of minority population and low-income population to the percentage of the total population having access to fixed route transit service.

The results of the transit accessibility analysis are shown in Table D-3. According to this analysis, a greater percentage of minority and low-income groups in both Summit County and Portage County have access to fixed route transit service than the general population.

In Summit County, 72.6% of the minority population lives within walking distance to fixed route transit service, as compared to 50.9% of the total population. The total number of low-income population in Summit County within walking distance of fixed route transit service is 72.9%.

In Portage County, 47.4% of the minority population lives within walking distance of fixed route transit service, as compared to 25.0% of the total population. The total number of low-income population in Portage County that lives within walking distance of fixed route transit service is 43.1%.

Table D-3
TRANSIT ACCESSIBILITY ANALYSIS
FIXED ROUTE TRANSIT COVERAGE IN THE AMATS AREA

Population Group	Summit County			Portage County		
	Total	Total Covered by Transit	% Covered by Transit	Total	Total Covered by Transit	% Covered by Transit
Total Population	544,868	277,360	50.9%	162,080	40,499	25.0%
Minority Population	113,171	82,146	72.6%	14,607	6,924	47.4%
Low Income Population	72,350	52,723	72.9%	22,493	9,690	43.1%

Source: 2017 American Community Survey (ACS)

Notes:

Percentage covered by transit includes all people within a 0.25 mile walking distance of existing fixed route transit service.

Fixed Route Transit Service in Summit County is provided by METRO RTA.

Fixed Route Transit Service in Portage County is provided by PARTA.

Transportation Investment in Low-Income and Minority Areas

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of low-income and minority groups would receive an equitable share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway, public transportation and transportation enhancement projects in the FY 2021-2024

TIP. The results of the analysis of transportation investment in low-income and minority areas are shown in Table D-4 and described in the following section.

Table D-4
TRANSPORTATION INVESTMENTS IN LOW INCOME AND MINORITY AREAS

	Low-Income and/or Minority Areas	Non-Low-Income or Non-Minority Areas	Total	Pct. LI & Min.
Highway Expenditures	\$343,679,100	\$110,589,100	\$454,268,200	76%
-Debt Service Expenditures	\$45,939,400	\$19,056,800	\$64,996,200	71%
Public Transportation Expenditures	\$281,256,363	\$69,441,089	\$350,697,452	80%
Transportation Enhancement Expenditures	\$7,215,000	\$3,000,700	\$10,215,700	71%
Total Expenditures	\$678,089,863	\$202,087,689	\$880,177,552	77%
Other Misc. Expenditures*	N/A	N/A	\$740,000	N/A
Population	115,701	607,422	723,123	16%
Land Area (sq. miles)	163.8	832.8	996.6	16%

* These expenditures include the OhioRideshare program, air quality advocacy program and pavement repair/sidewalk ramp funding.

Population figures are from the 2017 American Community Survey (ACS)

Highway Investment Analysis

Highway projects analyzed in this analysis include specified projects, which have a fixed location. These projects were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income population or minority population.

The highway expenditures are based on the funding allocated between FYs 2021 and 2024. In all, \$343.67 million, or 76%, of the total TIP highway expenditures will benefit areas with above average concentrations of low-income or minority groups. This does not include \$65.0 million in debt services, which are used to repay previous construction projects.

Public Transportation Investment Analysis

Public transportation includes preservation, operational and expansion projects. These projects are estimated based on what it will cost to preserve and maintain the existing transportation system between FYs 2021 and 2024.

In all, \$281.3 million, or 80%, of the total public transportation expenditures in the FY 2021-2024 TIP will benefit areas with above average concentrations of low-income and minority groups.

Transportation Enhancement Investment Analysis

Transportation enhancement expenditures were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income households or minority population. The total cost of the transportation enhancement expenditures recommended in low-income and minority areas is \$7.2 million, or 72% of the total.

Summary

The analysis indicates that \$678.1 million, or 77% of the total project expenditures in the FY 2021-2024 TIP are located in areas with above average concentrations of low-income or minority groups. Other miscellaneous expenditures totaling \$740,000, include the OhioRideshare program and pavement repair/sidewalk ramp funding. This analysis also demonstrates that low-income and minority areas, which comprise 16% of the total population, and 16% of the total land area in the AMATS area, will receive an equitable share of the benefits from planned transportation improvements.

CONCLUSION

In keeping with the environmental justice requirements of Presidential Executive Order #12898, the FY 2021-2024 TIP has been thoroughly analyzed to ensure that the projects will not have disproportionately high and adverse effects on low-income and minority groups.

The three analyses completed for this Environmental Justice Analysis are summarized below:

Potential Environmental Impacts of Projects

- None of the projects in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program* appear to have any fatal flaws from an environmental justice standpoint.
- It is recommended that all of the projects shown in Table D-1, be analyzed more closely as they move into future stages of development.
- Projects which were shown to have potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed, in order to determine whether these negative impacts will be disproportionately borne by low-income or minority individuals or communities.

Transportation Accessibility in Low-Income and Minority Neighborhoods

- Highway projects in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program* provide low-income and minority neighborhoods with adequate and equitable accessibility to major activity centers located throughout the AMATS area.
- Low-income and minority groups in both Summit and Portage counties are well served by public transportation, having greater access to fixed route transit service than the general population.

Transportation Investment in Low-Income and Minority Areas

- Low-income and minority areas will receive an equitable share of the benefits from planned transportation improvements recommended in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program*.
- It is likely that a much greater percentage of public transportation expenditures actually benefit low-income and minority persons than the analysis indicates, because the amount of route miles does not accurately reflect the actual amount of service being provided. Specifically, trips to suburban employment centers also benefit low-income and minority persons.

References:

- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; *Federal Register*, vol. 59 no. 32, February 16, 1994.
- DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)); May 2, 2012.
- FHWA, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (Order 6640.23A); June 14, 2012
- FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012
- ODOT, Guidance and Best Practices for Incorporating Environmental Justice into Ohio Transportation Planning and Environmental Processes, June 2016
- ODOT Office of Environmental Services (OES), Underserved Populations Guidance, July 2019
- Title VI Requirements in Metropolitan and Statewide Planning
- Title VI of the 1964 Civil Rights Act
- Title 23 of the U.S. Code (U.S.C.), Section 109(h)
- Title 49 of the U.S. Code of Federal Regulations, part 21 (Department of Transportation Regulations for the implementation of Title VI of the Civil Rights Act of 1964
- The Americans with Disabilities Act (ADA) of 1990, as amended
- Title 29 of the U.S. Code of Federal Regulations, parts 1600-1699
- Ohio Administrative Code § 123:1-49-02
- Ohio Revised Code § 4112.02

Public Review of the TIP FY 2021-2024

Public Comments from the Citizen's Involvement Committee

The following pages are comments received from Citizen's Involvement Committee member, Mr. Carson Barnes at the March 5th, 2020 CIC Meeting.

Comments on AMATS Transportation Improvement Program STBG Funding Program

In reviewing the total number of projects listed and proposed by the Akron Metropolitan Transportation Study (AMATS), the number of jurisdictions involved and affected, along with several transit agencies involved, I respectfully request an Environmental Impact Statement and/or report of the proposed projects and their anticipated effects. Additionally, included in the report should be of possible mitigation measures addressing the anticipated outcomes that are seen as adverse.

In keeping with Federal requirements of Public participation I am offering an overall evaluation of all projects that have been programmed under the STIP, the FY 2021-2024 First Draft Projects List. In as much as this project list is specific to an area and location, and is a source of information for the public. I am viewing them in their totality as far as their contribution to the region's overall transportation and transit network.

These projects, in my view and from one who worked for a state transportation agency is an ideal jobs program that will add to the region's employment of highway engineers, construction workers, electrical contractors, hydrologists, and soils engineers. This program while comprehensive, falls short of realizing your description of all modes of transportation, omitting, paratransit such as vanpools, jitneys taxis, rail (high speed) or water or ferry service.

The absence of any park and ride lots, either built or shared-use is obvious. These facilities could be included as Air Quality Improvements. Employer-sponsored ridesharing programs are a possibility for the reduction of vehicle miles traveled and increased vehicle occupancy, particularly for the journey to and from employment centers like Akron.

Air Quality can be improved by providing electric vehicle charging kiosks at transit hubs at park and ride lots. (Please read the last two paragraphs of this report for marketing information about electric vehicles). The following locations are suggested sites for the park and ride lots in the jurisdictions covered by AMATS. Additionally, these suggestions are made from visual observations of congestion throughout a given weekday;

1. The area at the intersection of Federal Highway 77, and State Route 241 in Green.
2. The area near the intersection of Federal Highway 76 or (SR224), and State Route 21 or possibly Cleveland Massillon Road, and Greenwich Road, at the site of the old Norton High School. Bus service is provided there presently.

Comments on AMATS Transportation Improvement Program STBG Funding Program

3. The area near the intersection of State Route 8 and Seasons Road in Stow. Ideally express bus service could be provided for the a.m. and p.m. commuters.
4. The area near the intersection of Federal Highway 76, and State Route 43 in Brimfield. A one-hundred car capacity should be provided at each of the park and ride lots listed based upon the congestion of the highways near them in the morning and evening commutes, i.e., peak periods. Electric car charging stations could be provided at these park and ride lots.
5. Shared-use park and ride lots have not been included in the Transportation Improvement Program for FY 2021-2024. Carpooling and vanpooling are encouraged by these lots having a designated ridesharing area. Necessary for this program to succeed is the provision of liability insurance and security cameras. Virtually all Walmart stores in the region should be approached and presented with marketing information that will show the benefits of them sharing their parking facilities with commuters.

In the traditional approach to traffic planning, engineers expand the capacity of a given road or highway as the answer to problem. Using a more holistic approach to the problem of congestion in my view is to provide a level of service to the individuals who are using the given highway, therefore; in the case of each park and ride lot and the highway corridor that it services, high occupancy vehicle (h.o.v.) lanes should be provided, i.e.;

1. On Federal Highway 77 northbound in the a.m. and southbound in the p.m., designate one lane to be used exclusively for buses, vanpools, carpools and autos with two or more people.
2. On Federal Highway 76 at State Route 21 from Cleveland-Massillon Road heading eastbound to the 77 south, Canton interchange, designate a h.o.v. lane this lane to be used from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.
3. On State Route 8, heading southbound and beginning at Seasons Road in Stow ending at the Exchange Street off ramp in Akron, designate an h.o.v. lane for vanpools, buses, carpools and autos with two or more passengers per car. This lane should be used in the morning from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.

**Comments on AMATS Transportation Improvement Program
STBG Funding Program**

4. On Federal Highway 76 beginning at State Route 43 in Brimfield ending at Carroll Street St. 8 in Akron, on state Route 8, in the northbound lane designate an h.o.v. lane to be used exclusively by carpools, vanpools and buses.

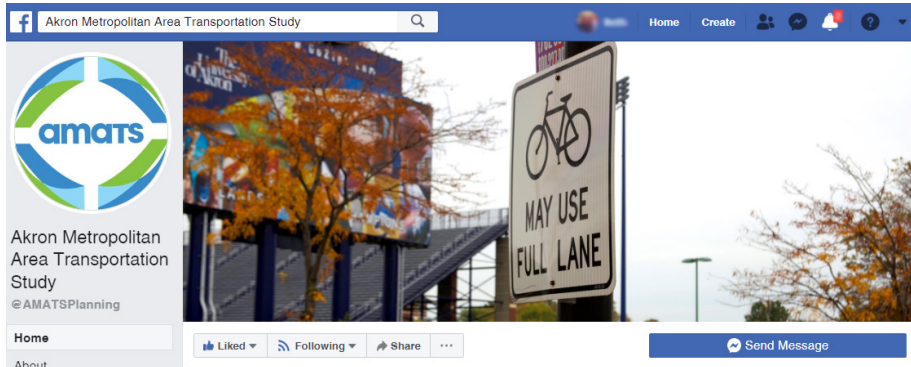
In an effort to somewhat address the region's need for paratransit, the mobility of the elderly and handicapped are of concern. A competitive application process could be established to provide vans 15-passenger or smaller to nursing homes, and schools for the handicapped. Field trips for the elderly in nursing homes could be provided by these vans. Commute service could be provided to the small number of schools for handicapped and mentally disabled children.

Presently there are approximately twenty nursing homes in Summit County and approximately fifteen in Portage County.

John Kosich of Cleveland News 5 "for years to come the combustion engine will be a fixture at the Cleveland Auto Show, but to be clear, it will be sharing an increasing amount of space with its battery powered counterpart Ford by 2025, with options like the Ford Mustang Mach E that will carry prices in line with other new vehicles. The price starts at \$44,000 and that is before a federal tax credit of \$7,500. General Motors has promised a new line of 20 electric vehicles by 2023".

In the meantime, Lordstown Motors plans to begin production of its electric pickup truck this year with a debut in June at the Detroit Auto Show. First Energy this week placed an order for 250 of them. They got orders from other companies from across the country.

Public Comments from Facebook



On Thursday, April 2, 2020, AMATS hosted a Virtual Public Meeting on Facebook Live regarding the Draft FY 2021-2024 TIP along with a Plan Amendment to AMATS' Transportation Outlook 2040. This Virtual Public Meeting was, and will continue to be available at facebook.com/AMATSPanning. As of April 14th, this meeting has been viewed 163 times and received ten comments, within which the following question was asked of and answered by AMATS.



Donnie Snam Throwback · 23:03 Do you plan to use more concrete on the roads so they last longer? If not why not?

Like · Reply · 1w



Akron Metropolitan Area Transportation Study · 0:06 Thank you for your question. AMATS projects are managed by local communities, each community chooses the best pavement for their specific project. We asked ODOT to respond on their process. Here is the response we received:

The Concrete vs. Asphalt pavement decision is only appropriate for new pavements or projects where the existing pavement is being replaced. The vast majority of ODOT and local government pavement projects are rehabilitation of existing pavements.

When new pavements are being constructed, ODOT has a detailed pavement selection process. Local governments are free to use their own process for pavement selection.

The ODOT process includes many factors, including a life cycle cost analysis. It is important to note that concrete pavements can be much more expensive and difficult to repair than asphalt, especially when maintenance of traffic is considered. ODOT frequently bids new pavements using dual designs, meaning contractors can bid either concrete or asphalt. Details regarding the ODOT pavement selection process can be found in section 104 of the ODOT Pavement Design Manual. A link to the manual can be found below.

http://www.dot.state.oh.us/.../Complete_PDM_2020-01-17...

Like · Reply · 1w · Edited

Public Comments from E-Mail

The following are comments or questions received via E-Mail.

On April 3, 2020, the following question was received via E-Mail from Ms. Cindy Christman:

Will the new Rt. 8 bridge be completely fenced on both sides to prevent suicides? It is also important to have adequate fencing at both ends to prevent access to the exterior part of the fence.

On April 6, 2020, AMATS Director, Curtis Baker replied to Ms. Christman as follows:

Hello Ms. Christman,

I apologize on the delay in answering your questions. I needed to reach out to ODOT to get an answer on the bridge design. Here is the answer regarding your question:

The new structures will have Fence on both sides that will prohibit climbing/jumping. We also will be removing the catwalks from the outside of the parapets, that are currently there today, so there will not be any access to the exterior part of the fence.

So short answer is yes – it will be fenced on both sides.

Thanks for your comment.

Sincerely,

Curtis Baker

AMATS

161 S High St. Suite 201

P: 330.375.2436 ext 4891

C: 330.283.4933

On April 9, 2020, the following comment was received via E-Mail from Ms. April Eaton:

Not sure where this applies, but it would be great if St rt 88 between Garrettsville and Freedom township was wide enough for 2 vehicles. Often larger vehicles, like semis, buses, rvs, and trucks are barely able to fit in their lane and drift left of center. It would be greatly appreciated by residents to not have this road be unnecessarily dangerous, especially during the winter months when the center and sides of the road are not always visible. Simply measuring the lanes and comparing it to those north of Garrettsville & south of the turnpike will show how this section is much more narrow than other areas. Just driving behind a semi you're able to see the road is not wide enough.

On April 15, 2020, ODOT District 4 Planning Manager, Steve Rebillot replied to Ms. Eaton as follows:

Ms. Eaton,

Thank you for your inquiry through Natasha Turner related to POR State Route 88.

After some initial desktop investigation, this segment of rural State Route 88 does warrant some type of field verification.

This will have to be put on hold until the COVID-19 shelter at home order expires. We at ODOT are currently working remotely.

Keep in mind that there are instances where our overall roadway widths are constrained by deep ditches and steep drop-offs.

If wider lanes are warranted, and can be incorporated within the current roadway footprint, we can do so with our next resurfacing project, which is a few years out.

The good news is that this three mile section is safe.

It is not listed on ODOT's Highway Safety list in either 2017 or 2018.

Also, it is not listed on the 2016-18 AMATS (Akron Metropolitan Area Transportation Study) list of high crash locations in Portage & Summit Counties.

Thank you for your interest in transportation.

Be safe.

*Steve J. Rebillot
Planning Manager
ODOT District 4
2088 South Arlington Road, Akron, Ohio 44306
330.786.4921
transportation.ohio.gov*

Media Coverage

The AMATS FY 2021-2024 TIP received the following media coverage:

March 23, 2020, the Akron Beacon Journal ran the following ad on page B4:

AMATS and ODOT present the next four years

If you're interested in what the future holds for transportation in the Greater Akron area, then mark **March 30** on your calendar. That's the day that the Akron Metropolitan Area Transportation Study (AMATS) will unveil the area's *Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024 (TIP)* for a two-week public comment period.

The TIP is the area's program of highway, public transit, bike and pedestrian projects that are scheduled to receive federal funds over the next four years. AMATS is reaching out to the public for their thoughts on the newest program.

The new TIP will be available for online public comments from **March 30** through **April 10** at amatsplanning.org and the AMATS Twitter and Facebook pages - @AMATSPanning. Please call **330-375-2436** for more information.

Because the AMATS TIP is one of 17 such programs from metropolitan planning organizations across Ohio that will comprise the four-year state TIP, you are also invited to view and comment on the Ohio Department of Transportation's Draft State TIP by visiting transportation.ohio.gov/stip.

The City of Akron is committed to ensuring that individuals with disabilities are able to fully participate in public programs, services, and activities. Anyone who is in need of an accommodation from any City department is invited to contact Donald Rice, Director of Human Resources, 166 South High Street, Room 103, Akron, Ohio 44308, (voice) 330-375-2780 as soon as possible. If you require TDD phone service call Ohio Relay at 800-750-0750 and they will assist in contacting the Department of Human Resources at (330) 375-2780.

AK000088591401



April 1, 2020, BeaconJournal.com



Coronavirus impact: Traffic down, big road projects still being planned

Traffic on the state's roads has declined precipitously since the start of the coronavirus crisis, the director of the region's transportation planning agency said Wednesday.

Traffic on some sections of Ohio's interstates has declined as much as 50%, said Curtis Baker, director of the Akron Metropolitan Area Transportation Study.

"I think it's accurate to say that most professionals have never seen anything like this for a prolonged period of time," Baker said.

Those professionals remain busy planning future transportation projects, including a virtual public meeting Thursday on nearly \$1 billion in transportation projects planned for the next three years. AMATS covers Summit and Portage counties and a portion of Wayne County.

On Monday, the agency released its draft plan for \$993 million in highway, public transit, bike and pedestrian projects throughout the Greater Akron area.

Among those is a \$120 million Ohio Department of Transportation project to replace the state Route 8 bridge over the Little Cuyahoga River valley. Construction is expected to start in late summer of next year.

The bridge is expected to take four years to complete, and three lanes of traffic will be maintained most of the time. An ODOT daily traffic count in 2016 showed more than 100,000 vehicles per day used that section of Route 8.

Baker said the meeting will also cover a \$160 million project at the Central Interchange in Akron, beginning in spring of next year.

That project — involving Interstates 76, 77 and Route 8 — includes reconstruction and realignment of the westbound to southbound ramp, the eastbound to northbound ramp and the westbound to northbound ramp.

Baker said three local projects in the agency's three-year Transportation Improvement Program study will probably receive attention during the meeting.

- In Kent, a \$17.5 million project on East Main Street from Willow Street to Horning Road will add a roundabout, medians and new sidewalks in front of Kent State University.
- In Cuyahoga Falls, a \$7.7 million project will add a two-way turn lane on Portage Trails Extension.
- A \$1 million pedestrian bridge will be built southeast of Boston Mills Road and Riverview Road. The bridge will connect the Towpath Trail to the Boston Mill Visitor Center, Baker said.

Baker said the virtual meeting will be a first for the agency, but it provides an opportunity for more public input on projects.

"In some ways, I think we are becoming more accessible," Baker said. "This is our first one, so bear with us."

The agency is taking comments on the three-year traffic study through the month of April.

Alan Ashworth can be reached at 330-996-3859 or emailed at aashworth@thebeaconjournal.com. Follow him on Twitter at @newsalanbeaconj.

April 2, 2020, Akron.com



AMATS accepting comments on draft improvements plan

GREATER AKRON — The Akron Metropolitan Area Transportation Study (AMATS), one of 17 regional transportation planning agencies, will offer the area's Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024 (TIP) for public comment through April 10 at amatsplanning.org.

According to AMATS officials, the Draft TIP encompasses more than \$993 million in highway, public transit, bike and pedestrian projects throughout the Greater Akron area. The program includes more than \$642.7 million for highway projects, \$338.7 million for public transit needs and almost \$12 million for bike and pedestrian projects, which are scheduled to receive federal funds for fiscal years 2021 through 2024.

TIP Coordinator David Pulay stated that a number of significant improvements are included in the new program.

"The \$164 million project to repave portions of state Route 8 and interstates 76 and 77 and the \$146 million state Route 8 bridge replacement over the Cuyahoga River Valley are some of the major improvements planned for the next four years," he added. "Other major projects planned throughout the region include the more than \$12 million widening of Cleveland-Massillon Road in Fairlawn."

Online public comments on the TIP also are being accepted on AMATS' Facebook page and at transportation.ohio.gov/stip. No comments will be accepted in person due to the COVID-19 outbreak, officials said.

In addition, AMATS will host a virtual public meeting today, April 2, at 6:30 p.m. through its Facebook page, with more details to be announced on its website.

April 2-3, 2020, BeaconJournal.com



Agencies detail Route 8 bridge plans in virtual public meeting

The agencies that together plan much of the roadwork in Summit, Portage and Wayne counties took to the internet Thursday to present \$993 million worth of road projects.

Akron Metropolitan Area Transportation Study director Curtis Baker and Ohio Department of Transportation Capital Programs Administrator Chad Root highlighted several projects during the half-hour presentation.

A \$120 million project to replace the state Route 8 bridge over the Little Cuyahoga River valley is expected to start late next year, Root said.

The four-year project runs from Glenwood Avenue to Perkins Street on Route 8 in Akron and includes an auxiliary lane to give drivers more time to merge into traffic.

A second bridge will be built to the west of the existing 1,582-foot bridge that was built in 1953. After the new bridge is complete, the old bridge will be demolished, Root said.

One of the challenges of the project, Root said, is what lies beneath the bridge.

"It crosses over the Little Cuyahoga River, six sets of railroad tracks and North Street," he said.

Root said the project will feature construction methods that are new to Ohio. A camera will be positioned so viewers can watch the construction progress.

Root said the age of the bridge made it a candidate for replacement.

"The bridge was built in 1953; structurally, it is time, condition wise, it is time with the amount of maintenance work we've had to do on this structure," Root said. "It's had its useful life and now is the time to replace this bridge."

Another project will replace two bridges designed to accommodate speeds up to 25 mph. The new bridges will have a top speed of 45 mph.

AMATS Director Curtis Baker said that the presentation was made to give the public an idea of what's coming up on area roads.

"Public input is a big part of the TIP [Transportation Improvement Program]," he said. "That's why we're doing what we're doing tonight."

Baker listed several local projects AMATS is undertaking, including:

- Bike lanes from Broad Street to Fountain Street in Akron.
- A \$17.5 million project in Kent that includes a roundabout near the university.
- A resurfacing project in Barberton.
- A couple of roundabout projects — \$4.9 million and \$5.1 — in Green.

AMATS is soliciting public comment on the plans until April 29. To comment, go to amatsplanning.org/tip/. Alan Ashworth can be reached at 330-996-3859 or emailed at aashworth@thebeaconjournal.com.

April 3, 2020, Record-Courier.com



City, Kent State agree to share local cost of East Main Street Project

The city of Kent and Kent State University recently agreed to split costs associated with the multi-million dollar improvement of the East Main Street corridor.

Akron Metropolitan Area Transportation Study (AMATS) director Curtis Baker addressed the project during a recent virtual meeting. It was briefly discussed during a portion that outlined several road projects that will be constructed in the Greater Akron Area during the 2021-24 fiscal years. Baker described the planned improvement as a “very large” project that will be developed on the part of East Main Street that stretches from Willow Street to Horning Road.

“This project will include complete reconstruction with medians, roundabouts, sidewalk replacement and a lot of future development on the university side,” Baker said.

The total project cost, he said, is approximately \$17.5 million. Kent City Engineer Jim Bowling clarified that the cost will be approximately \$20 million. The price Baker mentioned during the virtual meeting, Bowling said, was a “conceptual funding alternate.” It is being continually refined and used to continually develop the project’s cost. The local share for the project is around 10%.

In March, Kent City Council and the Kent State University Board of Trustees approved paperwork that allowed those entities to evenly split the local share of design costs up to a maximum of \$125,000 per entity. The local share of construction costs, which will also be divided between the two, is estimated in the agreement to be around \$2.2 million. The trustees agreed to split 50% of that cost with the city. Any additional funds needed for the local construction cost match must be authorized by the trustees prior to entering into contracts.

The PARTA Board of Trustees also approved the agreement.

The city has received commitments and grants totaling \$14.6 million currently, Bowling said. It will continue to pursue additional grant funding during the next appropriate application period.

A purpose and needs statement about the East Main Street area improvements laid out the project’s goals. It said the project will be considered successful if it jointly improves safety and aesthetics (as a function of safety) for all users; balances vehicular congestion with improvements to other modes of transportation; enhances the adjacent neighborhoods; integrates with KSU’s 2018 Gateway Master Plan; and provides reasonable access to adjacent properties and side streets.

According to a previous report, city council was informed that from 2016 to 2018, 12% of all crashes citywide happened on the 0.8 mile of road that makes up the corridor that fronts Kent State University.

Bowling said he is currently working with a citizen’s advisory group, Kent State University and PARTA to devise solutions and solve the corridor’s problems. Bowling said that plans for what will be built, specifically, have not been outlined yet.

Construction is anticipated to begin in 2024 and is anticipated to extend over multiple years. Traffic issues that will be caused by it have not been discussed at this point, Bowling said.

The citizen’s advisory group for the project will still continue to discuss plans about the project. It will help the city determine one or more proposal alternates and then invite the public to comment on those plans. Those interested in being a part of it should contact Bowling at bowlingj@kent-ohio.org.

Reporter Kaitlyn McGarvey can be reached at kmcgarvey@recordpub.com or on Twitter at [@ktlynmcgrvy](https://twitter.com/ktlynmcgrvy).

Resolution Approving the Draft TIP FY 2021-2024

Attachment 6B

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2020-06 - Adopting the Transportation Improvement Program
FY 2021-2024

DATE: April 29, 2020

The Transportation Improvement Program (TIP) FY 2021-2024 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2021-2024 was developed by the AMATS staff in conjunction with all AMATS committees, area transit operators, the Ohio Department of Transportation (ODOT) and US DOT.

The TIP incorporates more than \$993 million in highway, public transit, bike and pedestrian projects throughout the AMATS area. The program includes more than \$642.7 million for highway projects, \$338.7 million for public transit needs, and slightly less than \$12 million for bike and pedestrian projects. These projects are scheduled to receive federal funds for fiscal years 2021 through 2024.

The AMATS area includes all of Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. The full TIP document contains: the list of highway improvements shown in Table 2-3 complete with codes and abbreviations; the list of transit improvements in Table 3-2; and the Statewide Line Items for the AMATS area in Table 2-4.

Federal regulations derived from *Fixing America's Surface Transportation (FAST) Act* require that the TIP demonstrate financial balance and air quality conformity, and include opportunities for public comment. A summary of each of these activities follows:

Financial Balance

The FAST Act requires that a financial plan be included demonstrating that the TIP can be implemented with the financial resources expected to be available over the next four years. For this purpose, *Chapter 4 - Fiscal Assessment* is included in the TIP. This chapter summarizes highway and transit revenues and project costs. Highway cost information was drawn from Table 2-3 and transit cost information was drawn from Table 3-2.

The fiscal constraint analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2021-2024.

Air Quality Conformity

The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in *Transportation Outlook 2040*, the area's Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require an air quality analysis were included in the Air Quality Conformity Analysis. This analysis confirms that the TIP FY 2021-2024 is in conformity with the SIP.

Included in the full TIP document is *Appendix C – Air Quality Analysis*, which provides additional details of this analysis.

Performance Measures

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

Performance measures are discussed in greater detail in Appendix H of the full TIP document.

Public Comment

The public was given the opportunity to review and comment on the second draft of the TIP FY 2021-2024 from March 30 through April 29. Due to COVID-19 the draft TIP document was available on the AMATS website.

In addition, a virtual public meeting was held on April 2, 2020, on the AMATS Facebook page. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting. As of April 20, 2020 there were 171 views of the virtual public meeting and AMATS had received ten comments.

In order to document the public's involvement, *Appendix E – Public Review of the TIP FY 2021-2024*, is included in the full TIP document.

Staff Recommendation

Currently, the complete Draft TIP FY 2021-2024 is available on the “What’s New” section of AMATS website located at amatsplanning.org. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2020, the new TIP is expected to become official. With federal approval, the Final TIP FY 2021-2024 will be available on the “TIP” and “Reports” pages of the AMATS website.

Attached to this memo is Resolution Number 2020-06. This resolution adopts the Transportation Improvement Program FY 2021-2024. The Staff recommends approval.

RESOLUTION NUMBER 2020-06

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

ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

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, AMATS has, pursuant to 23 United States Code 134, and relevant federal regulations, prepared a Transportation Improvement Program for Fiscal Years 2021 through 2024; and

WHEREAS, AMATS has carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of March 30 through April 29 and conducted a virtual public meeting on April 2; 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 scheduled in the Transportation Improvement Program; and

WHEREAS, a fiscal constraint analysis was conducted demonstrating that adequate funding is available to finance the projects programmed in the Transportation Improvement Program; 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 2040 is in conformity with respect to Ohio’s State Implementation Plan (SIP) for attainment of the 2008 8-hour ozone standard, 2015 8-hour ozone standard and the 2006 and 2012 fine particulate matter standards; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA and ODOT, that the Transportation Improvement Program Fiscal Years 2021 through 2024 is in conformity with respect to Ohio’s State Implementation Plan (SIP) for attainment of the 2015 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 and 2012 PM_{2.5} standards, where applicable; and

WHEREAS, a quantitative air quality analysis of the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 and *Transportation Outlook* (amended May 14, 2020), the area’s 2040 Regional Transportation Plan, has been completed in accordance with the requirements specified by the *Fixing America’s Surface Transportation* (FAST) Act and the Clean Air Act Amendments of 1990; and

RESOLUTION NUMBER 2020-06 (Continued)

WHEREAS, the projects programmed in the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 are consistent with *Transportation Outlook* (amended May 14, 2020), the area's 2040 Regional Transportation Plan, and were included in the air quality analysis completed for the 2040 Plan and found to be in conformity with the State Implementation Plan; and

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

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

WHEREAS, AMATS supports ODOT efforts and targets for these performance measures as further discussed in *Appendix H: Performance Measures in the Transportation Improvement Program FY 2021-2024*.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2021 through 2024 and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program FY 2021-2024.
3. That this Committee affirms the consistency of the Transportation Improvement Program with available federal, state and local funding sources.
4. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all applicable transportation performance measures as described in the attached memorandum and *Appendix H: Performance Measures* of the TIP: safety, National Highway System (NHS) pavement conditions, interstate bridge conditions, level of travel time reliability and level of truck time reliability.
5. That this Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's current targets for each performance measure as described in *Appendix H: Performance Measures*, of the AMATS TIP.
6. That this Committee agrees to plan and program projects in support of air quality goals in coordination with ODOT, NOACA and ERPC.

7. That this Committee agrees to plan and program projects in support of METRO RTA and PARTA Transit Asset Management (TAM) plans.
8. That this Committee affirms the consistency between the Transportation Improvement Program FY 2021-2024, the area's Regional Transportation Plan (*Transportation Outlook 2040*) and the State Implementation Plan for air quality.
9. That this Committee approves the Transportation Improvement Program FY 2021-2024 document.
10. 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.



Mayor Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

5-14-20

Date

Amendments to the TIP FY 2021-2024

Appendix H

PERFORMANCE MEASURES

Performance Measures

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

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

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

State and local investments of federal funds must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

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

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

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

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

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

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

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

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

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

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

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

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

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

Federal regulations have now placed a greater emphasis on the use of performance measures. ODOT will continue to develop statewide performance targets on a continuing basis. And MPOs such as AMATS are coordinating with ODOT on this process. AMATS and ODOT will continue to monitor and develop factors that influence the level of performance of various transportation modes, and refine the performance targets that will be necessary to maintain or improve operational efficiency.

Table H-1 below summarizes project funding by performance group category for the Transportation Improvement Program (TIP) FY 2021-2024. Highway, bicycle and pedestrian projects are programmed to receive approximately \$720.5 million in funds over the life of the TIP.

Table H-1
Transportation Performance Management (TPM) Funding
Highway, Bicycle and Pedestrian - by Year of Construction (\$000's)

	2021	2022	2023	2024	Total
PM1	\$18,250	\$8,552	\$14,903	\$568	\$42,274
PM2	\$279,172	\$193,197	\$76,140	\$81,194	\$629,704
PM3	\$16,350	\$18,743	\$12,956	\$513	\$48,562
				TOTAL (\$000'S)	\$720,540

Notes:

- Performance Measures Group One (PM1): Safety
- Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges
- Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality, Travel Time Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions, and Non-Single Occupancy Vehicle (Non-SOV) Travel
- Transit Asset Management (TAM) - Listed under Transit Agencies (Vehicle Replacements and Rehab)
- Projects may be listed with multiple PM categories. Summary above includes Line Item Projects.
- Line Items are a category of projects with federal funding sources which may be used for federal authorization purposes in place of an individual listing for each project.

PM 1 - Safety

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

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

In accordance with federal legislation, AMATS uses a five-year average to calculate baseline safety targets. These baseline targets are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area is found in the *Traffic Crashes and Safety Performance Measures 2016-2018 Report*, approved in December 2019. This technical memorandum also includes analyses of bicycle and pedestrian safety data.

AMATS is also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT’s statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. AMATS supports the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2019-22, approved December 2019).

The current USDOT rules for safety performance measures were developed to support the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads. The use of performance measures for safety will impact AMATS member applications for funding at the local, state and federal level. The AMATS Funding Policy Guidelines will be amended in order to support the safety goals in the HSIP, as noted in the current federal program rules.

In accordance with federal regulations, AMATS used a five-year average to calculate the initial safety targets in 2015. These averages become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

Table H-2 below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2015 averages are the benchmark values to which the 2018 values are compared. In each of the safety performance measures, AMATS has exceeded the ODOT goal of reducing each category by one percent.

Table H-2
Safety Performance Data

Year	2014	2015	2016	2017	2018	2015	2016	2017	2018	Percent Change
						5 Year Ave	5 Year Ave	5 Year Ave	5 Year Ave	
Number of Fatalities	40	49	54	60	31	46	46	49	47	3%
1000 Daily VMT (from ODOT)	20,826.53	51,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Fatalities per 100M VMT	0.53	0.62	0.73	0.79	0.42	0.60	0.61	0.64	0.62	3%
Number of Serious Injuries	549	522	499	450	331	590	574	529	470	-20%
1000 Daily VMT (from ODOT)	20,826.53	51,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Serious Injuries per 100M VMT	7.22	6.59	6.77	5.90	4.51	7.79	7.58	6.94	6.20	-20%
Number of Non-motorized Fatalities and Serious Injuries	57	54	46	46	51	57.4	54.4	51.4	50.8	-11%

Tables 2-3 and 2-4 list all of the projects in the TIP that are anticipated to improve safety in the AMATS area and contribute to ODOT’s statewide safety goals (see Chapter 2). These projects were prioritized and approved based on the AMATS Funding Policy Guidelines, with additional scoring given for safety-related improvements. Safety projects are listed as Performance Measure Group One (PM1), and are often funded with Ohio Highway Safety Improvement Program (HSIP) funds.

ODOT’s Calculated Safety Targets for CY 2020

After reviewing historical crash trends, external factors, and through consultation with ODOT’s partners, the Strategic Highway Safety Plan (SHSP) Steering Committee recommended that Ohio set its 2% annual reduction target across all five categories for calendar year (CY) 2020.

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

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

- An additional \$50 million annually for ODOT’s Highway Safety Program
- The statewide implementation of centerline rumble strips
- Ohio Department of Public Safety (ODPS) young driver and driver training initiatives
- Ten million dollars for a new pedestrian safety improvement program

Below are Ohio's CY 2020 targets. The baseline years for setting CY 2020 targets are CY 2014-2018. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2020 targets in December 2021. States will be notified in March 2022.

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

CY 2020 Targets for Ohio are:

- 1,055 fatalities
- 8,348 serious injuries
- 0.91 fatality rate
- 7.21 serious injury rate
- 824 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2014-2018):

- 1,099 fatalities
- 8,692.2 serious injuries
- 0.95 fatality rate
- 7.51 serious injury rate
- 858.4 non-motorized fatalities and non-motorized serious injuries

Safety data for CY 2019 will not be available until April 2020. The staff will then take some time to develop that data for the AMATS area. Although data for calendar year 2019 is still being compiled, ODOT is projecting that the state will have 1,041 fatalities for 2019.

Table H-3 below shows AMATS investment in safety. AMATS has 39 projects in the TIP that directly impact safety performance measures. AMATS emphasizes safety in its Funding Policy Guidelines providing additional points to projects that increase safety.

Table H-3
TIP Projects Improving Safety

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
12	\$16.9	27.00	\$17.7

The staff has recommended and the Policy Committee has approved support for ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2020 (See AMATS Policy Resolution 2019-22, approved December 19, 2019).

PM 2 - Infrastructure Condition Performance Measures

Part of the Performance Based Planning and Programming rules are to examine Infrastructure Condition and monitor the condition of pavement and bridges and culverts.

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of Ohio's National Highway System (NHS) pavements and bridges. ODOT established 2-year and 4-year statewide targets for both metrics within a four year performance period. Additionally, ODOT must establish only 4-year targets for interstate pavements. There are four targets for highways and two for bridges. These measures are listed in Table H-4 as follows:

H-7

Table H-4
Ohio's National Highway System (NHS) Pavement and Bridge Condition Targets

National Highway System Pavement Condition		
Pavements	2-Year Target	4-Year Target
Percentage of Interstate Pavements in Good Condition	N/A	50%
Percentage of Interstate Pavements in Poor Condition	N/A	1%
Percentage of Non-Interstate Pavements in Good Condition	35%	35%
Percentage of Non-Interstate Pavements in Poor Condition	3%	3%

National Highway System Bridge Condition		
Pavements	2-Year Target	4-Year Target
Percentage of NHS Bridges in Good Condition	50%	50%
Percentage of NHS Bridges in Poor Condition	5%	5%

The targets reflect ODOT's review of eight years of HPMS submitted NHS pavement data and 10 years of bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are only required for the poor and good conditions. ODOT's review confirms that a high percentage of Ohio's NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT's Pavement and Bridge Management Systems predict these patterns to continue.

AMATS current NHS pavement condition ratings are identified in Table H-5 as follows:

Table H-5
AMATS Pavement Condition

AMATS Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2014	30.68%	68.85%	0.47%	100%
2015	12.35%	87.13%	0.52%	100%
2016	42.93%	57.01%	0.06%	100%
2017	55.00%	44.50%	0.50%	100%
2018	54.65%	45.17%	0.19%	100%
5-Year Average	39.12%	60.53%	0.35%	100%

AMATS Non-interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2014	18.75%	80.19%	1.05%	100%
2015	17.71%	80.78%	1.51%	100%
2016	28.70%	68.40%	2.90%	100%
2017	32.00%	64.00%	4.00%	100%
2018	30.66%	66.91%	2.42%	100%
5-Year Average	25.57%	72.06%	2.38%	100%

H-8

AMATS Interstate and Non-Interstate pavement conditions are currently exceeding the targets set by ODOT. Table H-6 below illustrates that 49 projects in the TIP directly relate to pavement condition improvement. AMATS places an emphasis in its funding policy not only for pavement condition but also for communities that take preventative maintenance measures for local pavement.

Table H-6
TIP Projects Improving Pavements

Road Type	Number of Projects	Lane Miles Improved ¹	Construction \$ (Millions) ²
Interstate	20	300	\$272.2
Non-Interstate NHS	29	171	\$152.0

AMATS current NHS bridge ratings as of 2019 are listed in Table H-7 as follows:

Table H-7
AMATS National Highway System Bridges NBI (2019)

Metric	Total	Percent of Total	Total Deck Area (Sq Ft)	Percent of Area
Good	248	57.81%	3173674	52.89%
Fair	179	41.72%	2807486	46.78%
Bad	2	0.47%	19828	0.33%
Total	429	100.00%	6000988	100.00%

AMATS NHS bridge condition is currently exceeding the targets set by ODOT. Table H-8 below identifies 26 projects in the TIP directly relate to bridge condition with a total investment of \$277 million.

Table H-8
TIP Projects Improving NHS Bridges

Number of Projects	Bridges Improved ¹	Construction \$ (Millions) ²
26	231	\$277.2

The AMATS Policy Committee has previously approved support for ODOT’s statewide goals for pavement and bridge conditions. (See AMATS Policy Resolution 2018-17, approved September 2018, attached below).

PM-3 System Reliability, Freight Reliability, and CMAQ Performance Measures

US DOT requires agencies to adopt travel time reliability measures to better manage and operate their transportation system. Traffic professionals have come to recognize the importance of travel time reliability because it better quantifies the benefits of traffic management and operation activities than simple averages over a twenty-four hour period.

Federal rule 23 CFR 490.707 establishes Congestion Mitigation and Air Quality (CMAQ) Traffic Congestion performance measures for large urbanized areas in Ohio. One measure focuses on monitoring the Peak Hour Excessive Delay (PHED), which is the effort to monitor the time people spend in traffic delays. Another measure focuses on decreasing single occupant vehicle trips (Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel). See the AMATS CMAQ Program Performance Plan for further discussion.

Peak Hour Excessive Delay (PHED)

ODOT and the Ohio MPOs collectively established a single target for each applicable urbanized area for the first performance period by May 20, 2018. As part of a phased implementation approach, only four-year targets will be reported in the State’s baseline performance period report due by October 1, 2018. There is no requirement for states to report two-year targets or baseline condition for this specific measure in the report for the first performance period. With the first mid-performance period progress report, due October 1, 2020, four-year targets may be adjusted, and two-year condition/performance will be reported as baselines.

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

Mode Share (Non-SOV Travel)

ODOT and the Ohio MPOs established a single, unified two-year and four-year target for each applicable urbanized area for the first performance period of May 20, 2018. A baseline report for the first performance period was due October 1, 2018 and included two and four-year targets and a description of the data collection method used.

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

The PHED and Non-SOV measures and targets are listed in Table H-9 as follows:

Table H-12
ODOT Travel Time Reliability Targets

Level of Travel Time Reliability		
Travel Time Reliability	2-Year Target	4-Year Target
Interstate Travel Time Reliability	85%	85%
Non-Interstate NHS Travel Time Reliability	N/A	80%

Level of Truck Travel Time Reliability		
Truck Travel Time Reliability	2-Year Target	4-Year Target
Interstate Truck Travel Time Reliability Index	< 1.50	< 1.50

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

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment’s largest ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate. The data to assess travel time reliability and establish targets is sourced from FHWA’s National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA’s Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics.

AMATS current performance is documented in the following Table H-13:

Table H-13
AMATS Travel Time Reliability

Level of Travel Time Reliability							
Year	2014	2015	2016	2017	2018	Average	Target
Interstate TTR	97.6%	96.5%	97.6%	98.6%	98.5%	97.8%	85.0%
Non-Interstate NHS TTR	60.7%	63.1%	59.8%	89.3%	90.4%	72.7%	80.0%
Interstate TTTR Index	0.01	0.01	0.01	0.01	0.01	0.01	< 1.50

AMATS meets the performance targets for travel time reliability on the interstate system and on truck travel time. The AMATS non-interstate system meets the target as of 2017. Overall state of Ohio performance is documented in table H-14 below:

Table H-14
Ohio Travel Time Reliability

Level of Travel Time Reliability							
Year	2014	2015	2016	2017	2018	Average	Target
Interstate TTR	92.4%	90.3%	90.6%	90.7%	89.1%	90.6%	85.0%
Non-Interstate NHS TTR	68.5%	67.4%	66.8%	90.5%	90.1%	76.7%	80.0%
Interstate TTTR Index	1.46	1.48	1.45	1.34	1.38	1.42	< 1.50

AMATS identifies 6 projects that will improve travel time reliability in the greater Akron area. The projects total \$85 million. These projects are also anticipated to benefit truck travel time reliability as well.

Table H-15
TIP Projects Improving Travel Time Reliability

Road Type	Number of Projects	Construction \$ (Millions) ²
Interstate	2	\$67.6
Non-Interstate NHS	4	\$17.5

Total CMAQ Emission Reduction Performance Measures

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

Emissions Reduction

ODOT, in coordination with the Ohio MPOs, established statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all non-attainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors.

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

The measures and targets are listed as follows:

Table H-16
Total CMAQ Emission Reduction Targets

Total CMAQ Emission Reduction	2-Year Target	4-Year Target
Volatile Organic Compounds Total Emission Reduction	69 kg/day	69 kg/day
Nitrous Oxide Total Emission Reduction	537 kg/day	537 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	36 kg/day	36 kg/day

The targets reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2013 – 2016 project emissions data recorded in the Federal Highway Administration’s CMAQ Public Access Database and were averaged to form a trend analysis. AMATS has approved support for ODOT’s targets. The state of Ohio’s performance is reflected in tables H-17, H-18 and H-19 below:

Table H-17
TIP Projects Improving Total VOC Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	48.033	85.778	69.000
2015	109.332	85.778	69.000
2016	37.346	85.778	69.000
2017	166.329	85.778	69.000
2018	67.848	85.778	69.000

Table H-18
TIP Projects Improving Total NO_x Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	332.332	405.004	537.000
2015	547.289	405.004	537.000
2016	252.641	405.004	537.000
2017	561.225	405.004	537.000
2018	331.533	405.004	537.000

Table H-19
TIP Projects Improving Total PM_{2.5} Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	12.587	43.004	36.000
2015	60.488	43.004	36.000
2016	15.065	43.004	36.000
2017	18.296	43.004	36.000
2018	108.583	43.004	36.000

H-15

AMATS as part of the Statewide CMAQ Subcommittee continues to program CMAQ projects with an emphasis on reducing emissions. The Statewide CMAQ Subcommittee Funding Policy places a high level of importance on emission reductions per project.

In the current TIP, AMATS has programmed 7 projects totaling \$15 million that will contribute to the emission reductions in the region.

Table H-20
TIP Projects with CMAQ Funding

Number of Projects	CMAQ \$ (Millions)
7	\$15.1

Public Transit

In terms of public transportation, US DOT is developing both performance measures and a formal definition for "state of good repair," (asset measures). Within three months of the US DOT's rulemaking, transit agencies are required to develop performance targets for state of good repair. Transit agencies are also required to develop transit asset management (TAM) plans, which in turn must include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Transit agencies must also report annually on the progress made toward performance targets, as well as define new performance targets for the coming fiscal year. Ultimately, funding will be linked to meeting these goals.

Performance and asset measures are widely used in the transit industry today, with most transit agencies reporting basic information about their service to the National Transit Database (NTD); reporting data to the NTD is required for most transit agencies to receive federal transit funding.

ODOT is considering the following performance measures to be used for transit development:

- Service effectiveness – passengers per hour
- Cost efficiency – cost per hour
- Cost effectiveness – cost per passenger
- Customer satisfaction – portion of riders with high levels of satisfaction
- Transit asset management – fleet and infrastructure capital maintenance

Transit Asset Management Planning – METRO RTA and PARTA

In July 2016, FTA published a final rule for Transit Asset Management (TAM). The rule requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure.

Transit asset management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

H-16

MAP-21 and the FAST Act required the Federal Transit Administration (FTA) to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. FTA's national Transit Asset Management system rule defines the term, "state of good repair," requires grantees to develop a TAM plan, establishes performance measures, establishes annual reporting requirements, and requires FTA to provide technical assistance.

TAM requirements in this final rule are part of a larger performance management process. MAP-21 created a performance-based and multimodal program to strengthen the US transportation system, which is comprised of a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). FTA is tasked with developing other rules, including the National Public Transit Safety Plan and the Public Transportation Agency Safety Plan, and worked jointly with FHWA on a rule to manage Statewide and Metropolitan Planning.

Effective January 1, 2017, direct recipients of FTA Section 5307 and 5310 funding (METRO RTA and PARTA) were required to establish their initial Transportation Performance Management (TPM) rolling stock and infrastructure useful life targets. Metropolitan Planning Organizations (MPOs) such as AMATS were required to set public transit rolling stock and infrastructure useful life targets 180 days following the transit operators' action. Effective October 1, 2018, direct recipients of FTA Section 5307 and 5310 funding are required to complete their initial Transit Asset Management (TAM) Plans.

Similar to safety performance management, effective October 1, 2018, MPO Transportation Plan updates and amendments and/or TIP amendments must address direct recipient performance management targets.

In preparation for amendments to the State Transportation Improvement Program (STIP), ODOT is requesting Ohio MPOs continue to work with their regional public transit system operators/FTA direct recipients to include the public transit performance management targets and provide a description of the anticipated effect of the TIP toward achieving the TAM targets set by the MPO. TIP amendments cannot be approved unless the AMATS TIP reflects the METRO and PARTA TAM plans and state of good repair target outcomes.

A state of good repair (SGR) is a threshold that identifies the desired performance condition of a capital asset, such as a bus, transfer facility, or office building. An asset is in a state of good repair when it is able to operate at a full level of performance. This means:

- The asset is able to perform its designed function;
- Does not pose a known or unacceptable safety risk (condition); and
- Its life cycle investments have been met or recovered (useful life benchmark-ULB)

SGR performance targets are based on realistic expectations derived from the most recent available data (condition and ULB), FTA performance measure criteria, and the financial resources from all sources that the area reasonably expects to be available during the TAM plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year are to be monitored on a quarterly basis. Revised performance targets will be provided to FTA annually as part of the standard National Transit Database (NTD) submittal.

To that end, METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, as required by federal guidance. The area RTAs have also shared their agency's performance targets for all rolling stock, equipment, facilities, and infrastructure with AMATS. METRO and PARTA have also provided a narrative to AMATS for the TIP on their TAM performance targets and measures and how they will achieve those targets, for inclusion in the TIP. And, METRO and PARTA have certified that their agencies will implement and maintain a Transit Asset Management Plan in accordance with 49 CFR part 625 (the current federal guidance, designated as "The TAM Rule").

Table H-21
PARTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus						
	AO - Automobile						
	BR - Over-the-road Bus						
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	25%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van						
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
VN - Van	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue / Service Automobile	50%	50%	50%	50%	50%	50%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%

*These targets depend largely on available funding from the Federal Transit Administration

In addition to other funding and projects, the FY 2021-2024 TIP programs the following transit projects for PARTA, utilizing \$6.0 million in federal funds, which will contribute to the attainment of the PARTA capital targets:

- PID 104397: 6 Small Buses, FTA 5307 funds, \$312,000
- PID 102992: 2 Large Replacement Buses, CMAQ and FTA 5339-b funds, \$1,278,742
- PID 111781: 6 Small Buses, FTA 5339 funds, \$320,000
- PID 111777: 2 Large CNG Replacement Buses, CMAQ funds, \$920,000
- PID 111794: 3 Small Replacement Buses, FTA 5307 funds, \$206,400
- PID 111795: 4 Small Transit Vans, FTA 5339 funds, \$214,400
- PID 111799: 2 Large Diesel Buses, FTA 5307 funds, \$830,000
- PID 111803: 5 Small Buses, FTA 5339 funds, \$348,000
- PID 111805: 2 Large Diesel Buses, FTA 5307 funds, \$779,253
- PID 112244: 2 Large Diesel Buses, CMAQ funds, \$779,253

Table H-22
METRO RTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	0%	0%	0%	0%	0%	0%
	AO - Automobile						
	BR - Over-the-road Bus	0%	0%	0%	0%	0%	0%
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	25%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van	25%	0%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
VN - Van	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue / Service Automobile	50%	50%	50%	50%	50%	50%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%

*These targets depend largely on available funding from the Federal Transit Administration

In addition to other funding and projects, the FY 2021-2024 TIP programs the following transit projects for METRO, utilizing \$34.9 million in federal funds, which will contribute to the attainment of the METRO capital targets:

- PID 104363: 20 Small Replacement Buses, FTA 5307 funds, \$1,600,000
- PID 104362: 4 Large Replacement Buses, FTA 5307 and 5339 funds, \$1,800,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Building Rehabilitation, FTA 5307 funds, \$500,000
- PID 104363: 20 Small Replacement Buses, FTA 5307 funds, \$1,600,000
- PID 104362: 11 Large Replacement Buses, FTA 5307 and 5339 funds, \$4,900,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Building Rehabilitation, FTA 5307 funds, \$500,000
- PID 112221: 2 Replacement Commuter Buses, FTA 5307 funds, \$1,120,000
- PID 104363: 10 Small Replacement Buses, FTA 5307 funds, \$800,000
- PID 104362: 13 Large Replacement Buses, FTA 5307 and 5339 funds, \$5,800,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Building Rehabilitation, FTA 5307 funds, \$500,000
- PID 112221: 6 Replacement Commuter Buses, FTA 5307 funds, \$3,360,000
- PID 112270: 4 Large Replacement Buses, CMAQ funds, \$1,800,000
- PID 104363: 18 Small Replacement Buses, FTA 5307 funds, \$1,440,000
- PID 104362: 16 Large Replacement Buses, FTA 5307 and 5339 funds, \$7,040,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Building Rehabilitation, FTA 5307 funds, \$500,000
- PID 112245: 3 Large Replacement Buses, CMAQ funds, \$1,260,000

Investment prioritization assists AMATS area stakeholders in making more informed investment decisions to improve the SGR of capital assets, and defines when assets need overhaul or replacement. The investment prioritization list, is a list containing the work plans and schedules of proposed METRO RTA and PARTA projects and programs, how METRO and PARTA estimates achieving their SGR goals, and ranks projects and programs based on implementation priority over the TAM Plan horizon period of four years. METRO is designated as a Tier I TAM agency. PARTA is designated Tier II. Each agency is tracking their own capital assets and setting targets in coordination with AMATS. The AMATS FY 2021-2024 TIP prioritizes transit funding for preventive maintenance, bus replacements, elderly and disabled transportation, and passenger amenities.

The FY 2021-2024 TIP, includes \$28.5 million in federal funds for capital projects, and \$21.2 million in federal funds for preventive maintenance expenditures. Of the federal funds programmed in the FY 2021-2024 TIP, the largest part is designated for the preservation of the existing system. PARTA's recent acquisition of CNG buses and fueling capability were an expansion of their existing capital assets. Going forward, PARTA will be acquiring a larger mix of CNG buses. By mode of travel, transit projects comprise 46% of total (federal, state and local) TIP programmed costs at approximately \$317 million.

Approximately \$2.2 million in federal funds for elderly and disabled transportation is made available from the FTA Section 5310 program. Projects intended to assist in the transportation

of the elderly and disabled are derived from the AMATS Coordinated Public Transit Human Services Transportation Plan (approved May 2018). The goal of the plan is to better coordinate services among regional agencies in order to reduce costs, eliminate the duplication of services and provide assistance to those who are underserved. AMATS has recently awarded nearly \$1 million in federal funds to area social service agencies through METRO RTA and PARTA.

The RTAs, in coordination with AMATS, rank selected projects and programs to improve or manage the SGR of capital assets for which the RTAs have a direct capital responsibility. The ranking criteria of projects and programs will be consistent throughout the TAM Plan. Priority consideration will be given to local projects and programs that both improve SGR and correct an identified unacceptable safety risk; and also take into consideration Americans with Disabilities Act (ADA) requirements (49 CFR Part 37) concerning maintenance of accessible features and the alteration of transit facilities. Furthermore, when developing an investment prioritization list, the region will take into consideration its estimation of funding levels from all sources that it reasonably expects to be available in each fiscal year during the TAM Plan horizon period. The ranking of investment prioritization programs and projects will be expressed as: High Priority, Medium Priority, or Low Priority. Each investment prioritization program or project ranked contains a year or specific date in which the RTA intends to carry out the program or project.

Freight Movement and Economic Vitality

Ultimately, the assessment of freight performance will be measured in terms of mobility and efficiency (travel time, delay and safety) and accessibility and connectivity. Bottlenecks and roadways (or corridors) with particularly high levels of freight movement may be singled out for more detailed analysis once performance measures and goals are adopted. The end result is to use performance measures to reach goals that are part of the Regional Transportation Plan. Projects that are essential to the movement of goods would then be programmed into the TIP as a part of an integral process. A full discussion of freight in the AMATS area can be found in the Freight Plan (approved in May 2016)

Environmental Sustainability

AMATS is committed to enhancing the performance of the transportation system while protecting and enhancing the natural environment. Both the AMATS Transportation Improvement Program (TIP) and Regional Transportation Plan meet US DOT requirements for air quality conformity. In the future, AMATS will further the goal of improved air quality by developing a transportation system that meets the intent of federal requirements.

Reduced Project Delivery Delays

It is a priority of AMATS to ensure that projects are completed on schedule. AMATS continues to dedicate efforts to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The project scoring and evaluation criteria in the AMATS Funding Policy Guidelines are intended to effectively allocate the region's resources. In addition, AMATS coordinates its efforts with other MPOs, along with ODOT, to ensure that projects are fully funded and completed on time.

RESOLUTION NUMBER 2018-17

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

**APPROVING SUPPORT FOR PERFORMANCE MEASURES GOALS, TRANSIT
ASSET MANAGEMENT AND CMAQ PERFORMANCE PLANNING**

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, the federal authorization legislation: the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) direct state DOTs and MPOs to collectively implement performance based transportation planning processes; and

WHEREAS, AMATS is required to establish and set targets for five safety performance measures (per Title 23 CFR part 490), those measures applicable to all public roads: as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and

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

WHEREAS, the Ohio Department of Transportation (ODOT) has established a statewide 1% annual reduction target across all five safety performance measures; and

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

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

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

WHEREAS, Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA), and this area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties; based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as non-attainment for the 2008 8-hour ozone standard; and

RESOLUTION NUMBER 2018-17 (continued)

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

WHEREAS, the necessary coordination between the Cleveland-Akron-Lorain air quality area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred in order to develop CMAQ program performance targets; and

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

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

WHEREAS, METRO RTA and PARTA are eligible and direct recipients of Federal Transit Administration (FTA) funds for the area; and

WHEREAS, AMATS, METRO RTA and PARTA support the FTA's Transportation Performance Management rolling stock and infrastructure useful life benchmarks; and

WHEREAS, it is responsibility of AMATS to coordinate with METRO RTA and PARTA in maintaining a state of good repair of the area's transit capital assets; and

WHEREAS, AMATS has developed state of good repair targets for the region's transit capital assets for each transit agency as part of transit asset management (TAM) planning, in coordination with METRO RTA and PARTA; and

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

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

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

RESOLUTION NUMBER 2018-17 (continued)

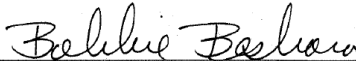
NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide 1% annual reduction target for all five safety performance measures in CY 2019.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all other applicable transportation performance measures as described in the attached memorandum: National Highway System (NHS) pavement conditions, Interstate bridge conditions, level of travel time reliability and level of truck time reliability.
3. That this Committee approves a Cleveland urbanized area 4-year target of less than 10 hours annual of peak hour excessive delay (PHED).
4. That this Committee approves a Cleveland urbanized area non-single occupancy vehicle (Non-SOV) travel 2-year target of 18 percent and 4-year target of 18.5 percent.
5. That this Committee supports ODOT emissions reductions targets as part of the Cleveland-Akron-Lorain non-attainment area as described in the attached memorandum.
6. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for each performance measure as discussed in the attached memorandum.
7. That this Committee agrees to modify or amend the Transportation Improvement Program and Regional Transportation Plan, *Transportation Outlook*, to include further discussion of performance measures, including support for ODOT's performance goals and targets, as well as include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.
8. That this Committee supports the FTA's Transportation Performance Management (TPM) rolling stock and infrastructure useful life benchmarks and targets.
9. That this Committee approves the separate targets of each area RTA for transit asset management (TAM), as developed in coordination with METRO RTA and PARTA, and described in the above memorandum.
10. That this Committee agrees to modify or amend the Transportation Improvement Program and Regional Transportation Plan, *Transportation Outlook*, to include further discussion of transit asset management (TAM); and includes approval and support for METRO RTA and PARTA goals and targets. Support for these goals includes performance-based decision-making as part of the project selection and funding process

RESOLUTION NUMBER 2018-17 (continued)

in order to contribute towards the maintenance and state of good repair of the area's transit capital assets, as described in the above memorandum.

11. That this committee accepts the self-certification from METRO RTA and PARTA that they are engaging in performance-based asset management planning as required by federal guidance.
12. That this Committee approves the attached AMATS area CMAQ performance plan described in the above memorandum.
13. That this Committee approves that AMATS, as part of the Cleveland-Akron-Lorain non-attainment area, supports the intent of ODOT's statewide targets for air quality improvements.
14. 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 Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee
9/20/18

Date

RESOLUTION NUMBER 2019-22

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

**APPROVING THE AMATS AREA TRAFFIC CRASH ANALYSIS TECHNICAL
MEMORANDUM AND SUPPORT FOR ODOT SAFETY GOALS**

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, the federal authorization legislation: the Fixing America’s Surface Transportation Act (FAST) directs state DOTs and MPOs to collectively implement performance based transportation planning processes; and

WHEREAS, AMATS is required to establish and set targets for five safety performance measures (per Title 23 CFR part 490), those measures applicable to all public roads: as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and

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

WHEREAS, the Ohio Department of Transportation (ODOT) has established a statewide 2% annual reduction target across all five safety performance measures; and

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

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

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

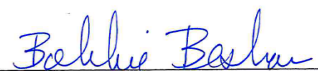
WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the area’s Regional Transportation Plan, *Transportation Outlook*, in accordance with current state and federal guidelines; and

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

RESOLUTION NUMBER 2019-22 (continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the attached AMATS area Traffic Crashes and Safety Performance Measures (2016-2018) Technical Memorandum.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2020.
3. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for safety performance as discussed in the attached memorandum.
4. That this Committee agrees to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.
5. 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 Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee
12/19/19

Date

Carry Forward List

Carry Forward List Highway Improvements that May Slip into this TIP by Delay and Added by Amendments as Needed

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
107761	POR - Aurora Signals	N/A	City of Aurora Various Locations	Upgrade Signals with New Poles and Controllers, Signal Heads, ADA Curb Ramps, Pedestrian Signals and School Zone Flashers	STBG LOCAL	R R	60.0 15.0				5,70.1	Aurora	Exempt
105556	POR - CR 145 Ravenna Rd Bridge	0.01	Franklin Township Ravenna Rd Bridge over Norfolk Southern Railroad	Bridge Structure Replacement, Relocate Portage Hike and Bike onto the New Structure (Hike and Bike was Originally PID 107963)	TASA LOCAL	P P	40.0 10.0				1,512.1	Portage County Engineer	Exempt
98585	POR - CR 18 - 0.51 (Tallmadge Rd)	0.55	Brimfield Township CR 18 (Tallmadge Rd) at Mogadore Rd and IR 76	Interchange Improvements	HSIP LOCAL	P P	99.8 13.7				9,921.9	Portage County Engineer	Analyze
110168	POR - SR 59 - 0.00	2.13	Kent Sr 59 from the Summit County Line to SR 43 (S Mantua St)	Milling and Resurfacing	4PF7* STBG LOCAL	C C C	652.0 150.0 365.5				1,167.5	ODOT	Exempt
112026	POR - SR 59 - 2.14 (E Main St)	0.74	Kent SR 59 (E Main St) from Willow St to Horning Rd	Install Raised Median, Replace 2 Signalized Intersections with Roundabouts, Install Bus Pullofs, Upgrade Lighting and Sidewalks	HSIP LOCAL	P P	900.0 100.0				17,555.6	Kent	Analyze
99725	SUM - Canton Rd - Resurfacing	0.94	Springfield Township Canton Rd from Salmon Dr to 500' South of Springfield Lake Dr	Resurfacing	STBG-A LOCAL	C C	800.0 200.0				1,018.0	Summit County Engineer	Exempt
108131	SUM - Cleveland Massillon Rd / Ridgewood Rd	0.20	Copley Township Cleveland Massillon Rd at Ridgewood Rd (North Intersection)	New Eastbound Left Turn Lane on Ridgewood, Southbound Right Turn Lane on Cleveland Massillon Rd	CMAQ LOCAL	C C	280.0 70.0				370.0	Summit County Engineer	Exempt
107797	SUM - CVNP Pedestrian Bridge and Trail	0.03	Boston Township Across Cuyahoga River just South of Boston Mills Rd	Construction of a New Pedestrian Connector fom the New CVNP Visitor Center to the Boston Mills Rd Trail Head	FED LOCAL	P P	200.0 50.0				906.5	Summit County Engineer	Exempt
107794	SUM - CR 50 - 0.00 (S Main St)	2.85	New Franklin S Main St from Mt. Pleasant Rd to 0.2 Miles South of W Caston Rd	Resurfacing	STBG LOCAL	C C	1,157.5 985.8				2,143.3	New Franklin	Exempt
107261	MED - Medina Line Rd Phase 1 CR 2 - 0.00	2.55	Norton Medina Line Rd from Eastern Rd to Greenwich Rd	Resurfacing	STBG LOCAL	C C	381.7 468.6				857.6	Norton	Exempt
99728	SUM - Moore Rd - Sidewalks	0.59	Green Moore Rd from Arlington Rd to Charleston Dr	New Sidewalks	TAP LOCAL	C C	500.0 1,000.0				1,581.0	Green	Exempt
108084	SUM - Portage Trail Extension	0.74	Cuyahoga Falls Portage Trail from Albertson Pkwy to State Rd	Addition of a Two-Way Left Turn Lane	HSIP LOCAL	P P	241.2 26.8				7,099.7	Cuyahoga Falls	Exempt
108375	SUM - S Van Buren Ave / W Waterloo Rd Resurfacing	0.80	Barberton S Van Buren Ave from Robinson Ave to Snyder Ave W Waterloo Rd from Wooster Rd N to Cordelia Ave	Resurfacing	STBG LOCAL	C C	616.0 154.0				783.9	Barberton	Exempt
108133	SUM - Waterloo Rd	3.36	Akron Waterloo Rd from Manchester Rd (SR 93) to Kelly Ave	Resurfacing	STBG LOCAL	C C	1,101.3 1,275.0				2,476.9	Akron	Exempt
106002	SUM - IR 77 / IR 277 / US 224 Interchange	2.73	Akron and Coventry Township IR 77 / IR 277 / US 224 Interchange	Add Lanes on IR 77 from Arlington Rd to IR 277 / US 224, Widen Ramp to 2 Lanes from IR 77 Northbound to IR 277 / US 224 Westbound	TRAC STATE	P P	900.0 100.0				5,005.0	ODOT	Analyze
93433	SUM - SR 91 / SR 18 - 1.75 (Canton Rd / E Market St)	0.01	Akron SR 91 (Canton Rd at the Intersection with SR 18 (E Market St)	Intersection Realignment, Road Diet to the North and Possible Roundabout	HSIP LOCAL	C C	2,000.0 222.2				4,402.7	Akron	Exempt
107814	SUM - SR 91 - 9.96 Sidewalks	1.91	Stow SR 91 (Darrow Rd) from 500' South of Conwill Rd to 375' South of Fishcreek Rd	New Sidewalks	TASA LOCAL	R R	174.1 43.5				885.9	Stow	Exempt
106445	SUM - SR 91 - 13.45 (Darrow Rd)	0.94	Hudson SR 91 (Darrow Rd) from Barlow Rd to Veterans Way	Construction of a Two-Way Left Turn Lane, Bicycle Lane and Sidewalk	HSIP LOCAL	R R	174.1 43.5				5,023.0	Hudson	Exempt
93822	SUM - SR 91 - 15.67 (Darrow Rd)	1.04	Hudson SR 91 (Darrow Rd) from Turnpike Bridge to Middleton Rd	Turn Lanes and Sidewalks	STBG-A LOCAL	C C	210.0 23.3				4,073.9	Hudson	Exempt
98486	SUM - US 224 - Various	1.99	Akron and Springfield Township US 224 from Logpoint 11.25 to Logpoint 12.70 and Logpoint 14.30 to Logpoint 14.84	Milling, Resurfacing and Bridge Maintenance	4PF7 STBG STATE LOCAL	C C C C	1,480.9 150.0 163.3 244.5				2,091.3	ODOT	Exempt
90415	SUM - US 241 - 4.10	0.51	Green SR 241 (Massillon Rd) from Raber Rd to SR 619	Widen to 5 Lanes, Bike Lanes and Sidewalks	STBG-A HSIP LOCAL	C C C	3,520.0 2,000.0 3,880.0				14,467.8	Green	Analyze



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

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