

History of AMATS	
1960s	
1962	The Federal Aid Highway Act is enacted. This law required that urbanized areas with populations over 50,000 have a continuing, comprehensive, and cooperative planning process, known as a "3-C Process," to receive federal funds for transportation projects.
	<p>The Akron Metropolitan Area Transportation Study (AMATS) is one of the first metropolitan planning organizations (MPOs) formed in Ohio under the Federal Aid Highway Act of 1962. The Metropolitan Transportation Committee of AMATS meets for the first time on Dec. 10, 1962.</p> <p>During this first meeting, the <i>Prospectus</i>, the document that stipulates the role of AMATS in guiding the area's transportation planning process was presented to the committee for consideration. There was also technical discussion concerning the inventory or data collection phase of the <i>1980 Akron Metropolitan Area Transportation Study</i>.</p> <p>The original study area of AMATS encompasses 230 square miles and consists of Akron, Barberton, Cuyahoga Falls, Fairlawn, a portion of Franklin Township, a portion of Green Township, the Village of Lakemore, Mogadore, Munroe Falls, Norton, Silver Lake, Stow, and Tallmadge.</p>
1963	In January, the AMATS Policy Committee accepts the AMATS <i>Prospectus</i> . The <i>Program Design Report</i> , which defined the agency's organization, timetables, budget, and staff responsibilities, was also approved by the committee.
	AMATS compiles the first aerial photos of its study area in April.
	In June, the AMATS area expands to include the Village of Brady Lake, Brimfield Township, the Village of Clinton, Kent, Randolph Township, Ravenna, Ravenna Township, Rootstown Township, and Suffield Township.
1966	The agency completes a report entitled <i>An Evaluation of Alternates A and D of Interstate Route 77</i> in January.
	AMATS compiles its first <i>Accident Inventory and Analysis</i> in January-March 1963.
1967	In January-February, the agency completes its first land use study based on aerial photography.
	<p>During the first six months of 1967, AMATS publishes several engineering and planning reports. These reports were:</p> <ul style="list-style-type: none"> • <i>Accident Study</i> • <i>Existing Highway Deficiencies</i> • <i>Accuracy Checks: Household Characteristics & Travel Patterns</i> • <i>Existing Land Use and Development</i> • <i>Program Design Report</i> • <i>Socio-Economic Profile</i> <p>AMATS completes a <i>Railroad Study</i> and a <i>Population Forecast</i> for the region in December.</p>
1968	The agency completes an <i>Economic Forecast Report</i> and a <i>Travel Patterns Report</i> in January-February.
	In April, AMATS publishes its <i>Financial Resources Report</i> , which provided a projection of funds available for highway facilities.
	AMATS completes a <i>Mass Transportation Facilities Report</i> in August.
	The agency starts a continuous traffic counting program at 14 permanent locations in September-October.
	In October, AMATS publishes a <i>Land Use and Development Forecast</i> . This report forecasted land use and development to 1990 within the region.
1970s	

1970	AMATS publishes its first <i>Annual Report</i> in January.
	In February, the AMATS area expands to include Atwater Township, the Village of Aurora, the Village of Boston Heights, Charlestown Township, Deerfield Township, Edinburg Township, Freedom Township, the Village of Garrettsville, Hiram Township, the Village of Hiram, the Village of Hudson, Hudson Township, Macedonia, the Village of Mantua, Mantua Township, Nelson Township, the Village of Northfield, Palmyra Township, Paris Township, the Village of Peninsula, Reminderville, the Village of Richfield, Richfield Township, Shalersville Township, Streetsboro, the Village of Sugar Bush Knolls, Twinsburg, Windham Township, and the Village of Windham.
1972	In March, the AMATS Policy Committee adopts the <i>Year 1990 Regional Transportation Plan</i> , the first long-range plan for the AMATS area.
	In another first, the Federal Highway Act of 1972 suballocates Federal Aid Urban System (FAUS) funds to the AMATS area in March.
1973	In April, AMATS launches its Citizens Involvement Committee (CIC). The CIC continues to be the agency's forum to foster public discussion regarding area transportation and related issues.
	In June, the Federal Highway Administration (FHWA) certifies AMATS as a metropolitan planning organization (MPO) for the first time.
	In September, just before the nation's first energy crisis, AMATS completes its first <i>Vehicle Occupancy Study</i> , which finds that over 80 percent of commuters drive alone.
1975	In March, AMATS approves the area's first Transportation Improvement Program (TIP), which spans Fiscal Year 1975 Through Fiscal Year 1980 (FY 1975-1980 TIP). The TIP is the program of highway, public transit, bike, and pedestrian projects that are scheduled to receive federal funds during the lifespan of the program.
1978	In February, the AMATS area expands to include Chippewa Township and the Village of Doylestown.
	In October, the Ohio Environmental Protection Agency designates AMATS as the lead agency to develop a regional plan to reduce motor vehicle emissions to meet federal air standards by 1982.
	Demolition of Akron's North Main Street Viaduct begins in May to make way for the construction of its replacement: the Y-Bridge.
1979	The AMATS Comprehensive Employment and Training Act (CETA) Program concludes in March in cooperation with METRO of Summit County. The 20-month program conducted numerous telephone surveys, on-board bus counts and traffic counts. This research provided AMATS and area transit operators with valuable market-oriented information regarding the design and implementation of public transportation service in the AMATS area. Among the CETA-supported studies were: <ul style="list-style-type: none"> • A report regarding the <i>Transportation Needs of the Elderly and Handicapped</i> • Community transit studies for Fairlawn, Springfield Township, and Stow • A <i>Regional Transit Study</i> • <i>METRO RTA Area Study</i> • <i>METRO Marketing Survey</i> • <i>Ridesharing Survey</i>
	In May, AMATS approves the TIP for Fiscal Year 1980 Through Fiscal Year 1984 (FY 1980-1984 TIP). The highway portion of the TIP includes 34 projects totaling more than \$105 million. Among the projects are: <ul style="list-style-type: none"> • North Main Street Viaduct Construction in Akron. • Phases I and II of the Perkins Street Widening and Reconstruction in Akron. • East Market Street Reconstruction and Bridge Replacement in Akron. • Treat Road Widening in Aurora.

	<ul style="list-style-type: none"> • Widening and reconstruction of state Route 8 at state Route 303 in Boston Township. • Munroe Falls Avenue Widening in Cuyahoga Falls. • Horning Road Widening in Kent. • Frost Road Reconstruction in Streetsboro. • Howe Road Widening and Reconstruction in Tallmadge. <p>The FY 1980-1984 TIP included funding for public transportation capital and operating needs. The program included:</p> <ul style="list-style-type: none"> • More than \$12.7 million for capital improvements by METRO. • More than \$2.8 million for capital improvements by the former Kent State University Campus Bus Service (KSU CBS). • \$9 million for the City of Akron and METRO to implement a <i>Transit and Pedestrian Mall Plan</i> in downtown Akron. • More than \$41.6 million in operating assistance for METRO and its Special Citizens Area Transit (SCAT) service. • More than \$5.4 million in operating assistance for the former KSU CBS.
	<p>In September, the AMATS Policy Committee adopts <i>A Regional Bikeway Plan for the AMATS Area</i>. The plan was developed with the assistance of the AMATS Bikeway Committee, the Citizens Involvement Committee (CIC), bicycle enthusiasts, community and regional parks and recreational officials, engineers, and planners. The plan made recommendations for the development of bicycle paths, lanes, and routes in the region.</p>
1980s	
1980	<p>In May, AMATS hosts a series of public meetings throughout the region inviting the public to comment on the draft long-range <i>Year 2000 Transportation Plan</i>.</p>
	<p>The AMATS Policy Committee adopts the <i>Year 2000 Transportation Plan</i> as the long-range transportation plan for the region during its May meeting.</p> <p>The \$7 million State Street Viaduct in Barberton and the \$2.8 million Center Street Bridge in Akron open in August. The State Street Viaduct replaced four sets of at-grade rail crossings while the Center Street Bridge provided a vital link between downtown Akron, The University of Akron, and state Route 8.</p> <p>In November, Martha Avenue in Akron opens to traffic following a four-lane widening between Seiberling Street and Interstate 76. Also in November, the second phase of the Akron Innerbelt opens to traffic. This section, from Thornton Street to West Exchange Street, was built at a cost of \$11.8 million.</p> <p>In December, AMATS starts <i>RIDEFINDERS</i>, a commuter matching service.</p>
1981	<p>In January, AMATS publishes a <i>Non-Intersection Accident Study</i> for the years 1976, 1977, and 1978.</p>
	<p>The Y-Bridge and Perkins Street projects officially open in Akron with a parade and festival in October.</p> <p>In May, AMATS approves the TIP for Fiscal Year 1983 Through Fiscal Year 1987 (FY 1983-1987 TIP). The FY 1983-1987 TIP includes a map depicting 37 programmed highway projects. These projects include an extension of state Route 8, from Graham Road in Stow to state Route 303 in Boston Heights, and improving the State Street/Interstate 76 Interchange in Barberton. This map is also reproduced in the agency newsletter.</p>
1982	<p>The \$3.3 million Kelly Avenue Improvement Project in Akron is completed in July. The project relocated Kelly Avenue east of its original alignment and extended the avenue under East Market Street to Goodyear Boulevard. The project included a new East Market Street bridge over Kelly Avenue, a new access road from the avenue to the Goodyear plant, and the extension of Third Avenue to provide better access to the I-76 westbound on-ramp. The project was part of a larger \$15 million improvement project associated with the Goodyear Technical Center Urban Development Project.</p>

	In December, Congress approves the Surface Transportation Assistance Act of 1982. This law includes the first increase in the federal gasoline tax, from 4 cents to 9 cents, since 1959.
1983	The Study Team crafting the <i>State Route 91 Corridor Study</i> meets for the first time in February. The study will provide the basis for identifying improvements within the corridor.
	From March 31 through April 1, AMATS co-sponsors a three-day training seminar with the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA), entitled <i>Access Management for Streets and Highways</i> .
	AMATS completes the Transportation Improvement Program for Fiscal Year 1984 Through 1988 (FY 1984-1988 TIP). This program provides funding for 47 highway projects, which include the construction of an interchange between the Akron Innerbelt and Interstates 76 and 77. Among the projects are: <ul style="list-style-type: none"> • Resurfacings of Main and Water streets in Kent. • Reconstruction and resurfacing of Steels Corners Road in Cuyahoga Falls and a portion of Akron. • Bridge and ramp improvements to the Perkins Street and North Expressway Viaduct in Akron. • Resurfacing of Tallmadge Road in Brimfield and Rootstown townships.
	In December, the agency releases a special report entitled <i>A Profile of Workers Using Public Transportation in the METRO Regional Transit Authority Service Area</i> . The report is based in part on on-board surveys of METRO of Summit County riders and 1980 U.S. Census data. Among the report's findings were: <ul style="list-style-type: none"> • 3.8 percent of 137,000 total daily trips within the METRO area were completed using public transportation. • At 4.6 percent, Akron was the area community with the highest percentage of workers using public transportation while Stow was the lowest at 0.2 percent.
	In November, the Citizens Involvement Committee (CIC) hosts public meetings in Hudson and Tallmadge to discuss highway improvements within the state Route 91 travel corridor extending from I-76 in Akron to Interstate 480 in Twinsburg.
	The state Route 43 bridge over the Conrail railroad tracks in Portage County's Franklin Township opens to traffic in December. The bridge replaced an antiquated wood and steel structure.
1984	In March, AMATS releases a special report concerning <i>Inter-County Work Trip Patterns</i> . The report is based on 1980 U.S. Census data. Among the report's findings were: <ul style="list-style-type: none"> • There were 21,214 daily one-way Summit County work trips destined for Cuyahoga County – the largest county destination for Summit County work trips. • The largest number of daily work trips entering Summit County was from Portage County at 12,473 trips. • Summit County was the origin of 60.5 percent of inter-county work trips to Portage County.
	In September, the AMATS Policy Committee allocates \$5.6 million in Federal-Aid "M" Funds to five new area projects. The projects included Gilchrist Road in Akron; Smith Road in Akron and Northhampton Township; the Norton Avenue, Barber Road, and Fourth Street Intersection in Barberton; Fairchild Avenue in Kent; and Gates Street in Doylestown.
	In November, AMATS releases its <i>Traffic Accident Report</i> , which analyzed Greater Akron area traffic accidents from 1980 through 1982.
1985	In February, AMATS releases a special report entitled <i>Alcohol Involvement in Traffic Accidents</i> . Among the report's findings were that:

	<ul style="list-style-type: none"> • Of all Greater Akron area accidents caused by unsafe speeds or driving left of center, approximately one-quarter of the drivers had consumed some alcohol although they were not necessarily charged with drunken driving. • Between the hours of 2-5 a.m., drinking drivers accounted for 45 percent of all accidents. • The percentage of drivers involved in alcohol-related accidents was significantly higher from midnight to 6 a.m. • Alcohol involvement in accidents increased significantly on Saturdays (16 percent) and Sundays (14 percent).
1990s	
1991	In December, the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) becomes law.
	The E-Check Program begins in the AMATS area in November.
1993	In January, in a first for AMATS, the agency approves transferring \$394,000 of its federal highway funds for a transit use. This action allows METRO of Summit County to purchase the 9.8-mile Freedom Secondary rail between Akron and Kent. This type of funding flexibility was permitted under ISTEA.
	In February, AMATS resumes production of a quarterly agency newsletter as part of its public outreach strategies.
	In May, AMATS releases a special edition of its newsletter devoted to work-trip travel patterns to and from the Greater Akron area. The newsletter is based on 1980 U.S. Census data.
	<p>AMATS approves the Transportation Improvement Program for Fiscal Year 1994 Through 1997 (FY 1994-1997 TIP) in August. The TIP included \$374 million in highway and mass transportation projects, which were programmed for fiscal years 1994 through 1997. This total included more than \$272 million for highway capital projects, more than \$77 million for public transit operations, and more than \$23 million for mass transit capital and planning projects. Among the projects in the TIP were the:</p> <ul style="list-style-type: none"> • Widening of Interstate 76 in east Akron. • Mantua Street/Gougler Street widening and reconstruction in Kent. • Widening to four lanes of state Route 224 east to state Route 91.
	<p>AMATS approves the <i>Year 2010 Regional Transportation Plan</i> in September. As a result of ISTEA and the Clean Air Act Amendments of 1990 (CAAA), this is the first long-range plan for the Greater Akron area to be updated on a three-year update schedule instead of 10. This change in the plan update schedule allows metropolitan planning organizations (MPOs) greater flexibility in responding to evolving regional transportation needs and priorities.</p> <p>This 17-year plan issued long-range regional transportation recommendations totaling nearly \$588 million. These recommendations included:</p> <ul style="list-style-type: none"> • Nearly \$552 million for highway projects. • Nearly \$30 million for public transportation. • More than \$4.4 million for transportation enhancements. • And \$2 million for the Northeast Ohio Passenger Rail Study <p>This plan also marked the first time that AMATS prepared an <i>Executive Summary</i> of a long-range plan for use by the public. The <i>Executive Summary</i> omitted confusing technical jargon and included informational maps and tables about recommended projects.</p>
	The Greater Akron area's portion of the federally required State Implementation Plan for Improving Air Quality (SIP) was forwarded to the U.S. Environmental Protection Agency (USEPA) for approval in November. AMATS developed the SIP in cooperation with the

	<p>Northeast Ohio Areawide Coordinating Agency (NOACA), the Akron Regional Air Quality Management District (ARQMD), the Cleveland Department of Public Health and Welfare – Division of the Environment, the Ohio Department of Transportation (ODOT), and the Ohio EPA. Under the CAAA, states must prepare SIPs to show how air quality non-attainment areas will meet federal air quality standards by 1996. The Greater Akron area is part of the Akron-Cleveland ozone non-attainment area.</p> <p>In November, the AMATS Policy Committee selects several ambitious mass transit projects to receive federal Congestion Mitigation/Air Quality (CMAQ) Program funds. The projects were selected because of their potential air quality benefits and included natural gas-powered buses, new van pool programs, and an express bus service between Akron and Cleveland.</p>
1994	<p>In January, the U.S. Environmental Protection Agency (USEPA) rejected Ohio's State Implementation Plan for Improving Air Quality (SIP) for not adequately demonstrating how ozone-forming hydrocarbon emissions would be reduced by 1996. Ohio was given a mid-1995 deadline to revise its SIP or risk the loss of federal highway funds and new pollution offset requirements on industries.</p>
	<p>In May, AMATS approves the Transportation Improvement Program for Fiscal Year 1995 Through Fiscal Year 1998 (FY 1995-1998 TIP). This TIP reflected new federal air quality considerations, funding constraints, and public engagement requirements. The TIP included slightly more than \$242 million in highway and mass transportation projects, which were programmed for fiscal years 1995 through 1998. This total included more than \$147 million for 123 highway capital projects, more than \$81 million for public transit operations, and more than \$13.5 million for mass transit capital and planning projects.</p> <p>Among the projects in the TIP were the:</p> <ul style="list-style-type: none"> • Crain/Mantua/Fairchild Intersection and signal improvements in Kent. • Replacement of the Howard Street Bridge over the Little Cuyahoga River in Akron. • Construction of the Polsky Skyway over University Avenue in Akron.
	<p>In June, the High-Level Bridge on North Main Street in Akron was officially re-opened following more than \$9.5 million in improvements.</p>
	<p>In July, Akron and Barberton received more than \$3 million from the Ohio Department of Transportation (ODOT) Transportation Enhancement Program (TEP) following the evaluation and submittal of Greater Akron area TEP applications by AMATS. Akron received slightly more than \$2.5 million for its Valley View Bicycle and Pedestrian Trail Project and Barberton received slightly more than \$520,000 for its Alexander Square Historic District Project.</p>
	<p>In December, AMATS completes the <i>1994 Vehicle Occupancy Study</i>.</p>
1995	<p>In March, the AMATS Policy Committee approves an update to the <i>Improved Transportation for Elderly Persons and Persons with Disabilities Plan</i>.</p>
	<p>AMATS completes its <i>1992 Freeway Level of Service Study</i> in June. The study found that, out of 252 one-way miles of area freeway analyzed, 74 miles or 29.4 percent operated below Level of Service (LOS) C. Interstates 76 and 77 were found to have the most segments operating below LOS C during peak travel hours.</p>
	<p>In August, AMATS publishes a special edition newsletter devoted to 1980-1990 work trip travel data based on U.S. Census data. The data showed that the number of people commuting to work in the Akron Central Business District (CBD) and from Portage and Summit counties to the Cleveland CBD increased by 9.6 percent and 90.9 percent respectively.</p>
	<p>In October, METRO of Summit County purchases a 6.5-mile section of the Akron Secondary rail line between Cuyahoga Falls and Hudson for \$300,000 using a combination of funds, including AMATS Surface Transportation Program funds.</p>
	<p>In December, the AMATS Policy Committee approves the purchase of 10 buses powered by Compressed Natural Gas (CNG) by METRO for \$2.8 million.</p>

1996	In March, the AMATS Policy Committee unanimously approves a resolution supporting the designation of the Ohio & Erie Scenic Byway by the state and federal governments.
	<p>In June, AMATS and the Interstate 77 Major Investment Study (MIS) Steering Committee host two public meetings regarding the scope of the MIS. The committee conducted an MIS of the area from Interstate 277/U.S. 224 south of Akron to U.S. 30 in Canton. Comments received from these meetings were used by the committee to identify which congestion reduction measures were preferred by the public. The I-77 MIS was initiated by AMATS, the Ohio Department of Transportation (ODOT), and the Stark County Area Transportation Study (SCATS).</p> <p>In August, the AMATS Policy Committee approves the Transportation Improvement Program for Fiscal Year 1997 Through Fiscal Year 2000 (FY 1997-2000 TIP). Approximately \$288.3 million in highway and mass transit projects are programmed in the TIP with about \$180 million for highway projects and \$108.3 million for mass transit projects. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • The preservation of the Freedom Secondary rail line. • The Alexander Square Scenic Enhancement Project in Barberton. • The Cleveland-Massillon Road/Ridgewood Road Improvement in Fairlawn. • The Center Valley Bike in Twinsburg. <p>In September, AMATS is one of 13 recipients nationwide to receive a \$400,000 federal Intelligent Transportation Systems Early Deployment Program (ITS EDP) study grant. The grant was used by the agency to conduct a feasibility study of ITS technology to ease traffic congestion and improve safety.</p> <p>ODOT officially designates the Ohio & Erie Canal path as the state's first scenic byway in September. The U.S. Congress approves legislation establishing the 87-mile Ohio & Erie Canal National Heritage Corridor in October. These actions follow AMATS Policy Committee approval in March approving a resolution supporting the designation of the byway.</p> <p>In November, the \$3.2 million widening of Waterloo Road in Akron is complete. The total length of the project was 1.15 miles, from South Main Street to I-77.</p>
1997	<p>The AMATS Policy Committee accepted the recommendations of the Interstate 77 MIS during its March meeting. The I-77 MIS recommended:</p> <ul style="list-style-type: none"> • The addition of a lane in each direction on I-77 between U.S. 30 and Arlington Road. • Implementation of an incident management program. • Implementation of a transportation demand management program. • Encouraging access management planning and improvements in the corridor. • Expansion of the AMATS RIDESHARE! Program. • A coordinated signal system on Cleveland Avenue in Stark County. <p>The estimated cost of the I-77 MIS recommendations was about \$163 million through 2020.</p>
	<p>In March, the AMATS Policy Committee amends the Transportation Improvement Program for Fiscal Year 1997 Through Fiscal Year 2000 to provide funding for the Ohio & Erie Canal Scenic Byway.</p> <p>In June, the AMATS Policy Committee approves the Transportation Improvement Program for Fiscal Year 1998 Through Fiscal Year 2001 (FY 1998-2001 TIP). This is the first TIP in which the committee adopted limits on available federal funding for local projects and it is the first to be adopted under the Intermodal Surface Transportation Efficiency Act of 1991. Highway and mass transit projects requiring expenditures totaling approximately \$308.7 million were programmed in the TIP with \$196.6 million for highway projects and \$112.1 million for public transit projects. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • I-77 widening, from state Route 241 to Arlington Road. • Upgrading of State Road in Cuyahoga Falls.

	<ul style="list-style-type: none"> • Improvement to Tallmadge Avenue in Akron. • Cleveland-Massillon Road widening in Fairlawn. • Twenty-two large and 21 small bus purchases by METRO of Summit County. • Twelve small bus purchases by the Portage Area Regional Transportation Authority (PARTA).
	In August, the AMATS Citizens Involvement Committee (CIC) hosts a Bikeway Public Workshop in Cuyahoga Falls. The workshop was part of the agency's update of the Greater Akron area's long-range <i>AMATS Year 2010 Transportation Plan</i> to the year 2020.
	In September, Ohio Governor George Voinovich and Akron Mayor Donald Plusquellic cut the ribbon on the reconstruction of Interstate 76, from the Central Interchange to Gilchrist Road, in Akron. The extensive widening spanned five years and cost nearly \$80 million. The ribbon cutting ceremony occurred in the gymnasium of the Archbishop Hoban High School.
	In October, AMATS and the Rideshare Committee of the Ohio Association of Regional Councils (OARC) host a Welfare-to-Work Conference. About 80 transportation planning and human service officials from across Ohio and four states attend the conference in Cuyahoga Falls. The conference provided an opportunity for planning officials and representatives from the Ohio departments of transportation and human services to exchange ideas regarding transportation assistance under state House Bill 408, the law establishing the state's effort at welfare reform.
	The George Washington Boulevard relocation project in Akron is completed in October. The project realigned the boulevard (state Route 241) to Hilbish Avenue. AMATS programmed \$1.35 million in federal funding for the \$1.7 million project. The project improved access to Hilbish Avenue and provided a direct route to Market Street (state Route 18).
1998	AMATS begins the process to update the <i>AMATS Year 2010 Transportation Plan</i> to the year 2020 by identifying area transportation deficiencies and possible alternatives during its February and March Policy Committee meetings.
	In May, AMATS hosts a series of Open House meetings throughout the Greater Akron area as the next step in the update of the <i>AMATS Year 2010 Transportation Plan</i> to the year 2020. Residents and local officials shared their insights regarding identified deficiencies and proposed alternatives. These comments were considered by the AMATS Policy Committee during the update of the area's long-range plan.
	Work begins on the \$22.4 million widening of Interstate 77, from Arlington Road to state Route 241 (Massillon Road), in June with the rehabilitation of the state Route 619 (Turkeyfoot Lake Road) overpass. A priority for AMATS for several years, the sweeping project in Green added an additional traffic lane in each direction from the Arlington Road interchange to the state Route 241 interchange. The project included interchange improvements at Arlington Road and widened state Route 241 to seven lanes in the interchange area. The project included shoulder reconstruction on I-77 and the construction of four crossovers.
	The six-year, \$217 billion Transportation Equity Act for the 21 st Century (TEA-21) becomes law in June.
1999	In January, the AMATS Policy Committee approves the <i>Congestion Management System (CMS) Report</i> . The CMS Report documents the performance of the area's transportation system and presents recommendations to reduce congestion. Highway recommendations in the upcoming Draft <i>AMATS Year 2020 Regional Transportation Plan</i> will be drawn from the 132 highway project recommendations presented in the report.
	Following AMATS Policy Committee authorization in February, the agency begins seeking public comment regarding the Draft <i>AMATS Year 2020 Regional Transportation Plan</i> in March.
	The AMATS Policy Committee approves the <i>AMATS Year 2020 Regional Transportation Plan</i> in March. The plan identifies more than \$3.5 billion in highway, public transit, bike, and pedestrian needs. The financially constrained portion of the plan prioritizes identified projects with slightly less than \$2 billion in funding that is projected to be available for

	<p>improvements over the next 21 years. The plan is one of the first to emphasize system preservation over costly expansions.</p> <p>In May, AMATS approves the Transportation Improvement Program for Fiscal Year 2000 Through Fiscal Year 2003 (FY 2000-2003 TIP). Projects totaling \$465.8 million in highway and public transit were programmed with \$347 million for projects to preserve the operation of the existing transportation system. Out of total TIP funding, \$341.7 million was for highway projects and \$137 million for public transit projects and operations. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • A \$5.6 million widening to four lanes of state Route 43 in Brimfield Township. • A \$6.2 million project to widen Cleveland-Massillon Road in Fairlawn. • A \$2.1 million widening to four lanes of North Portage Path in Akron. • Thirty-nine large bus and 28 small bus purchases by METRO of Summit County. • Eleven small bus, seven van, and two non-revenue vehicle purchases by the Portage Area Regional Transportation Authority (PARTA). • \$490,000 for Phase II of the Downtown Barberton Scenic Enhancement Project. • \$365,000 for The Lock 1 Hike/Bike Trail in Akron. • \$175,000 for the Coventry Township SafeWalk Project. <p>In June, AMATS wins the 1999 Transportation Study Award presented by the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) during the Ohio Transportation Planning Conference in Columbus. The agency won the award in recognition of its <i>Congestion Management System (CMS) Performance and Strategy Evaluation Report</i>, which was released in December 1998.</p> <p>In August, AMATS completes a <i>Freeway Level of Service Study</i>. Approval of this study officially begins the process to update the <i>AMATS Year 2020 Regional Transportation Plan</i> to the year 2025.</p> <p>In September, the agency launches its first web site.</p> <p>Construction begins on Phase I of the four-mile Valley View Bikeway in November. AMATS programmed \$2.3 million in state Transportation Enhancement Program funds for the bikeway in its FY 2000-2003 TIP.</p> <p>In December, AMATS completes its <i>Intelligent Transportation Systems (ITS) Strategic Deployment Plan</i>, the agency's 20-year vision for guiding regionwide implementation of ITS technology in the Greater Akron area.</p>
2000s	
2000	<p>At the request of the Ohio Department of Transportation (ODOT), the AMATS Policy Committee amends the Transportation Improvement Program for Fiscal Year 2000 Through 2003 (FY 2000-2003 TIP) to include the \$17 million reconstruction of Interstate 271 during its January meeting. The 8.9-mile project extends from Interstate 71 in Medina County to west of state Route 176 in Bath and Richfield townships and the Village of Richfield in Summit County.</p>
	<p>In June, AMATS approves a <i>Baseline Highway Congestion Technical Memorandum</i>, which consists of an <i>Intersection Capacity Analysis</i> and an <i>Arterial Level of Service Analysis</i>. This memorandum marks another step in the update of the <i>AMATS Year 2020 Regional Transportation Plan</i> to the year 2025.</p> <p>The AMATS Policy Committee approves the <i>Year 2025 Planning Data Forecast</i> in September. The forecast analyzed six categories – population, dwelling units, household vehicles, employment, land area, and non-residential floor area – within the AMATS area. The forecast was used to extend the horizon year of the <i>AMATS Year 2020 Regional Transportation Plan</i> to the year 2025.</p> <p>In November, AMATS hosts its first annual meeting at the former Anthe's Restaurant in New Franklin. ODOT Director Gordon Proctor is the first featured speaker of the agency's annual meetings. The first <i>AMATS Annual Report</i> also makes its debut during this meeting.</p>

	<p>The AMATS Policy Committee selects nine projects to receive \$2 million in funding from the Transportation Enhancement Program (TEP) in December. The projects were:</p> <ul style="list-style-type: none"> • Wolf Creek Trailhead – Ohio & Erie Canal in Barberton. • East Main Street Pedestrian Island in Kent. • Stow Bike & Hike Trail Southeast in Stow. • South Water Street Sidewalk Improvement in Kent. • Citywide Sidewalk Accessibility in Akron. • Northside Rail Station Parking Lot in Akron. • Steese Road Sidewalk Project in Green. • Vegetative Expressway Landscaping along portions of Interstate 76 in Akron. • North River Road Sidewalk Improvement in Munroe Falls.
2001	<p>The AMATS Policy Committee approves the Transportation Improvement Program for Fiscal Year 2002 Through 2005 (FY 2002-2005 TIP) during its May meeting. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • A \$43.5 million upgrade of state Route 8 in Akron. • A \$29.9 million widening to six lanes on Interstate 77, from north of the Akron-Canton Regional Airport Interchange to south of state Route 241. • A \$9.4 million widening of state Route 43 in Brimfield Township. • A \$16.1 million resurfacing and bridge improvement on Interstate 76 in Brimfield, Rootstown, and Edinburg townships. • The purchase of 32 large buses, 35 small buses, and seven non-revenue vehicles by METRO of Summit County. • The purchase of three large buses, 16 small buses, and a non-revenue vehicle by the Portage Area Regional Transportation Authority (PARTA).
	<p>AMATS hosts four public involvement meetings in July and August as part of its update of the <i>Regional Transportation Plan</i> to the year 2025.</p> <p>The AMATS Technical Advisory Committee (TAC) TIP Subcommittee recommends that the agency commit \$600,000 in Surface Transportation Program funds to the \$2.5 million <i>Interstate 76/80 Highway Corridor Study</i> being conducted by the Ohio Department of Transportation (ODOT). The study corridor extended from I-76 in Medina County along I-76 through Summit and Portage counties to Interstate 80 in Mahoning County. The study evaluated design standards, pavement conditions, and capacity and proposed recommendations to correct deficiencies.</p> <p>AMATS completes a <i>Congestion Management System Performance and Strategy Evaluation Report</i> (CMS Report) and a <i>2025 Financial Resources Forecast</i> for the Greater Akron area in December.</p> <p>The CMS Report documented the performance of the area transportation system, analyzed future traffic conditions, forecasted travel patterns to the year 2025, and identified needed improvements for managing traffic congestion. The forecast projected the amount of funding expected to be available to support area transportation improvements between 2001 and 2025. The report and forecast were integral components of the update of the <i>Regional Transportation Plan</i> to 2025.</p>
2002	<p>The AMATS Policy Committee approves the <i>AMATS Long Range Transportation Needs and 2025 Regional Transportation Plan</i> in May. The plan identified about \$3.2 billion in area transportation needs. The estimated cost of implementing the highway, public transit, and transportation enhancement improvements recommended in the plan with available funding totaled \$1.8 billion. Of this total:</p> <ul style="list-style-type: none"> • Slightly more than \$1.4 billion was for highway improvements. • \$311 million was for public transit recommendations.

	<ul style="list-style-type: none"> • \$23 million was for bicycle and pedestrian improvements.
	<p>AMATS releases the <i>AMATS 2025 Regional Transportation Plan Executive Summary</i> in August. The summary outlines the Greater Akron area's long-range highway, public transit, bike, and pedestrian recommendations. Divided into 16 sections, the summary also addresses such topics as urban sprawl, farmland preservation, access management, economic development, environmental justice, and air quality.</p>
	<p>In October, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) officials re-certify AMATS as the metropolitan planning organization serving the Greater Akron area. The agency received five commendations for its administration of the regional transportation planning process.</p>
	<p>AMATS celebrates its 40th Anniversary as a metropolitan planning organization in December.</p>
2003	<p>In April, AMATS publishes a special edition of its agency newsletter devoted to work-trip travel information contained in the 2000 U.S. Census.</p>
	<p>In July, the AMATS Policy Committee approved the <i>1999-2001 Intersection Traffic Crash Report</i>. The committee also approved a prioritized list of 13 project applications to the state Transportation Review Advisory Council (TRAC) for funding from the state's Major New Construction Program.</p>
	<p>The Transportation Improvement Program for Fiscal Year 2004 Through Fiscal Year 2007 (FY 2004-2007 TIP) is officially approved by the U.S. Department of Transportation in July. Projects totaling \$590 million in highway and public transit were programmed with more than \$448 million for highway projects and nearly \$142 million for public transit projects. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • Phase I of a major upgrading of state Route 8 totaling \$36.6 million in Northfield Center Township and Macedonia. • Phase II of a major upgrading of state Route 8, from south of Twinsburg Road to Interstate 271, totaling \$72.6 million. • A widening to six lanes and a toll plaza reconstruction on Interstate 80 totaling \$28 million. • A \$10.9 million widening to four and five lanes of state Route 43, from Tallmadge Road to state Route 261. • A \$9.8 million resurfacing and bridge repair on Interstate 76 in Rootstown and Edinburgh townships. • The purchase of 28 large buses, 33 small buses, and five non-revenue vehicles by METRO of Summit County. • The purchase of 20 small buses by the Portage Area Regional Transportation Authority (PARTA). • \$500,000 in federal funds for the construction of the Stow Bike & Hike Trail Southeast in Stow. • \$1 million in federal funds for two separate extensions of the Towpath Trail in Akron.
	<p>The Interstate 76/AMATS Major Investment Study Committee meets for the first time in October. The I-76/AMATS MIS was part of the Ohio Department of Transportation (ODOT) I-76/I-80 Corridor Study.</p>
	<p>AMATS completes its <i>Arterial Traffic Crash Report 1999-2001</i>. The report summarizes crashes that occurred on arterial sections in the Greater Akron area during the years 1999, 2000, and 2001 and was completed using crash records provided by the Ohio Department of Public Safety.</p>
2004	<p>AMATS approves the <i>Interstate 76/AMATS Major Investment Study (I-76 MIS) Final Report</i> in January. The purpose of the I-76/AMATS MIS was to identify improvements that will reduce traffic congestion, improve safety, and correct design deficiencies along an 11-mile section of I-76 between state Routes 8 and 21.</p>

	<p>The preferred conceptual alternatives recommended in the MIS were the construction of additional through lanes, the reconfiguration of problem interchanges, and the correction of design deficiencies between state Routes 8 and 21.</p> <p>The study identified three sections of I-76 that needed major improvements. These sections were:</p> <ul style="list-style-type: none"> • I-76 between state Route 59 (Akron Innerbelt) and state Route 8 (Central Interchange). • I-76 between State Street in Barberton and state Route 59 (Akron Innerbelt) in Akron. • I-76 between state Route 21 in Norton and State Street in Barberton.
	<p>The AMATS Policy Committee approves an updated version of the <i>AMATS Mission Statement and Regional Transportation Goals and Objectives</i> as a first step to update the area's long-range regional transportation plan to 2030.</p> <p>The updated <i>AMATS Mission Statement</i> read that in pursuing its responsibilities as a metropolitan planning organization (MPO), AMATS aims to:</p> <ul style="list-style-type: none"> • Improve the quality of life of the region's citizens by identifying ways to maintain, improve, and enhance the region's transportation system and improve air quality. • Assist member local governments and agencies in addressing local and regional issues in a cooperative manner. • Assure the equitable flow and prudent expenditure of public funds. <p>AMATS supports these aims by:</p> <ul style="list-style-type: none"> • Serving as a forum of local public officials for regional debate and intergovernmental cooperation. • Encouraging local decision-making in harmony with the region's transportation and air quality plans. • Maintaining federal designations and planning processes, and meeting federal and state requirements for regional programs. • Seeking the equitable return of state and federal transportation funds to the region for use in meeting locally determined needs. • Providing information and technical planning support for the benefit of member communities and agencies to enable the best use of public resources. • Advocating the interests of the region with state and federal officials. <p>The updated AMATS Regional Goals and Objectives listed 10 goals for the Greater Akron area's transportation system. These goals stated that the transportation system should:</p> <p>Goal 1 – Reflect and support the values and planning objectives of area communities and neighborhoods.</p> <p>Goal 2 – Encourage desirable development patterns.</p> <p>Goal 3 – Be safe and secure.</p>

	<p>Goal 4 – Minimize adverse environmental impacts.</p> <p>Goal 5 – Provide mobility for all people.</p> <p>Goal 6 – Be economically sound.</p> <p>Goal 7 – Provide for efficient travel.</p> <p>Goal 8 – Function in a fully integrated manner.</p> <p>Goal 9 – Be preserved, maintained, and enhanced.</p> <p>Goal 10 – Support the economic vitality of the metropolitan area.</p>
	<p>In February, AMATS completes the <i>2000-2002 Freeway Traffic Crash Report</i>, which summarizes crashes that occurred on AMATS-area freeways during a three-year period.</p> <p>During its July meeting, the AMATS Policy Committee approves two amendments to the Transportation Improvement Program for Fiscal Year 2004 Through Fiscal Year 2007 (FY 2004-2007 TIP) to add the <i>Akron-Canton Freeway Management System Project</i> and the <i>Akron Innerbelt Study</i>.</p> <p>The <i>Akron-Canton Freeway Management System</i> was a new intelligent transportation system project that includes design, construction, and integration of a freeway management system on all interstate and other major highways in Summit County and parts of Summit County. The committee approved the amendment following a request by the Ohio Department of Transportation (ODOT).</p> <p>The <i>Akron Innerbelt Study</i> was a new planning and environmental study to evaluate the feasibility of converting a portion of state Route 59 in Akron from limited access to an arterial street. The committee approved the amendment following a request by the city of Akron.</p> <p>The AMATS Policy Committee approves the <i>AMATS 2030 Public Transportation Needs Report</i> and the <i>AMATS 2030 Transportation Enhancement Needs Report</i> in October. Both items were key components of the next long-range regional transportation plan.</p>
<p>2005</p>	<p>In May, AMATS approves the <i>2030 Regional Transportation Plan</i> and the Transportation Improvement Program for Fiscal Year 2006 Through Fiscal Year 2009 (FY 2006-2009 TIP). The <i>2030 Regional Transportation Plan</i> recommended approximately \$2.7 billion for transportation improvements between 2005 and 2030. Of this total, the plan recommended nearly \$2.4 billion for highway improvements, \$294 million for public transportation improvements, and about \$43 billion in bicycle and pedestrian improvements.</p> <p>Highway and public transit projects totaling approximately \$637 million were programmed in the FY 2006-2009 TIP. Of this total, \$251 million was for highway and bikeway capital projects and \$216 was for highway maintenance projects; \$127 million was for transit operations and \$43 million was for transit capital, maintenance, and planning projects.</p> <p>2005 was unique in that the triennial update of the long-range Regional Transportation Plan coincided with the biennial update of the four-year TIP. AMATS found itself in the position of having to update both of its most important planning products almost simultaneously.</p>
	<p>AMATS completes its <i>2000 Land Use Inventory</i> in June. This update of the AMATS-area land use inventory is also the first to utilize Geographic Information Systems (GIS) computer software and electronic aerial photographs. The agency maintains an inventory of land use, which it uses as a measure of trip making in planning transportation improvements.</p>

	<p>The agency has completed an inventory every five years since 1970. The inventories tabulate total acreage for a variety of land uses including residential, retail, wholesale, industrial, public, and open space.</p>
	<p>The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) becomes law in August. SAFETEA-LU provided \$189 billion for federal highway programs and \$45 billion for federal public transportation programs through Fiscal Year 2009. The law also guaranteed that donor states such as Ohio, which routinely paid more into the Highway Trust Fund than it received, would receive 92 cents for every dollar contributed to the fund by 2008. (Previously, Ohio received 90.5 cents for every dollar.)</p>
	<p>The Ohio Department of Transportation (ODOT) launches the Akron Central Interchange Project in October. The project reconstructs portions of Interstates 76 and 77 in Akron, including the Central Interchange, and is a follow-up to the <i>I-76 MIS</i> approved by AMATS in January 2004.</p>
	<p>AMATS completes its <i>2002-2004 Intersection Traffic Crashes Technical Memorandum</i> in October. The memorandum identifies high-crash intersection locations based on crashes that occurred in the Greater Akron area during 2002, 2003, and 2004.</p>
2006	<p>In January, AMATS approves its <i>Arterial Traffic Crashes 2002-2004</i> and the <i>Freeway Traffic Crashes 2002-2004</i> technical memoranda.</p>
	<p>In June, the <i>Summit 18 Corridor Study</i> hosts the first of three public meetings in Fairlawn. AMATS and the Ohio Department of Transportation (ODOT) undertook the study to identify alternatives to reduce congestion, improve safety, improve drainage, and address access concerns in the state Route 18 corridor. The study area closely followed the state Route 18 corridor, from Medina Line Road east to Interstate 77, and extended south along I-77/state Route 21.</p>
	<p>AMATS releases its comprehensive <i>Traffic Crash Report</i> in August. The report analyzed crash trends during the years 1994 through 2004 and was based on data from the Ohio Department of Public Safety (ODPS). Unlike previous reports, this report was the first to include detailed crash information for all incorporated and unincorporated areas within the AMATS region.</p>
	<p>Following an amendment to the <i>AMATS Funding Policy Guidelines</i>, the Portage Area Regional Transportation Authority (PARTA) joins the AMATS Technical Advisory Committee Transportation Improvement Program (TAC TIP) Subcommittee as a member in September.</p>
	<p>In November, work begins on the \$170 million widening of state Route 8 in northern Summit County. The two-phase project will upgrade state Route 8 from a major arterial to a limited-access freeway. The five-mile Phase I project area extended from the Interstate 271 interchange in Northfield Center Township and Macedonia to state Route 303 in the Village of Boston Heights.</p>
	<p>In November, AMATS completes its <i>2006 Existing Highway Congestion Study</i>, which quantifies the level of existing traffic congestion on 549 miles and 38 intersections of area Congestion Management System (CMS) roadways.</p>
	<p>METRO of Summit County and PARTA are the first area recipients of funding from the recently created federal New Freedom Program. The AMATS Policy Committee selected the two transit authorities to receive \$149,000 during its November meeting. The intent of the New Freedom Program is to fill the gaps between available public transportation services and to facilitate people with disabilities into the workforce.</p>
	<p>AMATS begins posting committee meeting materials in a pdf downloadable format on the <i>What's New</i> page of its web site in December.</p>
2007	<p>In January, AMATS approves the <i>2030 Planning Data Forecast</i>, which projects socioeconomic and land use data to 2030, the horizon year for the long-range regional transportation plan. The forecast is a key component of the update of the plan.</p>

	<p>In May, AMATS approves the Transportation Improvement Program for Fiscal Year 2008 Through Fiscal Year 2011 (FY 2008-2011 TIP). Programmed improvements in the FY 2008-2011 TIP total over \$547 million. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • Phase II of the state Route 8 improvement project totaling nearly \$76 million. • The \$6.5 million widening of state Route 43 in Aurora. • The construction of the \$9 million METRO of Summit County transit center in downtown Akron. • The construction of three new portions of the Ohio & Erie Canal Towpath Trail. <p>In June, the Ohio Department of Transportation (ODOT) selects four AMATS-area projects to receive more than \$7 million from the state's Highway Safety Program. This funding was used to correct safety problems at project locations identified in the <i>Traffic Crash Report</i> compiled by AMATS in 2006. The projects selected to receive funding were significant widening projects on state Route 43 in Aurora and state Route 82 in Macedonia.</p> <p>AMATS completes the <i>2030 Future Highway Congestion Study</i> in September. The study predicted that the percentage of congested area freeways will increase from 33 percent in 2006 to 44 percent by 2030. The study also predicted that the percentage of congested arterial segments would increase from 12 percent to 29 percent during the period. The study was part of the update of the regional transportation plan.</p> <p>In September, AMATS completes its <i>Transit Coverage and Performance Report</i>. The report made several recommendations to improve service contingent upon funding availability including that METRO and the Portage Area Regional Transportation Authority (PARTA) consider extending their service hours, establishing intercounty service, and increasing the frequency of existing express routes.</p>
2008	<p>In an unprecedented move, the AMATS Policy Committee approves Resolution 2008-01 during its January meeting. The resolution expresses the committee's support for Summit County Issue 8, a .25 percent increase in the county sales tax for METRO of Summit County. (The issue was approved by voters in the March election.)</p>
	<p>In January, AMATS begins developing <i>Transportation Outlook</i>, an update of the area's long-range regional transportation plan through the year 2030. The AMATS Policy Committee started the update process by approving eight new Regional Goals and Objectives for the Greater Akron area's transportation system. These goals stated that:</p> <p>Goal 1 – The transportation planning process shall consider the planning objectives of area communities.</p> <p>Goal 2 – The transportation system should be safe and secure.</p> <p>Goal 3 – The transportation system should minimize adverse environmental impacts.</p> <p>Goal 4 – The transportation system should provide mobility for all persons.</p> <p>Goal 5 – The transportation system should be economically sound.</p> <p>Goal 6 – The transportation system should provide for efficient travel.</p> <p>Goal 7 – The existing transportation system should be preserved and maintained.</p> <p>Goal 8 – The transportation system should support the economic vitality of the area.</p> <p>In May, AMATS approves the <i>Highway Safety Needs</i> and the <i>Bicycle and Pedestrian Needs</i> reports.</p>

	<p>The <i>Highway Safety Needs</i> report analyzed 16 intersections and 16 arterial crash locations. The report offered recommendations to improve eight intersection locations and eight arterial locations. Among the intersection recommendations was a nearly \$14 million improvement project at Barney’s Busy Corner’s and arterial recommendations included a \$30 million project to rework the interchange of state Route 8 and Howe Avenue to construct new through lanes.</p> <p>The <i>Bicycle and Pedestrian Needs</i> report identified and evaluated the bikeway and pedestrian needs of the Greater Akron area. The report urged the establishment of a regional network of interconnected bikeways and presented a list of 52 recommended bikeway projects totaling more than \$135 million.</p> <p>Both reports’ recommendations were considered for inclusion in <i>Transportation Outlook</i>.</p> <p>Construction of an \$18 million project to widen state Route 82 to five lanes in Macedonia begins in May. AMATS contributed \$5.5 million to the project’s construction.</p> <p>AMATS participates in the Akron meeting of the Ohio 21st Century Transportation Priorities Task Force in June. Agency officials told the task force that new trends in transportation are emerging and new approaches to planning are needed to meet these trends. AMATS recommendations to the task force were that:</p> <ul style="list-style-type: none"> • More funding should be directed to system preservation. • More funding should be provided to public transportation. • Ohio should pursue policies that strengthen urban areas and urban core communities. • Ohio officials should be heavily involved in upcoming federal transportation legislation. <p>AMATS releases its <i>2004-2006 Crash Report</i> in June. The report was based on crash records provided by the Ohio Department of Public Safety (ODPS) and the Ohio Department of Transportation (ODOT). The report found that more than 66,000 total crashes occurred during the three-year period, a decrease of 6 percent from the more than 71,000 crashes identified in the previous period spanning 2003, 2004 and 2005.</p> <p>The Ohio & Erie Canal Towpath Trail Bridge in downtown Akron officially opens in August. Located in the center of the 101-mile Ohio & Erie Towpath Trail, the bridge spans the Akron Innerbelt (state Route 59). AMATS contributed \$700,000 in 2006 to the construction of the nearly \$3 million project.</p> <p>AMATS releases its <i>Highway Preservation Needs Report</i> in June. The report places the estimated cost of preserving the Greater Akron area’s highways at \$2 billion between 2008 and 2030.</p> <p>AMATS releases its <i>Public Transportation Needs Report</i> in October. The report predicts that the Greater Akron area will need more than \$1 billion to support its public transportation systems between 2008 and 2030.</p> <p>In September, AMATS approves the <i>Congestion Management Process (CMP)</i>, which identifies congested roadways and recommends strategies to ease traffic congestion on the region’s freeways, arterials, and intersections. The CMP found that congestion in the Greater Akron area declined for the first time in decades.</p>
<p>2009</p>	<p>In May, AMATS completes <i>Transportation Outlook</i>, a significant update and new approach to the development of the Greater Akron area’s long-range regional transportation plan.</p> <p><i>Transportation Outlook</i> emphasized preservation of the existing transportation system rather than expansion. The Plan embraced a “fix-it-first” approach and emphasized maintaining existing roads and bridges, preserving transit systems, improving safety, and creating a regional network of bicycle trails. Another notable element of the Plan was that it promoted land use decisions that reduced vehicle miles traveled, promoted transit, walking, and biking.</p>

	<p>The Plan urged continued support for the area’s public transit systems and advocated changes in state and federal regulations to allow METRO of Summit County and the Portage Area Regional Transportation Authority (PARTA) use of state and federal funding to cover their increasing operating expenses.</p> <p>The 20-year <i>Transportation Outlook</i> contained over \$4 billion of recommendations and included \$2.8 billion in recommended roadway improvements, \$1.1 billion for transit service and \$105 million for bikeway and pedestrian projects.</p> <p>Significant project recommendations contained in the Plan were:</p> <p>Central Interchange / West Leg Reconstruction – A major reconstruction of Interstate 76, from East Avenue to the Central Interchange, in Akron.</p> <p>State Route 8 / Howe Road Interchange - A redesigned interchange to improve safety and traffic flow in Cuyahoga Falls.</p> <p>State Route 43 – Projects to widen state Route 43 to four lanes in Aurora and Streetsboro.</p> <p>Kent Central Gateway Project - A transfer center for the Portage Area Regional Transportation Authority (PARTA) in Kent.</p> <p>Western Reserve Heritage Trail - Two projects to construct the Western Reserve Heritage Trail in Portage County.</p>
	<p>In May, AMATS launches its Connecting Communities Initiative, a bold attempt to integrate land use and transportation planning. As part of this initiative, the agency developed a series of inventories that AMATS and its member communities can refer to throughout the planning process. These inventories are described below.</p> <ul style="list-style-type: none"> • Sidewalk Inventory – Completed in May, this inventory provides a comprehensive examination of Greater Akron area sidewalks. This inventory marks the first time that AMATS undertook such an effort to identify and analyze sidewalk locations. • Zoning Inventory – Completed in September, this inventory provides an extensive compilation of area zoning codes and offers insight into existing and future growth patterns. <p>In July, AMATS completed the <i>2006-2008 Crash Report</i>, a three-year analysis of crashes on area roads and intersections using records provided by the Ohio Department of Public Safety (ODPS). The analysis found that Greater Akron area crashes overall declined by 4 percent compared to the previous three-year period spanning 2005 through 2007. Crashes that resulted in injuries also dropped 4 percent while crash fatalities declined by 9 percent, to 168 from 184.</p>
2010s	
2010	<p>In March, the Portage Area Regional Transportation Authority (PARTA) became the first recipient in the country to receive a federal Transportation Investment Generating Economic Recovery (TIGER) grant. PARTA used its \$20 million TIGER grant to build the Kent Central Gateway, the transportation hub of a cooperative \$100 million effort to reinvent the city’s downtown.</p>
	<p>In July, AMATS completed the <i>2007-2009 Crash Report</i>, a three-year analysis of crashes on area roads and intersections using records provided by the Ohio Department of Public Safety (ODPS). The analysis showed a downward trend in traffic crashes in the area. Between 2002 and 2004, the area recorded more than 68,200 crashes. Since that time, area crashes dropped by 25 percent to slightly more than 54,500 between 2007 and 2009. Every three-</p>

	<p>year analysis conducted by AMATS since 2002 recorded declines in crashes including the 2007-2009 analysis, which showed a more than 4 percent decline from the 2006-2008 analysis.</p> <p>In August, AMATS unveils its new web site – amatsplanning.org. The agency decided that it was time for a revamp of its online portal after more than 10 years of using the same format.</p> <p>In September, the Greater Akron area took a significant step in regional coordination with the completion of <i>Connecting Communities – A Guide to Integrating Land Use and Transportation</i>.</p> <p><i>Connecting Communities</i> represented AMATS' first comprehensive attempt to address the consequences of sprawl and create more vibrant livable communities. The guide provides a new planning framework to improve coordination between land use and transportation planning in the area.</p> <p>AMATS begins its Connecting Communities Planning Grant Program in September. The program provides \$100,000 worth of grants to help communities develop transportation plans that focus on livability practices identified in <i>Connecting Communities – A Guide to Integrating Land Use and Transportation</i>. Under the program, the agency accepts applications for planning studies, such as corridor or transit-oriented development plans.</p> <p>In September, the agency completed the <i>Rothrock Road/Montrose Planning Study</i>, a comprehensive analysis of the impacts on traffic and land use in the Montrose area if a proposed move of the Wal-Mart and Sam's Club stores from Fairlawn to Copley Township were to occur. The analysis represented the first time that the agency became involved in an issue related to commercial sprawl within the Greater Akron area.</p> <p>In September, the AMATS Policy Committee approves a resolution stating its support for a 10 cent per gallon increase in the federal gasoline tax. The resolution urges Congress to increase the tax as a stopgap measure to fund the bankrupt federal Highway Trust Fund. First proposed in May, approval came after four months of debate and culminated in a 15-12 vote in support of the measure.</p> <p>In October, AMATS was part of a 21-member Northeast Ohio consortium that sought and received a \$4.25 million grant from the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the U.S. Environmental Protection Agency - one of 45 grants to be awarded across the nation. The consortium had three years to develop a regional plan for sustainability for the 12 counties of Northeast Ohio.</p>
2011	<p>In January, the Northeast Ohio Sustainable Communities Consortium (NEOSCC) is established. The three-year planning program was funded by the U.S. Department of Housing and Urban Development (HUD) and was part of an interagency collaboration among HUD, the U.S. Department of Transportation (USDOT), and the U.S. Environmental Protection Agency (USEPA). The consortium was responsible for developing a coordinated and integrated approach to planning efforts for land use, transportation, economic and workforce development, and infrastructure investments in a 12-county area. AMATS was not only one of the consortium's 32 members, but was one of the group's founding members.</p>
	<p>In April, the NEOSCC identified five committees or "work streams" to focus on certain issues facing the region. The consortium work streams encompassed Economic Development, Environment, Housing & Communities, Connections, and Quality Connected Places.</p> <p>In June, AMATS approves the Transportation Improvement Program for Fiscal Year 2012 Through Fiscal Year 2015 (FY 2012-2015 TIP), a four-year program of over 104 highway, public transit, and bicycle and pedestrian improvement projects scheduled to receive \$625 million in federal funds. Among the projects in the TIP were:</p> <ul style="list-style-type: none"> • Major improvements to the Central Interchange area in Akron. • Construction of Seiberling Way, one of the final pieces of the Goodyear redevelopment project in Akron. • An \$11 million capacity and safety improvement project on East Summit Street in Kent.

	<ul style="list-style-type: none"> • Construction of The PORTAGE Hike & Bike Trail in Kent and the Freedom Secondary Rail Trail in Akron and Tallmadge.
	In July, AMATS completes the <i>2010 Existing Congestion Study</i> , which measured the capacity of the area's freeways, arterials, and intersections to accommodate traffic volume during busy travel times. This analysis documented a marked improvement on Greater Akron area roadways when compared to a similar study compiled four years earlier.
	Traffic crashes on the Greater Akron area's roadways and intersections showed a slight increase from 2009 to 2010, according to the <i>2008-2010 Crash Report</i> released by AMATS in August. Based on Ohio Department of Public Safety (ODPS) records, the analysis showed that the total number of area crashes increased by 2 percent to 16,873 in 2010 from 16,471 in 2009.
	The Connecting Communities Planning Grant Program concluded a successful second year. Work continued throughout 2011 on the city of Akron and METRO of Summit County's <i>Downtown Akron Connectivity Study</i> and the Village of Richfield's <i>Crossroad of Commerce & Community Study</i> . In December, AMATS awarded grants to the Village of Boston Heights for its <i>Comprehensive Land Use and Transportation Plan</i> and the city of Ravenna for its <i>Safe Alternatives: Less Traffic (SALT)</i> study.
2012	<p>The year begins with the AMATS Policy Committee approving nearly \$2.5 million to develop two trails in Portage County and two in Summit County. The four trails were:</p> <p>The PORTAGE Hike & Bike Trail – Kent will construct a new segment of The PORTAGE spanning from the city of Kent's John Brown Tannery Park along state Route 59 to Erie Street. This trail segment will include on-street portions. This project received \$700,000.</p> <p>Confluence Connector Trail – Metro Parks Serving Summit County will construct a feeder trail for the Ohio & Erie Canal Towpath Trail spanning from Manchester Road to Warner Road in Akron and Coventry Township. This project received \$700,000.</p> <p>Liberty Road Trail – Twinsburg will construct a multipurpose trail spanning from Post Road to the city of Solon. This project received \$374,000.</p> <p>Headwaters Trail Hiram Extension – The Village of Hiram will construct a trail connecting Hiram College to state Route 305. This project received \$700,000.</p>
	AMATS Director Jason Segedy is elected to serve as the chair of the Northeast Ohio Sustainable Communities Consortium Board of Directors in January. During his term, the consortium achieved significant goals including the completion of its <i>Conditions and Trends (C+T) Platform</i> and an approach to develop the <i>Vibrant NEO 2040 Vision and Framework</i> .
	In January, AMATS began work on the next long-range transportation plan by appointing the 15-member 2035 Plan Update Subcommittee. The subcommittee guided development of <i>Transportation Outlook 2035</i> , which focused on building a transportation system that meets the needs of the Greater Akron area between now and 2035.
	Approved by AMATS in March, the <i>2012 Bike Plan</i> marks an important shift for the agency and the Greater Akron area. The plan was the agency's first step in creating an integrated bicycle network that includes on-road facilities and recreation trails. The plan recommended the completion of 13 off-road regional bike trails with the recognition that, as these trails are completed, connections between them and residential areas will likely increase in importance and should be considered for funding. The plan also identified 63 priority corridors for on-road bicycle improvements with the aim of establishing a regional bike network.
	In March, AMATS unveils Switching-Gears.org , a web site devoted to cyclists in the Greater Akron area.
	The AMATS <i>Bike User Map</i> debuts in March. The map rates major roads in Portage and Summit counties for cyclists by varying levels of difficulty from "Easy/Beginner" to "Very Difficult/Expert." The map includes safety tips and contact information for area bicycle clubs and groups and a contact list of public agencies who are key players in the area's growing

	<p>bikeway network. AMATS distributed about 8,000 copies of the map through a mix of area events, bike shops and requests received via Switching-Gears.org.</p>
	<p>AMATS completed the <i>2012 Highway Preservation Needs Report</i> in July. The report recognized that maintaining and preserving the existing highway system should be a priority of the area's transportation planning process. The report estimated that the total cost for the preservation of AMATS' existing highway system through the life of <i>Transportation Outlook 2035</i> would be approximately \$2.5 billion, valued in 2012 dollars.</p>
	<p>Approved by AMATS in July, the <i>2012 Congestion Management Process Report</i> identified existing and projected future congestion on the area's freeways, arterials, and intersections. The report found that - while area traffic levels will likely increase between now and 2035 as economic growth returns - new congestion problems shouldn't. Twenty-five improvements that target only the most vital congestion locations in the Greater Akron area were recommended in the report.</p>
	<p>AMATS completed the <i>2012 Transit Plan</i> in July. The plan presented nine recommendations to improve the Greater Akron area's transit service between now and 2035. Among its key recommendations are that existing service from lines with low ridership or growth potential be shifted to areas showing strong demand; that municipalities should implement transit-oriented development, especially within identified key transit corridors; and that improvements be made to current transit levels of service, particularly in the evening hours, to better serve existing ridership and attract new riders. The plan identified nine key transit corridors, where it is recommended that existing service be expanded upon, or - if service is nonexistent - that it be added when feasible.</p>
	<p>In July, the membership of the AMATS Policy Committee increased by one member to 45 when the Village of Lakemore in southeastern Summit County rejoined the committee after a hiatus of more than two decades. Village officials felt that the time was right for the community to rejoin the committee as an active participant in the regional transportation planning process. Also in July, the Ohio Turnpike Commission (OTC) joined the AMATS Technical Advisory Committee. Agency and commission officials agreed that OTC representation on the committee was appropriate given the importance of the Ohio Turnpike to the Greater Akron area's transportation system.</p>
	<p>AMATS releases its <i>2009-2011 Traffic Crash Report</i> in July. The agency identified 115 high-crash roadway sections and 259 high-crash intersections in the Greater Akron area using Ohio Department of Public Safety (ODPS) and Ohio Department of Transportation (ODOT) records. The report found that the downward trend in the number of area crashes in the last several years leveled off. Overall crashes in Portage and Summit counties only increased by less than 3 percent - from slightly more than 16,450 in 2009 to slightly more than 17,000 in 2011.</p>
	<p>Adopted in September, the <i>Regional Pedestrian Plan</i> evaluated the current pedestrian environment and facilities, identified current needs, and anticipated pedestrian needs through the year 2035. The plan identified nearly 250 specific sidewalk and crosswalk gaps and issues a mix of 15 regional-level and municipality-level recommendations to improve the area's pedestrian environment.</p>
	<p>Finalized in December, the <i>Freight Plan 2012</i> identified the freight transportation systems that exist in the Greater Akron area. This plan addressed the factors and trends that affect the multiple modes of traffic and flow of freight and the procedures used for planning and programming the area's freight-related projects. The projects and strategies recommended in this report were considered during the development of <i>Transportation Outlook 2035</i>.</p>
	<p>The AMATS Connecting Communities Planning Grant Program completed a successful sophomore year. 2012 grant recipients - the Village of Boston Heights and the city of Ravenna - made significant progress on their respective studies during the year.</p>
2013	<p>In April, AMATS hosts two public engagement meetings - one in Akron and another in Kent - to allow the public to share their insights on both the draft TIP and <i>Transportation Outlook 2035</i>. These comments were used by the agency in developing final versions of both items.</p>
	<p>AMATS completes <i>Transportation Outlook 2035</i> - the Greater Akron area's long-range regional transportation plan - in May. The long-range plan recommends over \$4.3 billion in</p>

highway investments – including over \$2.5 billion for system preservation – over the next 22 years. The plan also recommends more than \$1.7 billion in public transportation investments and \$30 million in bicycle and pedestrian improvements during the same period.

In May, the AMATS Policy Committee approves the Transportation Improvement Program for Fiscal Year 2014 Through Fiscal Year 2017 (FY 2014-2017 TIP). The program represented a \$667 million investment in the area's highway, public transportation, bike, and pedestrian infrastructure during the program's four-year span.

Nearly \$429 million in the program was devoted to the area's highways while another nearly \$230 million was programmed for public transportation. More than \$8 million was programmed for bicycle and pedestrian projects. Seventy-seven percent of the FY 2014-2017 TIP was devoted to maintaining and operating the Greater Akron area's existing transportation system.

Among the projects in the TIP were:

- An \$8 million intersection improvement project on state Route 14 at state Route 59/Newton Falls Road in Ravenna Township.
- A nearly \$7 million reconstruction project on Frost Road, from Interstate 480 to state Route 43, in Streetsboro.
- Operational improvements for 31st Street in Barberton and Canton Road in Springfield Township and the Village of Lakemore.
- The more than \$137 million project to widen Interstate 76 to six lanes in Barberton and Norton.
- A nearly \$103 million project to improve access at the I-76/Interstate 77 (Main Street/Broadway) Interchange in Akron.
- A more than \$12 million project to improve East Summit Street in Kent.
- Phase 1 of a more than \$9 million project to improve and widen a portion of Cleveland-Massillon Road in Norton.
- More than \$1 million for a segment of The PORTAGE Hike & Bike Trail in Kent.
- The Hiram Extension, a trail connecting to the Headwaters Hike & Bike Trail, and new sidewalks at various locations in the Village of Hiram.
- A bike lane to be constructed as part of a more than \$6 million reconstruction project along state Route 82 (Aurora Road) in the cities of Macedonia and Twinsburg.

In May, AMATS announced that Barberton and Bath and Copley townships would receive Connecting Communities planning grants. Barberton used its grant for its *North-South Community Connection Plan*, which identified potential improvements to connect downtown Barberton to other parts of the city. Bath and Copley townships developed the *Montrose: North/South East/West study*, which identified bicycle and pedestrian access improvements throughout the area and transit and vehicle access improvements to nearby retail and parking locations.

The agency releases its *2010-2012 Traffic Crash Report* in July. The agency identified 123 high-crash roadway sections and 263 high-crash intersections in the Greater Akron area using Ohio Department of Public Safety (ODPS) records.

The analysis found that the number of crashes on area roadways and intersections remained stable. AMATS found that there were 50,573 crashes in Portage and Summit counties between 2010 and 2012, which was nearly the same as 2009 and 2011. Similarly, the number of injuries and fatalities remained largely unchanged.

The agency documented an overall leveling off in crashes on the area's roadways and intersections in the several years preceding the report with the total number of crashes hovering in a range of 16,000 to 17,000 per year. Agency officials indicated that the completion of much-needed safety projects throughout the Greater Akron area contributed to the improving crash totals.

	<p>In July, the city of Rittman joined AMATS as a full voting member of the agency's Policy Committee. Located in northeastern Wayne County and southeastern Medina County, Rittman is bisected by state Route 57, which runs through the city and connects it to Interstate 76 in the north and state Route 585 in the south. Rittman officials indicated that the city decided to join AMATS given the community's growing ties to the Greater Akron area.</p>
	<p>In August, the Northeast Ohio Sustainable Communities Consortium (NEOSCC) hosted a series of Open Houses, which presented "<i>What If?</i>" scenarios for Northeast Ohio's future as part of its Vibrant NEO 2040 process. Together, these events, including an Open House in Kent, drew more than 1,100 attendees.</p>
	<p>In September, AMATS and Bath and Copley townships undertook the <i>Build a Better Montrose Survey</i>, which invited those that shop, work, and do business in Montrose to answer specific questions regarding the area's walkability, signage, aesthetics, and parking. The survey provided valuable data for the <i>Montrose: North/South East/West study</i>.</p>
	<p>The NEOSCC releases nine recommendations in December. Among the consortium's recommendations to Northeast Ohio were that the region should:</p> <ul style="list-style-type: none"> • Focus new residential and commercial development on sites within established communities. • Develop a robust network of regional job centers connected by multimodal transportation corridors within and between counties. • Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels. • Encourage a higher frequency of mixed-use development and a range of diverse, affordable housing options. • Enhance and coordinate the region's rail and bus services. • Enhance walking and cycling as transportation options to increase regional mobility and improve public health. • Preserve our natural areas for future generations, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality. • Support sustainable agriculture and the local food system in Northeast Ohio. • Increase the collaboration among the region's government agencies to expand information sharing and find more cost-effective means to provide essential services.
	<p>By December, 2012 Connecting Communities Program grant recipients, the Village of Boston Heights and the city of Ravenna, concluded their studies.</p> <p>Boston Heights developed a comprehensive land use and transportation plan that includes a development strategy for the village's state Route 8 corridor. The plan also addresses how to connect the village's residential, commercial, and municipal areas, including potential pedestrian and bicycle access to the nearby Cuyahoga Valley National Park, the Ohio & Erie Canal Towpath Trail, and the Metro Parks Bike & Hike Trail.</p> <p>Ravenna - in concert with the townships of Ravenna and Rootstown – finished its <i>Safe Alternatives: Less Traffic (SALT)</i>, a study of the state Route 44/Prospect Street Corridor, which extends through central Portage County. The study presents options to promote transit use and safe pedestrian and bicycle traffic within this five-mile corridor.</p>
2014	<p>In February, AMATS - acting in concert with several area mayors whose communities were within the state Route 8 corridor, and the Summit County Executive and Engineer – sent a formal request to the Ohio Department of Transportation (ODOT) urging that the route be re-designated as Interstate 380. Redesignation would make the route eligible for federal funds and give it clout that could aid in development along the 18-mile corridor.</p>
	<p>The Northeast Ohio Sustainable Communities Consortium (NEOSCC) completes its task in February when the NEOSCC Board voted unanimously to approve and endorse the <i>Vibrant NEO 2040 Vision, Framework and Action Products</i>. The vision calls for reinvesting in Northeast Ohio's aging established urban centers and stemming new outward development.</p>

	<p>Crafted over three years, the vision was based on engagement with residents, elected officials, and experts throughout the 12-county region using a rigorous scenario planning process. AMATS was one of the key leadership organizations of the 33-member group.</p>
	<p>In March, the agency releases <i>AMATS: The State of Our Region's Transportation Infrastructure Report</i>. The report found that the area's major roads are in better condition than those in other Northeastern Ohio metropolitan areas, but are in slightly worse condition than others across the state. AMATS determined that nearly half of the area's roads are in "good" condition, but significant portions are in "poor" condition.</p> <p>Among the report's findings were that:</p> <ul style="list-style-type: none"> • 71 of the region's 984 bridges are classified as "structurally deficient." • 12 percent of the area's major roads are in "poor" condition. • Overall, the area's roads and bridges are in a reasonably good state of repair, but keeping them that way will be an ongoing and costly proposition. • Significantly improving the area's bridge and pavement conditions is likely to require nearly much of the region's currently available federal and state highway dollars. • As the region's population continues to decline and as the number of vehicle miles traveled and transportation revenues remain stagnant, the Greater Akron area should avoid building additional highway capacity and continue its "fix-it-first" approach to system maintenance.
	<p>In March, AMATS publishes its <i>Pedestrian Related Traffic Crashes 2010-2012</i> analysis, which was a comprehensive look by the agency at crashes involving pedestrians spanning the years 2010 through 2012. Although the agency regularly prepared vehicle crash reports, it had never thoroughly analyzed incidents involving pedestrians prior to this analysis. Agency officials felt that the analysis was necessary due to increased public interest in alternative forms of transportation such as walking.</p>
	<p>In September, the agency releases the <i>2011-2013 Crash Report</i>. The three-year crash report presented evidence that an 11-year trend of declining crash totals for the Greater Akron area may be reversing.</p> <p>The report identified 51,361 crashes in the area between 2011 and 2013. There were 17,143 crashes in 2011, a sizable drop to 16,778 in 2012 and a jump to 17,440 in 2013. The area's crash totals were trending down since 2002 and hit their nadir in 2009 when slightly more than 16,000 were documented.</p>
	<p>In December, AMATS completes a first-of-its-kind analysis identifying areas where mid-block pedestrian crossings are occurring or are likely to occur in the Greater Akron area. The analysis identified 41 potential mid-block crossing locations throughout the region and possible safety improvements that may be applied to these locations.</p>
	<p>Development of Barberton's <i>North-South Community Connection Plan</i> and the <i>Montrose: North/South and East/West</i> study continues throughout 2014.</p> <p>Early in the year, Barberton selected City Architecture to lead the study's planning process. In March, the study's planning team – which included AMATS – began conducting analyses, interviews, and studies into how to establish safe links in Barberton's southern area. During the summer, AMATS, Barberton, the Barberton Community Foundation, and Neighborhood Development Services began studying routes to improve links between downtown Barberton and the Towpath Trail. These efforts included two Open Houses. City Architecture's final report included a recommendation to add a bicycle and multipurpose trail loop to connect the Towpath Trail and Robinson Avenue Bridge to downtown Barberton and Lake Anna.</p> <p>The Montrose study team completed its review of the 740 results from the <i>Building a Better Montrose</i> survey early in 2014. A full 80 percent of respondents indicated that they believe that the area's traffic makes it too dangerous for walking and cycling. Nearly two-thirds of</p>

	<p>respondents stated that the absence of sidewalks and safe crosswalks prevents them from walking.</p> <p>As a follow-up to the survey, the team hosted the Montrose Community Meeting in May and a second meeting for business and landowners in October. The study's consultant, EDG, used the input gathered from these meetings to prepare its recommendations for the area. The consultant's final recommendations urged the construction of sidewalks and crosswalks throughout the study area.</p>
2015	<p>Bath and Copley townships and the city of Fairlawn finalize the <i>Montrose Multi-Modal Connectivity Plan</i> in February. Funded by the AMATS Connecting Communities Planning Grant Program, the plan recommends proposals to improve pedestrian, bicycle, transit, and vehicle access within a heavily traveled suburban area bounded by Bath Township to the north and Copley Township to the south.</p>
	<p>AMATS posted a new interactive Traffic Count Map on its web site in March.</p>
	<p>In May, AMATS completed its <i>Road Diet Analysis</i>, which identified potential locations where road capacity far exceeds current volumes of daily traffic.</p>
	<p>In May, AMATS completed its <i>2040 Planning Data Forecast</i>, a key component in the update of the Greater Akron area's long-range regional transportation plan.</p>
	<p>In May, the AMATS Policy Committee unanimously approves the Transportation Improvement Program for Fiscal Year 2016 Through Fiscal Year 2019 (FY 2016-2019 TIP). The TIP represented a \$720 million investment in the area's highway, public transportation, and bike and pedestrian infrastructure. Nearly \$424 million in the program was devoted to the area's highways while another \$291 million was for public transportation. More than \$4.8 million funded bicycle and pedestrian projects.</p> <p>Of the program's total funding, \$444 million or 62 percent was devoted to preservation projects while nearly \$224 million or 31 percent was used for operational improvements throughout the area. Only about \$51 million was programmed for projects that added capacity to the area's transportation system.</p> <p>The TIP included several road diet and multi-modal-type projects to help make more efficient use of the area's existing system of roadways. Some of the most significant types of these projects included Kent's East Summit Street and Akron's Tallmadge Avenue (state Route 261). Other significant projects included:</p> <ul style="list-style-type: none"> • A more than \$15 million improvement project on East Summit Street in Kent. • More than \$9 million for the State Street Bridge replacement project in Akron. • Nearly \$7 million to reconstruct Frost Road in Streetsboro. • More than \$5 million for the construction of a diamond interchange on Tallmadge Road in Brimfield Township. • More than \$1 million for Phase 3 of Summit Metro Parks' Freedom Trail in Akron. • More than \$1.3 million for Phase 1 of the Veterans Trail in Hudson.
	<p>Elements of the city of Barberton's <i>North-South Bicycle Infrastructure Master Plan</i> become a reality in August. The city unveiled signage for the Medical Mutual Magic Mile, which connects the Ohio & Erie Canal Towpath Trail to downtown, and a scenic mural on the Lake 8 Movies Theatre. The plan was funded by the AMATS Connecting Communities Planning Grant Program.</p>
	<p>In September, the agency released the <i>2012-2014 Crash Report</i>. The three-year report found that the number of traffic crashes on Greater Akron area roadways, intersections and freeways increased slightly between 2012 and 2014. This upward trend is a continuation of one that began in 2009, when area crashes hit their low point.</p>
	<p>In December, AMATS approved the <i>2015 Pedestrian Plan</i>. The plan provides a bold vision as to what sort of pedestrian networks that the area should pursue in the coming years.</p>
	<p>AMATS posted a new interactive Bike and Pedestrian Crash map on its web site in December.</p>

<p>2016</p>	<p>In January, AMATS completes the <i>Existing Congestion Study 2015</i>, which quantifies the level of existing traffic congestion on approximately 540 miles of roadways and 34 intersections that comprised the AMATS Congestion Management Roadway Network. This study was used to develop the next long-range plan, <i>Transportation Outlook 2040</i>.</p>
	<p>In May, AMATS completes its <i>2016 Freight Plan</i>, an analysis of the Greater Akron area's existing freight system. The plan identified the area's various transportation systems that are used to move freight into, out of, and within the region. Many of the plan's recommendations were considered for inclusion in <i>Transportation Outlook 2040</i>.</p> <p>In July, the AMATS Connecting Communities Program awards study grants totaling \$115,200 to the communities of Kent - in cooperation with the Ohio Department of Transportation (ODOT) - Hudson, Twinsburg and Green. Summaries of these studies appear below:</p> <ul style="list-style-type: none"> • Kent & ODOT State Route 261 Re-visioning the Corridor...Planning the Future - This study identified the best use of excess capacity and right-of-way along 220 feet of state Route 261. Kent and ODOT received \$44,400 from AMATS to compile this study. • Hudson's Preliminary Design for Veterans Trail – Downtown Phase - This study determined acceptable routing between sections of Hudson's Veterans Trail. Hudson received \$19,000 from AMATS to compile this study. • Twinsburg's First Mile/Last Mile Community Connections Plan - This study identified links between existing trails and alternatives for extending these connections to various destinations. Twinsburg received \$23,000 from AMATS to compile this study. • Green Master Connectivity Plan - This study provided a framework for making decisions about how to provide connectivity in Green. The city received \$28,800 from AMATS to compile this study. <p>In July, AMATS approves the <i>2016 Bike Plan</i>, which identified and evaluated bikeway needs to improve the region's bicycle network. The plan contained an analysis of the region's existing bike facilities and made recommendations for inclusion in <i>Transportation Outlook 2040</i>.</p> <p>AMATS approves the <i>Highway Preservation Needs Report</i> in July. The report described the highway system in the Greater Akron area and estimated the required cost needed to maintain and preserve it in an acceptable condition. Pavement resurfacing and replacement and bridge preservation needs were evaluated in the report and were considered for inclusion in <i>Transportation Outlook 2040</i>.</p> <p>In September, AMATS approves the <i>2040 Financial Resources Forecast</i>, which projected funding levels expected to be available for transportation investments within the AMATS area between now and 2040. These projections were used to develop the region's financially constrained <i>Transportation Outlook 2040</i> that prioritized transportation needs based on the projected availability of funds.</p> <p>In December, AMATS approves the <i>Regional Public Transit Plan</i>, which contained an analysis of the region's existing transit system and offered recommendations for consideration in the <i>Transportation Outlook 2040</i>.</p>
<p>2017</p>	<p>AMATS completes its <i>Congestion Management Process Report</i> (CMP Report) in January. The <i>CMP Report</i> identified existing and projected future congestion on regional freeways, arterials, and intersections. The report also examined public transit levels of service availability, freight needs, and the impact that crashes have on congestion. It identified demand and supply-side strategies to manage regional congestion. This report included 33 specific location recommendations and various transit, freight, and system-wide recommendations based on congestion and safety.</p>

	<p>In January, AMATS releases its <i>2013-2015 Traffic Crash Report</i>. The three-year report found that the number of traffic crashes on Greater Akron area roadways and intersections increased again between 2013 and 2015. This upward trend was a continuation of one that began in 2009, when area crashes hit their low point, and resembled overall trends across Ohio and the nation.</p> <p>The AMATS Safety Program marked a technological achievement. The <i>2013-2015 Crash Report</i> was the first such report to be prepared by AMATS using Geographic Information System (GIS) information. GIS software allows the agency to pinpoint the location of crashes and count how many occurred near crash segments and intersections. The report was also the first to meet new federal performance measures.</p>
	<p>In March, AMATS selects Environmental Design Group (EDG) to prepare the <i>Green Master Connectivity Plan</i>, and, in August, both parties enter a contract. The completed plan provided a framework for Green in identifying and prioritizing where and how bicycle and pedestrian connections should be pursued as development and transportation projects occur.</p>
	<p>In March, AMATS selects the GPD Group (GPD) to conduct the <i>State Route 261 Re-visioning the Corridor... Planning the Future</i> study on behalf of Kent and the Ohio Department of Transportation (ODOT). The study identified the best use of excess capacity and right-of-way along state Route 261. It also proposed vibrant areas along the corridor and how to address area traffic safety problems.</p>
	<p>In May, AMATS completes <i>Transportation Outlook 2040</i>, the long-range plan that identifies regional transportation needs and presents recommendations for highway, public transportation, bike, and pedestrian projects that should be pursued over the next 23 years in the Greater Akron area.</p> <p>The plan recommended over \$5.6 billion in highway infrastructure investments, a total that included over \$4.3 billion for preservation of the existing system. The plan included investment of over \$2 billion in the region's public transportation system and recommended \$33 million in bicycle and pedestrian improvements.</p> <p>This iteration of the long-range plan marks the first to address emerging transportation technologies such as self-driving cars, connected vehicles and smart sensors. <i>Transportation Outlook 2040</i> also promoted smart regional land use strategies and development patterns, the integration of all transportation modes within the system, and the pursuit of increased mobility for all persons.</p>
	<p>In May, AMATS approves the Transportation Improvement Program for Fiscal Year 2018 Through FY 2021 (FY 2018-2021 TIP) of highway, public transportation, bike, and pedestrian projects. The program included more than \$686.5 million in highway and public transportation projects and nearly \$7 million for bike and pedestrian projects. The program – like the long-range <i>Transportation Outlook 2040</i> – emphasized maintenance of the area's existing system, but did include a number of notable improvements including:</p> <ul style="list-style-type: none"> • The \$142 million Cuyahoga River Valley Bridge replacement on state Route 8. • A nearly \$54 million pavement replacement project on state Route 8, from Graham Road to just north of state Route 303, in Hudson and Stow. • The \$20.1 million Main Street Corridor improvement project in Akron including the State Street Bridge Reconstruction. • A nearly \$10 million interchange improvement project at Tallmadge and Mogadore roads and Interstate 76 in Brimfield Township.

	<ul style="list-style-type: none"> • A nearly \$7.5 million project to upgrade signals with fiber optics throughout Streetsboro.
	In May, after an extensive year-long review, the AMATS Policy Committee acts on the recommendations of its Funding Policy Subcommittee and approves a host of changes to the <i>AMATS Funding Policy Guidelines</i> . These changes improved equitability and flexibility in the awarding of funding to project applicants.
	In May, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) officials inform AMATS that the agency's planning process is certified for another four years. The agency also received a commendation for its innovative public outreach efforts, such as its Bike-N-Brainstorm and Better Block events.
	In the spring, Kent and ODOT establish a Citizens Advisory Committee (CAC) for the state Route 261 corridor study that included over 20 members from Kent and the townships of Brimfield and Franklin. In May, study officials hosted two kick-off meetings with the CAC, one of which included a bike ride along the corridor. The purpose of these meetings was to introduce issues and needs. The CAC later hosted a third meeting to review study sections and discuss potential solutions.
	In July, AMATS selects City Architecture to prepare <i>Twinsburg's First Mile/Last Mile Community Connections Plan</i> with the parties entering a contract in November. The completed plan identified alternatives for critical connections between existing trails and how to link these connections with important community destinations within Twinsburg and its central area.
	In November, OHM Advisors complete the <i>Downtown Hudson Trail & Greenway Concept Plan</i> on behalf of Hudson. The plan identified the best potential route through downtown Hudson to link the northern and southern portions of the Hudson Veterans Trail.
2018	In May, the AMATS Policy Committee overwhelmingly approves Resolution 2018-07 urging an increase in the federal gas tax to bolster the national Highway Trust Fund. The resolution was relayed to Ohio's Congressional delegation for consideration.
	AMATS, together with the Stark County Area Transportation Study (SCATS), co-host a DriveOhio Workshop in Green during October. DriveOhio was an initiative of ODOT to bring together government, industry, and research partners to enhance the state's infrastructure for autonomous and connected vehicles (AV/CVs) and the development of smart mobility technologies.
	Twinsburg releases its <i>First Mile/Last Mile Community Connections Plan</i> in August. Prepared by City Architecture, the plan was funded by the AMATS Connecting Communities Planning Grant Program. The plan identified alternatives for critical connections between existing trails and how to link these connections with important destinations within the northern Summit County community and its central area. AMATS was actively involved in the plan's development throughout the year. Agency officials - together with city and consultant representatives - met with the Twinsburg Planning Commission in February and the Twinsburg Board of Education in June to address concerns regarding the plan's preparation, scope, and related issues.
	In December, AMATS releases its <i>2015-2017 Traffic Crash Report</i> . This report shows that, while the number of crashes and crash-related fatalities in the Greater Akron area continued to increase, the number of serious crash-related injuries continued to decrease during the three-year period.
	AMATS completes an update of its <i>Public Participation Plan</i> or "3P" in December. The 3P identifies the strategies that the agency uses to engage and empower the public throughout the regional transportation planning process. The latest 3P recognizes demographic changes occurring in the Greater Akron area. What makes this latest update stand out from previous versions is its inclusion of a <i>Language Assistance Plan for Limited English Proficient Populations</i> (LEP). The 3P was the first public

	<p>participation plan by the agency to include a detailed policy recognizing the need for language and translation assistance in the region. The formal inclusion of an LEP also marked an acknowledgement by the agency that the Greater Akron area's Asian, Hispanic, and various immigrant populations are growing. AMATS also recognizes that language can be a barrier to some when they attempt to access services and exercise their rights.</p>
2019	<p>The AMATS Staff hosts a StreetLight Orientation in March for Greater Akron area planners. The StreetLight Data app is a database that collects cell phone usage. This database is available for public entities to use through a contract with the Ohio Department of Transportation (ODOT). AMATS and other governmental planning entities increasingly use this information for transportation planning.</p>
	<p>AMATS completes the region's <i>Highway Preservation Needs Report</i> in May. The report projected the federal funds in 2019 dollars that the Greater Akron area would need to maintain its existing highway system between 2019 and 2045. The report estimated that the area would need approximately \$3.78 billion over the next 26 years just to preserve its more than 3,422 lane miles of federal-aid roadways and its 947 bridges. The report was a major component in the preparation of the next long-range plan, <i>Transportation Outlook 2045</i>.</p>
	<p>AMATS, through its Switching Gears Program, hosts three of its popular Bike-N-Brainstorm events. Cyclists gathered in Hudson and Akron in June and September to become active participants in regional transportation planning.</p>
	<p>In September, the city of Kent together with the GPD Group and NBBJ, completes the <i>SR 261 Corridor Planning Study</i>. Funded by the AMATS Connecting Communities Planning Grant Program, the study identified several transportation issues within the state Route 261 corridor including problems caused by underdeveloped high-volume, high-speed facilities, disconnected bike facilities, and poor pedestrian facilities. The study identified strategies to increase connectivity and improve livability within the corridor.</p>
	<p>In December, AMATS approves the <i>2019 Active Transportation Plan (ATP)</i>, which presented the various strategies and recommendations that the Greater Akron area would pursue to improve the region's bicycling and pedestrian networks over the next 26 years. The plan was the successor to the agency's <i>2016 Bike Plan</i> and <i>2015 Pedestrian Plan</i>. The ATP represented a more holistic planning approach by the agency with regards to the region's bicycle and pedestrian networks. The plan was a major component in the preparation of the next long-range plan, <i>Transportation Outlook 2045</i>.</p>
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2020	<p>In response to the COVID-19 Pandemic, the agency begins hosting virtual meetings of its Policy Committee, Technical Advisory Committee (TAC) and Citizens Involvement Committee (CIC) in March. The agency utilized a combination of the online videoconferencing and streaming services, Zoom and Facebook Live, for its meetings.</p>
	<p>In March, AMATS purchases speed tables using \$15,000 in federal Consolidated Planning Grant funds. These speed tables are part of a joint project with Akron to install temporary tables on Edgewood Avenue and Schocalog Road.</p>
	<p>Despite the challenges posed by the COVID-19 Pandemic, AMATS completes the Transportation Improvement Program for Fiscal Year 2021 Through Fiscal Year 2024 (FY 2021-2024 TIP) in May. The program represents a more than \$993 million investment in regional infrastructure. The TIP 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.</p> <p>Among the significant items in the TIP are two large-scale improvement projects in Akron: a \$164 million project to resurface portions of state Route 8 and Interstates 76 and 77 and a \$146 million state Route 8 bridge replacement over the Cuyahoga River Valley. Other notable projects include:</p> <ul style="list-style-type: none"> • A more than \$17.5 million upgrade of East Main Street (state Route 59) in Kent through the university area.

	<ul style="list-style-type: none"> • Two new roundabouts on Massillon Road (state Route 241) in Green totaling more than \$10 million. • Construction of two-way left turn lanes on the Portage Trail Extension in Cuyahoga Falls totaling more than \$7.7 million. • A \$6.9 million reconstruction of Wooster Road West in Barberton. • More than \$1.2 million will go for the construction of the Brady’s Leap Section of The PORTAGE Hike and Bike Trail in Kent.
	<p>In August, AMATS and Akron install speed tables on Akron’s Edgewood Avenue and Schocalog Road. The agency and the city tested the effectiveness of the tables as a traffic calming measure from September through November.</p>
	<p>In September, AMATS approves the <i>2020 Transit Plan</i>. In developing the plan, the agency applied new state and federal performance measures to gauge the current effectiveness of the area’s transit authorities: METRO of Summit County and the Portage Area Regional Transportation Authority (PARTA).</p>
	<p>In September, AMATS approves the region’s <i>2020 Freight Plan</i>. The plan recommends potential improvements to promote freight-related commerce and delivery throughout the region.</p>
	<p>AMATS approves an updated <i>2020 Congestion Management Process (CMP) Report</i> for the Greater Akron area in December. The CMP Report identifies existing and future congestion on the area’s freeways, arterials, and intersections. The report offers specific highway, transit, freight, and system-wide recommendations to improve congested locations throughout the region and evaluates strategies based on previous projects.</p>
	<p>In December, AMATS approves two separate \$40,000 Connecting Communities Program planning grants for the <i>State Route 59 Alternative Transportation Improvements</i> and the <i>City of Stow City-Wide Connectivity Plan</i> studies. PARTA’s state Route 59 study will identify necessary transit, pedestrian, and bicycle improvements along state Route 59, between Horning Road and state Route 261, in Franklin Township. The Stow study will establish the city’s framework for a citywide, multi-modal trail network to accommodate all users.</p>
	<p>In December, the agency releases its <i>2020 Temporary Speed Table Pilot Program Evaluation Report</i>. In this report, the agency recommended that the Temporary Speed Table Program continue in 2021 at a new location.</p>
<p>2021</p>	<p>In May, AMATS unanimously approves <i>Transportation Outlook 2045</i>, a nearly \$8 billion long-range transportation plan for the region. The plan identifies regional transportation needs and presents funding recommendations for highway, public transportation, and bike and pedestrian projects over the next 24 years.</p> <p>More than \$5.3 billion of these funds were for the region’s highways, which included over \$4.7 billion for preservation of the existing system. The plan included nearly \$2.4 billion for the Greater Akron area’s public transit systems and \$35 million for various bicycle and pedestrian improvements throughout the region.</p> <p>Among the long-term highway recommendations in the plan are a more than \$146 million bridge replacement project on state Route 8, between the Perkins Street and Glenwood Avenue interchanges, and a \$133.5 million improvement project on Interstate 77, between Ghent Road and Interstate 80 (Ohio Turnpike). Other notable projects include:</p> <ul style="list-style-type: none"> • A nearly \$22 million reconstruction of Arlington Road, from Waterloo Road to East Market Street, in Akron. • A more than \$13.4 million improvement project at the Barney’s Busy Corners intersection in Cuyahoga Falls.

	<ul style="list-style-type: none"> • A \$10 million “road diet” on state Route 261 in Kent. • More than \$8 million to construct the Rubber City Heritage Trail in Akron. • More than \$7 million to construct the Veterans Trail in Akron, Cuyahoga Falls, Silver Lake, and Stow. • More than \$10.2 million for sidewalk improvements in the communities of Hudson, Norton, Richfield, Stow, and Twinsburg. • \$1 million for the construction of a pedestrian tunnel between West Avenue and Northwest Avenue to the center of Tallmadge Circle in Tallmadge.
	<p>In May, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) commend AMATS for its public engagement practices. The team issued commendations following its certification review of AMATS as the Greater Akron area’s federally designated metropolitan planning organization (MPO). Summaries of these federal commendations are presented below:</p> <p>Commendation 1: AMATS was commended for proactively requiring all project applicants for agency-administered funds to have transition plans in place stating how they will comply with the federal Americans with Disabilities Act of 1990.</p> <p>Commendation 2: The agency was praised for its various active transportation approaches and community outreach efforts that incorporate bicycle and pedestrian modes into its multimodal transportation planning process.</p> <p>Commendation 3: AMATS was commended for its efforts to build relationships with social service agencies and members of communities belonging to underserved populations such as the elderly, low-income, and minority populations.</p> <p>In July, AMATS completes its move to new offices in the PNC Building in downtown Akron.</p> <p>The agency approves significant updates to the <i>AMATS Funding Policy Guidelines</i> in September. These revisions clarified how project sponsors may seek funding from the Surface Transportation Block Grant (STBG), Resurfacing, Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Set-Aside (TASA) funding programs. These programs are administered by AMATS on behalf of the Greater Akron area.</p> <p>These new funding guidelines also created the Project Delivery Incentive Program (PDIP), which provides incentives for sponsors to deliver their projects in a specified timeframe.</p>
<p>2022</p>	<p>In January, the AMATS Policy Committee selects 37 highway, resurfacing, and bike and pedestrian projects throughout the Greater Akron area to receive slightly more than \$40 million in federal funds. The committee unanimously approved the slate of projects which will receive funding through 2028.</p> <p>At approximately \$21 million for seven projects, the federal Surface Transportation Block Grant (STBG) Program provided the lion’s share of new project funding. Major reconstruction projects on East Market Street in Akron, Wyoga Lake Road in Cuyahoga Falls, and Darrow Road in Stow were among the seven selected by AMATS to receive STBG funds. These three projects alone will receive slightly more than \$16.8 million in STBG funds.</p> <p>Twenty-four projects were selected to receive nearly \$14.9 million from the Resurfacing Program. Resurfacing projects on Ravenna and Diagonal roads in Franklin Township, South Main Street in Coventry Township, and Valley View Road in Sagamore Hills Township were among the projects selected to receive funding.</p>

	<p>Six area trail and sidewalk projects were selected to receive \$4.2 million from the federal Transportation Alternatives Set-Aside (TASA) Program. Phase 2 of the Rubber City Heritage Trail in Akron, pedestrian improvements along East Main Street (state Route 59) in Kent, and the Heartland Trail project in Wayne County were among the projects selected to receive TASA funds.</p>
	<p>AMATS completes the <i>Traffic Crashes and Safety Performance Measures (2018-2020) Report</i> in March. The report showed that fatal motor vehicle crashes surged in the Greater Akron area during 2020 when compared to 2018. In 2018, the Greater Akron area recorded 35 motor vehicle crash fatalities. (This total represents the nadir for fatalities over a 13-year span beginning in 2008.) After posting an increase to 44 fatalities in 2019, fatalities surged by 97 percent to 69 fatalities when compared to 2018.</p>
	<p>In May, AMATS completes the <i>2021 Annual Report on Roadway Traffic Congestion in the AMATS Region</i>. The first-of-its-kind report assessed traffic congestion on road segments located on interstates, freeways, interchanges, ramps, arterials, and various intersections within the Greater Akron area. The report found that the area's roadway network functions at a "tolerable" level of congestion even during peak drive-times.</p> <p>Out of 7,100 segments analyzed, the report found that only 23 segments experienced severe congestion at various times during the day. Nineteen of the 23 segments that experienced severe congestion are in Summit County while two were in Portage County and two were in Wayne County.</p>
	<p>The <i>State Route 59 Alternative Transportation Improvements Study</i> and the <i>City of Stow City-wide Connectivity Plan</i> are completed in May. These studies received grants from the AMATS Connecting Communities Planning Grant Program in 2020.</p>
	<p>In August, AMATS commits the Greater Akron area to the national <i>Vision Zero</i> initiative. <i>Vision Zero</i> is a road traffic safety program promoted by the U.S. Department of Transportation (USDOT) that aims to achieve the ambitious goal of zero road traffic-related fatalities and serious injuries across the nation. In its approval of Resolution 2022-16, the AMATS Policy Committee promised to increase safe, healthy, and equitable mobility for all over the next 28 years.</p>
	<p>The AMATS Safe Streets for All (SS4A) Taskforce begins in October. The taskforce is responsible for crafting an action plan for the Greater Akron area to identify common causes of fatal and serious crashes and offer possible solutions for unsafe locations.</p>
	<p>In December, the AMATS Connecting Communities Planning Grant Program awards a \$52,000 grant to the Village of Lakemore and Springfield Township for the <i>Living in Lakemore/Spartan Trail Extension</i> study. The study will allow the village to identify connectivity improvements between its residential neighborhoods and commercial and recreational areas.</p>
	<p>AMATS approves the <i>Traffic Crashes and Safety Performance Measures (2019-2021) Report</i> in December. The three-year analysis shows that the overall number of crashes in the Greater Akron area surged by about 6 percent or 1,022 crashes, from 14,965 crashes in 2020 to 15,987 crashes in 2021.</p>