

AMATS

# **TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027**

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

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

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## Chapter 1

# INTRODUCTION

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

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

The TIP is important because it provides:

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

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

The Bipartisan Infrastructure Law, also known as BIL, was enacted into law on November 15, 2021. This transportation bill guarantees funding for highway, highway safety, pedestrian and bicycle, freight, EV and transit and bridge projects through the end of Fiscal Year 2026. BIL contains almost 100 programs and grants. Some of the programs that AMATS administers are Surface Transportation Block Grant Program (STBG), Congestion Mitigation/Air Quality program (CMAQ), Transportation Alternatives Set Aside (TASA), Carbon Reduction Program, and metropolitan planning.

The TIP is typically developed on a biennial basis. The project listings, however, are regularly monitored and updated to reflect implementation of programmed projects, additions of new projects, major changes in projects and deletions of canceled projects. Once the TIP is adopted by the AMATS Policy Committee, it is then included in ODOT's Statewide Transportation Improvement Program and subsequently approved by the Governor of Ohio and USDOT.

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



The current funding policy was adopted in July 2021 and establishes the criteria to be used in selecting projects to be included in the TIP. Please note this policy was based on the previous transportation law FAST Act. The policy:

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

In 2013, ODOT required that the individual MPO CMAQ programs be combined into a single statewide program. A statewide CMAQ Program Committee was formed to develop the program's policies, procedures, and project selection criteria. The new *Statewide CMAQ Program Policy* was finalized and approved in early 2014. CMAQ projects selected by the statewide program for funding are included in the FY 2024-2027 TIP.

### **TIP Document Summary**

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

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

Appendix A:	AMATS Funding Policy Guidelines
Appendix B:	Public Participation Plan
Appendix C:	Air Quality Analysis
Appendix D:	Environmental Justice Analysis
Appendix E:	Public Review of the Draft TIP FY 2024-2027
Appendix F:	Resolution Approving the TIP FY 2024-2027
Appendix G:	Amendments to the TIP FY 2024-2027
Appendix H:	Performance Measures
Appendix I:	Carry Forward List

## Chapter 2

### HIGHWAY IMPROVEMENTS

The highway portion of the Transportation Improvement Program presents those roadway, bridge and alternative projects scheduled to use available local, state and federal funds in fiscal years 2024 through 2027. This Chapter is organized as follows:

#### Projects Sold or Obligated

During the previous TIP, which covered fiscal years 2021 through 2024, numerous highway projects have been sold and began construction and several projects had their right-of-way phase or planning activities obligated. Each of these projects is listed in Table 2-1 and includes their description and the year in which funds were obligated.

#### Projects Delayed or Cancelled

Developing plans for highway projects is a complicated and time-consuming endeavor that includes adhering to many design requirements and environmental regulations. As such, project development can occasionally cause delays in the schedule. Various highway projects programmed in the previous TIP FY 2021-2024 have experienced delays and, in some cases, projects have been cancelled due of a variety of reasons such as lack of funding or a change in priorities. The status of each of these projects as they transition from the previous TIP to FY 2024-2027 is shown in Table 2-2.

#### FY 2024-2027 Highway Improvements

Highway improvement projects and studies programmed for any phase of implementation during fiscal years 2024 through 2027 are shown in Table 2-3. Map 2-1 identifies the location of these projects graphically.

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

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

Projects submitted for AMATS sub-allocated funds are evaluated using the criteria included in the *AMATS Funding Policy Guidelines*. Separate criteria are used for projects submitted under the Surface Transportation Program (STBG), Transportation Alternatives Set Aside Program (TASA) and the AMATS Resurfacing Program. Congestion Mitigation/Air Quality (CMAQ) funding, which is managed by a statewide committee of MPOs, also has criteria for evaluating and prioritizing projects.

## STBG

STBG funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Long-Range Transportation Plan. STBG funds can be used on any federal-aid roadway classified above a local road or a rural minor collector and bridge projects on any public road. STBG projects can include highway projects and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), transportation system management, public transit capital improvement projects, commuter rail, carpool projects, bus terminals and facilities, bikeways, pedestrian facilities and planning studies. The current scoring criteria for the AMATS STBG program is documented in the following table:

### **SURFACE TRANSPORTATION BLOCK GRANT Project Evaluation Criteria**

<b>Roadway Condition</b>	<b>Points</b>
<u>PCI Value</u>	
0-50	30
50-60	25
61-70	20
71-80	15
81-100	0
<u>Bridge Condition</u>	
0-4	20
<u>Signal Upgrade</u>	20
<b>Roadway Safety</b>	<b>Points</b>
High-crash location listed in AMATS/ODOT Traffic Crash Reports	
Top 50% of list	20
Bottom 50% of list	15
Bridge/Road Closed	20
Bridge Load Restricted	15
Documented Landslide Endangering Road	15
<b>Delay Reduction</b>	<b>Points</b>
Recommended Capacity Improvement in the 2020 CMP	10
<b>Weighted Average Daily Traffic</b>	<b>Points</b>
15,000 or more	15
0 to 14,999	Divide ADT by 1000
<b>Project Readiness</b>	<b>Points</b>
Stage 3 Plans complete (Traditional or Non-Traditional LPA)	15
ODOT LPA Project Scope Form submitted to AMATS	5

<b>Complete Streets Components</b>		<b>Points</b>	
Bicycle, Pedestrian and Transit (Maximum of 10 points)			
<u>Transit Improvements</u>		Full	Partial
Bus Signal Priority/Preemption		4	2
Enhanced Bus Shelters		4	2
Dedicated Transit Lane		4	2
Bus Rapid Transit Lanes		4	2
ADA Sidewalk Extensions at Bus Stops		4	NA
Other Transit Enhancements		4	2
<u>Bicycle and Pedestrian Improvements</u>			
Cycle Track/Shared Use Path		4	NA
New Sidewalks		4	2
On Street Bicycle Lane		4	2
<b>Connecting Communities Project</b>			
Project recommended in Connecting Communities Planning Grant			
5 Points			
<b>Equitable Distribution of Funds</b>		<b>Points</b>	
The Ratio of Funds Received (and Programmed) to a Target Budget			
<u>Percentage</u>			
0-50			10
51-60			9
61-70			8
71-80			7
81-90			6
91-100			5
101-110			4
111-120			3
121-130			2
131-150			1
Greater than 150			0
<b>Priority Project Selection</b>			
Priority Project Selected by Sponsor			5
Other Projects			0

The current scoring criteria is made up of nine categories. Each category emphasizes a different element of transportation or relates to part of the of the project development process. The maximum project score is 120 points.

## Resurfacing

The AMATS Resurfacing Program is a subcategory of the STBG Program. A minimum of 20 percent of the STBG allocation will be set aside for this program. In recent years the allocation has been around 40 percent since there has been tremendous demand for this funding. Resurfacing under this program is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. Concrete roadways are not eligible unless being overlaid with asphalt. Eligible routes for resurfacing include principal and minor arterials, urban collectors and major rural collectors that are not on a state route. Work items not directly related to the pavement resurfacing are not eligible for funding such as culvert replacement, street trees and guardrail. Roadways with a Pavement Condition Rating (PCR) of greater than 80 are also not eligible for funding. The current scoring criteria for the AMATS Resurfacing program is documented in the following table:

### **AMATS RESURFACING PROGRAM** Project Evaluation Criteria

<b>Pavement Condition Index</b>	<b>Points</b>
<u>PCI Value</u>	
0-60	30
61-80	Subtract number from 90
<b>Equitable Distribution of Funds</b>	<b>Points</b>
The Ratio of Funds Received (and Programmed) to a Target Budget	
<u>Percentage</u>	
0-50	25
51-60	24
61-70	23
71-80	22
81-90	21
91-100	20
101-110	19
111-120	18
121-130	17
131-140	16
141-150	15
Over 150	0
Fair Share Target Budget calculation is described under Program Administration	

<b>Weighted Average Daily Traffic</b>		<b>Points</b>
0 to 14,999		Divide ADT by 1000
15,000 and above		15
For Multiple Sections the ADT =	$\frac{(\text{Section 1 ADT}) \times (\text{Section 1 Length}) + (\text{Section 2 ADT}) \times (\text{Section 2 Length}) + \dots}{\text{Total Length of all Project Sections}}$	
A Section Length is that distance over which ADT is approximately uniform.		
<b>Maintenance Performed by Sponsor</b>		
Chip and Seal		10
Strip Paving		7
Crack Sealing		5
Patching		3
<b>Priority Project Selection</b>		
Priority Project Selected by Sponsor		15
Other Projects		0

The current scoring criteria is made up of five categories. The maximum project score is 65 points.

### TASA

The TASA Program is used primarily to fund bicycle and pedestrian improvements in the Greater Akron area. Project types include sidewalks, bike lanes, shared use paths and Safe Routes to School infrastructure projects.

The Funding Policy Guidelines scoring criteria in TASA emphasizes the completion of the regional trail network through the Greater Akron area. It also prioritizes funding projects that connect to existing bicycle and pedestrian infrastructure. Project applications receive more points if they are consistent with existing plans, like a Connecting Communities plan or a Safe Routes to School plan. Projects receive 5 points if there is a history of bicycle and pedestrian crashes. The current criteria for the AMATS TASA Program are documented in the following table:

## **TRANSPORTATION ALTERNATIVES PROGRAM**

### Project Evaluation Criteria

The following project types are eligible for TAP funding (includes PE, RW & CO):

<b>Facilities - <i>multipurpose trail, bike lane and sidewalk</i></b>	<b>Points</b>
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)	25
Secondary Trail/Sidewalk/Bike Lane	15

<b>Project Type/ Logical Termini</b>	<b>Points</b>
Project connects to two existing bike/ped facilities	25
Project connects to one existing bike/ped facility	20
Project is sidewalk replacement	15
Project is a stand alone project (ex.new trail, trailhead)	15
Trail project is an asphalt upgrade from limestone	5
Connections must be trail to trail or sidewalk to sidewalk. Trails connecting to sidewalks or vice versa will not receive maximum points	
<b>Level of Use</b>	<b>Points</b>
How much use is the facility projected to have?	0 - 20
Considers density of population, existence of goat paths, popularity of trails	
<b>Consistency with Plans</b>	<b>Points</b>
Project recommended in Connecting Communities Planning Grant	5
Project is specifically recommended in Transportation Outlook 2040	5
Project is recommended as part of Ohio SRTS Travel Plan	5
Project is on an existing transit line	5
Project area has a history of bicycle/pedestrian accidents	5
<b>Equitable Distribution of Funds</b>	<b>Points</b>
The Ratio of Funds Received (and Programmed) to a Target Budget	
<u>Percentage</u>	
0-50	10
51-100	7
101-150	3
Fair Share Target Budget calculation is described under Program Administration	

The current scoring criteria is made up of five categories. The maximum project score is 105 points.

### CMAQ

The CMAQ Program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for areas that were out of compliance but have now met the standards (maintenance areas).

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round. In concert with ODOT, Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000 have collaboratively established a set of funding policy guidelines to be used in selecting and managing projects using federal CMAQ funding. The following table documents the scoring criteria for the CMAQ Program.

Criteria	Measure	Points
1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
	Other TCM's and Misc	2
2. Cost Effectiveness (Maximum Points =15) *Sliding scale	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced	205
	Medium	*
	Low	*
3. Other Benefits (Maximum Points =15)	<i>Score up to 3 points for each additional project benefit</i>	
	Improved safety	0 – 2
	Fixed Route Transit	0 – 2
	Bicycle/Pedestrian	0 – 2
	Improved freight movement	0 – 2
	Benefits environmental justice population	0 – 2
4. Existing Modal Quality of Service (QOS)	Very Low	15
	Low	10
	Medium	4
	High	0
5. Positive Impact on LOS (Maximum Points =15)	High impact	15
	Medium impact	10
	Low impact	3
	No impact	0



6. Status of Project (Maximum Points =10)	Construction plans complete			10
	Non construction activity ready for authorization			8
	ROW clear and complete			8
	Environmental document complete			6
	Environmental document underway			2
7. Non-CMAQ Funding of the phase(s) cost (Maximum Points =10)	Above 40%	5	Greater than \$2.0 m	5
	>35 to 40%	4	\$1.0 m to \$2.0 m	4
	>30 to 35%	3	>\$500,000 to \$1.0 m	3
	>25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
	Up to 20%	0	\$0 to \$50,000	0
8. Regional Priority (Maximum Points =10) determined by each MPO)	First Priority Project			10
	Second Priority Project			7
	Third Priority Project			4
	Fourth Priority Project			2
	All Other			0
9. History of Project Delivery By Project Sponsor in the previous 2 years	One project slipped past programmed year			-5
	Two or more projects slipped past programmed year			-10
	One or more projects cancelled			-10
<b>Maximum Points</b>				<b>100</b>

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

## FY 2024-2027 Statewide Line Items

Projects that meet certain criteria are not required to be listed in Table 2-3 of the Transportation Improvement Program (TIP) but still need to be recognized in the TIP. They may be grouped together by work type and/or geographic location and listed as statewide line items (SLI's). Table 2-4 is the current list and descriptions of the SLI's that are included in the 2024-2027 TIP. These projects all utilize federal funds and can sometimes include AMATS attributable funds when applied to State funded projects (ex. Pavement Repair and Sidewalk Ramp Program). These projects are also mapped on Map 2-2.

The Ohio Department of Transportation (ODOT) provided the list of statewide line item projects that need to be included in the 2024-2027 TIP. In most cases they are the project sponsor. This list provides important information to our transportation partners and well as the general public about projects scheduled during the TIP period. The use of statewide line items will significantly decrease the need for TIP amendments and provide more flexibility in the various programs.

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

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

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
102858	POR-IR 76-16.58/21.18	PALMYRA TOWNSHIP I-76 BRIDGES OVER JOHN THOMAS RD AND MAHONING RD	BRIDGE DECK REPLACEMENT	CONST	2022
102234	POR-SR 14-3.65-5.36	STREETSBORO PORTAGE POINTE DR TO DIAGONAL RD	ADD TWO WAY LEFT TURN LANE SIDEWALKS	CONST	2021
105860	POR-SR 14-12.96	RAVENNA TOWNSHIP SR 14 BRIDGE OVER SR 5/SR44	DECK REPLACEMENT	CONST	2022
106416	POR-SR 43-18.23-19.70	STREETSBORO SR 43 FROM SR 14 TO FROST RD	ADD TWO WAY LEFT TURN LANE ADD ADDITIONAL SB LANE FROM EVERGREEN TO IR 80	CONST	2023
102394	POR-SR 44-16.48-19.18	SHALERSVILLE TOWNSHIP SR 44 FROM NORTH OF LAKE ROCKWELL RD TO N OF SR 303	RESURFACING	CONST	2022
111007	POR-SR 82-6.14	MANTUA TOWNSHIP SR 82 AND CHAMBERLAIN RD INTERSECTION	CONSTRUCT ONE LANE ROUNDABOUT AT SR 82 AND CHAMBERLAIN RD	CONST	2022
110676	POR-SR 305-5.65-7.36	NELSON TOWNSHIP/VARIOUS TRUMBULL CO SR 305 FROM SR 282 TO TRUMBULL CO LINE	RESURFACING	CONST	2021
107761	POR-AURORA SIGNALS	AURORA VARIOUS THROUGHOUT THE CITY	UPGRADE/INTERCONNECT SIGNALS, ADDRESS ADA AND SAFE ROUTES TO SCHOOLS CONCERNS	CONST	2021
103834	POR-PORTAGE-BRADY'S LEAP SECTION	KENT WEST MAIN ST TO 0.1 S OF FAIRCHILD AV	CONSTRUCT HIKE/BIKE TRAIL FROM MAIN ST TO EXISTING SEGMENT OF THE PORTAGE TRAIL INCLUDING STAIRS TO WEST MAIN ST	CONST	2021
112756	POR-S. CHESTNUT ST/RIDDLE ST	RAVENNA S. CHESTNUT ST FROM LAKE AVE TO MAIN ST RIDDLE ST FROM MERIDIAN ST TO LIBERTY ST	RESURFACING	CONST	2022
107689	POR-S DIAMOND ST/MILL RD	RAVENNA S DIAMOND ST FROM SUMMIT RD TO MILL ST MILL ST FROM S DIAMOND ST TO SYCAMORE ST	RESURFACING AND ADA RAMPS	CONST	2021
115341	POR-CR 197-1.03 (Frost Rd)	STREETSBORO FROST RD FROM PHILLIP PARKWAY TO SUNNY LANE	RESURFACING	CONST	2022
115340	POR-CR 500-0.82 (Main St/Water St)	KENT MAIN ST FROM S MANTUA ST TO WEST END OF PROJECT 112026 S. WATER ST FROM SR 59 TO MAIN ST	RESURFACING	CONST	2022
115339	POR-CR 256-0.00 (E Mennonite Rd)	AURORA E. MENNONITE RD FROM CHILLICOTHE RD TO AURORA EAST CORP LINE	RESURFACING	CONST	2022
115353	POR/SUM-CR 10/45-0.00/3.33 (MOGADORE RD)	MOGADORE MOGADORE RD FROM GILCHRIST RD TO MARTIN RD	RESURFACING	CONST	2023
112755	POR-CR 31-8.01 (New Milford Rd) POR-CR 18-7.85 (Tallmadge Rd) POR-CR 18-12.78 (Tallmadge Rd)	PORTAGE COUNTY NEW MILFORD RD FROM TALLMADGE RD TO SR 5/44 BYPASS TALLMADGE RD FROM SR 44 TO ALLIANCE RD	RESURFACING	CONST	2022
105550	POR-SILICA SAND RD (CR 253) BRIDGE	PORTAGE COUNTY SILICA SAND RD BRIDGE OVER EAGLE CREEK	BRIDGE REPLACEMENT	CONST	2021
98585	POR-TALLMADGE RD (CR 18)	BRIMFIELD TOWNSHIP TALLMADGE RD/IR 76 INTERCHANGE	RECONSTRUCTION OF TALLMADGE RD AT IR 76 INTERCHANGE AND RELOCATION OF MOGADORE RD	CONST	2021

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
109347	POR-N WATER ST (CR 502)-0.18	KENT MAIN ST TO FAIRCHILD AVE	RESURFACING, CURB EXTENSIONS, RECONFIGURE ON-STREET PARKING, LIGHTING	CONST	2021
100692 111426 111428	SUM-AMATS FY 21 AIR QUALITY SUM-AMATS FY 22 AIR QUALITY SUM-AMATS FY 23 AIR QUALITY	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA AND MILTON TOWNSHIPS OF WAYNE COUNTY	PROMOTION OF ACTIVITIES TO IMPROVE AIR QUALITY SUCH AS BIKING AND WALKING	OTHER	2021 2022 2023
100691 111431 111432	SUM-AMATS FY 21 RIDESHARE SUM-AMATS FY 22 RIDESHARE SUM-AMATS FY 23 RIDESHARE	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA AND MILTON TOWNSHIPS OF WAYNE COUNTY	PROMOTION OF CARPOOLING	OTHER	2021 2022 2023
102329	SUM-IR 76/77/8-8.42/9.77/0.00	AKRON IR 76 FROM KENMORE LEG TO PRINCETON ST AND E OF GRANT TO SCHOOL RD; IR 77 FROM WATERLOO RD TO LAFOLLETTE ST AND KENMORE LEG TO N OF VERNON ODOM BLVD SR 8 FROM IR76/77 TO PERKINS ST	PAVEMENT REPLACEMENT ADDITIONAL LANE IN EACH DIRECTION	ENG CONST	2021 2021
88937	SUM-IR 77-15.87-19.51	AKRON I-77 FROM VERNON ODOM BLVD TO AKRON WEST CORP LINE	RESURFACING BRIDGE REPAIRS	CONST	2022
111404	SUM-IR 77-24.12	BATH TOWNSHIP IR-77 FROM GHENT RD TO EVERETT RD	WIDENING FROM FOUR LANES TO SIX LANES	ENG	2022
111405	SUM-IR 77-28.75	RICHFIELD / RICHFIELD TOWNSHIP IR-77 FROM EVERETT RD TO THE OHIO TURNPIKE	WIDENING FROM FOUR LANES TO SIX LANES	ENG RW	2022 2022
109076	SUM-IR 77-31.97	RICHFIELD TOWNSHIP IR 77 AT FURNACE RUN STRUCTURES	STREAM EROSION PROTECTION	CONST	2021
106002	SUM-IR 77/IR 277/US 224	AKRON IR 77 FROM ARLINGTON RD TO IR 277/US 224	PROVIDE 2 LANE RAMPS AT IR 77/IR 277 INTERCHANGE AND ADDITIONAL LANES ON IR 77 FROM ARLINGTON RD TO US 224	CONST	2021
106885	SUM-IR 271-1.51	RICHFIELD TOWNSHIP IR 271 OVER SOUTHERN RD	BRIDGE REPLACEMENT	ENG	2022
101264	SUM-SR 18-4.91-6.56 SUM-SR 18-8.15-9.70	AKRON SR 18 FROM REVERE RD TO WESTGATE CIR SR 18 FROM E OF CASTERTON AVE TO SR 59	RESURFACING	CONST	2021
93433	SUM-SR 91/SR 18-1.75 (CANTON RD/E MARKET ST)	AKRON SR 91 (CANTON RD) AT THE INTERSECTION WITH SR 18 (E. MARKET ST)	INTERSECTION REALIGNMENT NEW ROUNDABOUT	CONST	2021
107814	SUM-SR 91-9.96 SIDEWALKS	STOW SR 91 FROM 500' S OF CONWILL RD TO 375' S OF FISHCREEK RD	NEW SIDEWALKS	CONST	2021
106445	SUM-SR 91-13.45	HUDSON SR 91 FROM BARLOW RD TO VETERANS WAY	ADD TWO WAY LEFT TURN LANE BIKE LANES SIDEWALK IMPROVEMENTS	CONST	2023
102742	SUM-SR 93-9.10-11.40 SUM-SR 162-7.26-8.05 SUM-SR 162-8.56-8.83	AKRON SR 93 FROM WILBETH RD TO VERNON ODOM BLVD SR 162 FROM W OF STORER AVE TO E OF DIAGONAL SR 162 FROM CRESTWOOD AVE TO E OF OVIATT PL	RESURFACING	CONST	2022
103172	SUM-SR 241/CORPORATE WOODS PHASE 2 (PID 103173 combined with this for CO)	GREEN SR 241 AT CORPORATE WOODS CIR/THORN	REPLACE SIGNALIZED INTERSECTION WITH HYBRID ROUNDABOUT	RW CONST	2021 2022
103173	SUM-SR 241/BOETTLER/FRANKS	GREEN SR 241 AT BOETTLER RD/FRANKS PKWY INTERSECTION	REPLACE SIGNALIZED INTERSECTION WITH HYBRID ROUNDABOUT	RW	2021
111012	SUM-SR 261-8.19-8.24	AKRON SR 261/RAND AVE AND SR 261/DART AVE	SIGNAL UPGRADE/REPLACEMENTS NEW PEDESTRIAN BUTTONS/SIGNALS	CONST	2021

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
108372	SUM-2nd ST/WOOSTER RD N/ NORTON RD	BARBERTON 2ND ST FROM HUDSON RUN TO WOOSTER RD WOOSTER RD FROM NORTON AVE TO BURT ST NORTON RD FROM BARBER RD TO WOOSTER RD	RESURFACING	CONST	2021
115350	SUM-CR 662-0.00 (4th ST)	BARBERTON 4TH ST FROM W. LAKE RD TO NORTON AVE	RESURFACING	CONST	2023
108453	SUM-AKRON CLEVELAND RD (CR 16)-7.2 PART 1	BOSTON TOWNSHIP CUYAHOGA FALLS N CORP LIMIT TO BOSTON HEIGHTS S CORP LIMIT	RESURFACING	CONST	2023
115313	SUM-CR 15-8.60 (S Arlington)	AKRON ARLINGTON ST FROM ERICSSON AVE TO MUNSON ST	RESURFACING	CONST	2022
115336	SUM-CR 53-0.37 (Barber Rd)	NORTON BARBER RD FROM THE SOUTH CORP LINE TO WADSWORTH RD	RESURFACING	CONST	2022
112085	SUM-BENNER RD (TR 236)-0.01	NEW FRANKLIN	REPLACE BRIDGE	CONST	2022
107274	SUM-BOSTON MILLS RD PH 2	BOSTON TOWNSHIP BLUE HEN FALLS DRIVEWAY TO 1200' WEST OF RIVERVIEW RD	RESURFACING	CONST	2021
115338	SUM-CR 17-23.27 (Brecksville Rd North)	RICHFIELD BRECKSVILLE RD FROM SR 303 TO SR 21	RESURFACING	CONST	2022
115334	SUM-CR 605-5.88 (Broad Blvd)	CUYAHOGA FALLS BROAD BLVD FROM STATE RD TO 2ND ST	RESURFACING	CONST	2022
115356	SUM-CR 255-0.00 (Cannon Rd)	TWINSBURG CANNON RD FROM RAVENNA RD TO LIBERTY RD	RESURFACING	CONST	2023
108098	SUM-CHESTNUT BLVD	CUYAHOGA FALLS STATE RD TO 2ND ST	RESURFACING	CONST	2021
115351	SUM-CR 17-1.36 (CLEVELAND MASSILLON RD)	CLINTON N CLEVELAND MASSILLON RD FROM THE RR TRACKS TO THE NORTH CORP LINE (SERFASS RD)	RESURFACING	CONST	2023
115354	SUM-CR 17-4.25 (CLEVELAND-MASSILLON RD PHASE 2)	NEW FRANKLIN CLEVELAND MASSILLON RD FROM GRILL RD TO EASTERN RD	RESURFACING	CONST	2023
117065	SUM-CLEVELAND MASSILLON RD	NORTON CLEVELAND MASSILLON RD FROM I-76 TO THE NORTH CORP LINE	RESURFACING	CONST	2023
108467	SUM-CLEVELAND MASSILLON RD (CR 17)-10.68 PART 1 AND PART 2	COPLY TOWNSHIP CLEVELAND MASSILLON RD FROM NORTON N CORP LIMIT TO RIDGEWOOD RD (SOUTH INTERSESECTION)	RESURFACING	CONST	2022
117063	SUM-CLEVELAND MASSILLON RD (FAIRLAWN)	FAIRLAWN CLEVELAND MASSILLON RD FROM RIDGEWOOD RD (SOUTH INTERSECTION) TO KUMHO DR AND FROM SPRINGSIDE DR TO GHENT RD	RESURFACING	CONST	2023
103293	SUM-CLEVELAND MASSILLON RD CR 17-16.51	FAIRLAWN IR 77 TO NORTH OF BYWOOD AVE	WIDEN TO 5 LANES, ROUNDABOUT, SIGNAL RECONSTRUCT AT ELGIN, MULTI-USE PATH	CONST	2021
112788	SUM-CLEVELAND MASSILLON RD (CR 17)-16.01	BATH TOWNSHIP SR 18 TO SPRINGSIDE DR	SIDEWALK	ENG RW	2023 2023

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
107797	SUM-CVNP PED BRIDGE AND TRAIL	BOSTON TOWNSHIP SOUTHEAST OF BOSTON MILLS RD AND RIVERVIEW RD	NEW PED BRIDGE OVER CUYAHOGA RIVER	CONST	2022
115357	SUM-CR 150-6.95 (EASTERN RD)	NORTON EASTERN RD FROM SR 21 TO CLEVELAND MASSILLON RD	RESURFACING	CONST	2023
102701	SUM-E EXCHANGE ST	AKRON E EXCHANGE ST FROM BROADWAY ST TO FOUNTAIN ST	COMPLETE STREETS REDESIGN SIGNAL INTERCONNECT	CONST	2023
112745	SUM-GILCHRIST RD PH 1	MOGADORE AKRON EAST CORP LIMIT TO MOGADORE RD	RESURFACING	CONST	2023
111728	SUM-GRAHAM RD (CR 29)-5.72	STOW GRAHAM RD & FISHCREEK RD INTERSECTION	INTERSECTION IMPROVEMENTS	RW	2022
108132	SUM-S HAWKINS AVE	AKRON EAST AVE TO MULL AVE	RESURFACING	CONST	2021
107018	SUM-INGLESIDE DR BRIDGE	HUDSON INGLESIDE DR OVER BRANDYWINE CREEK	BRIDGE REPLACEMENT	CONST	2021
112754	SUM-JOHNSON RD	NORTON JOHNSON RD FROM HAMETOWN RD TO NORTON EAST CORP LIMIT	RESURFACING	CONST	2022
108164	SUM-MAIN ST CORRIDOR PHASE 2	AKRON S. MAIN ST FROM MILL ST TO MLK BLVD (SR 59)	CONSTRUCTION OF A COMPLETE STREETS CORRIDOR	CONST	2021
113169	SUM-MUNROE FALLS AVE	MUNROE FALLS MUNROE FALLS AVE FROM THE WEST CORP LINE TO MAIN ST (SR 91)	RESURFACING	CONST	2022
107886	SUM-NORTH RIVER RD	MUNROE FALLS SR 91 TO STOW CORP LIMIT	RESURFACING	CONST	2021
112753	SUM-NORTON AVE	NORTON CLEVELAND MASSILLON RD TO NORTON EAST CORP LIMIT	RESURFACING	CONST	2021
114044	SUM-OLDE EIGHT RD/TWINSBURG RD	NORTHFIELD CENTER TOWNSHIP INTERSECTION OF OLDE EIGHT RD AND TWINSBURG RD	INSTALLATION OF A NEW TRAFFIC SIGNAL	CONST	2021
108454	SUM-OLDE EIGHT RD (CR 16)-12.70 PART 2	NORTHFIELD CENTER TOWNSHIP BOSTON HEIGHTS N CORP LIMIT TO HIGHLAND RD (S INTERSECTION)	RESURFACING	CONST	2023
108084	SUM-PORTAGE TRAIL EXT.	CUYAHOGA FALLS ALBERTSON PKWY TO STATE RD	ADD TWO WAY LEFT TURN LANE	CONST	2023
99729	SUM-RABER RD SIDEWALKS	GREEN TROON DR TO MAYFAIR RD	CONSTRUCT NEW MULTIPURPOSE 10' TRAIL (SOUTH SIDE)	CONST	2023
108140	SUM-RAVENNA RD PART 1	TWINSBURG TOWNSHIP TWINSBURG SOUTH CORP LIMIT TO JUST NORTH OF OLD MILL RD	RESURFACING	CONST	2022
112583	SUM-RAVENNA RD	TWINSBURG CHAMBERLIN RD TO E IDLEWOOD DR	RESURFACING	CONST	2022

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
115348	SUM-CR 9/VAR-3.12/VAR (Riverview Rd et al)	RIVERVIEW RD FROM PORTAGE PATH TO N CORP LIMIT, AKRON PENINSULA RD FROM MERRIMAN RD TO STEELS CORNERS RD, SMITH RD FROM SAND RUN RD TO RIVERVIEW RD, PORTAGE TRAIL FROM N PORTAGE PATH TO NORTHAMPTON RD	RESURFACING	CONST	2023
113160	SUM-RUBBER CITY HERITAGE TRAIL SEGMENT B	AKRON ALONG ABANDONED RAIL LINE BETWEEN 3rd AVE AND EXCHANGE ST	CONSTRUCT MULTI PURPOSE TRAIL	CONST	2023
115352	SUM-CR 136-1.29 (E. Sanitarium Rd)	LAKEMORE E. SANITARIUM RD FROM EAST OF SENECA AVE TO WEST OF FYE RD	RESURFACING	CONST	2023
108865	SUM-SMITH RD (CR 116)-0.94	BATH TOWNSHIP 900' W OF CORUNNA TO EAST SIDE OF SAND RUN RD	RESURFACING	CONST	2021
116457	SUM-CR 537-00.19 (SPRINGSIDE DRIVE SIDEWALK)	BATH TOWNSHIP SPRINGSIDE DR FROM SR 18 MEDINA RD TO CLEVELAND MASSILLON RD	CONSTRUCT NEW SIDEWALKS	ENG	2023
102904	SUM-W STEELS CORNERS RD PHASE 1	CUYAHOGA FALLS W STEELS CORNERS FROM STATE RD TO NORTHAMPTON RD	RESURFACING	CONST	2021
113168	SUM-W STEELS CORNERS RD PH 2	CUYAHOGA FALLS STEELS CORNERS RD FROM AKRON PENINSULA RD TO NORTHAMPTON RD	RESURFACING	CONST	2022
113176	SUM-SWARTZ RD (CR 155-0.00)	COVENTRY TOWNSHIP SWARTZ RD FROM S MAIN ST TO GLENMOUNT AVE	RESURFACING	CONST	2023
112743	SUM-TEREX RD	HUDSON LONDONAIRY BLVD TO BARLOW RD (WEST)	RESURFACING	CONST	2023
116540	SUM-VALLEYVIEW RD (MACEDONIA)	MACEDONIA VALLEYVIEW RD FROM THE SOUTH CORP LINE TO TWINSBURG RD	RESURFACING	CONST	2023
108200	SUM-WHITE POND DR	COPLEY TOWNSHIP COPLEY RD TO AKRON S CORP LIMIT	RESURFACING	CONST	2023
108498	SUM-WOOSTER RD (CR 96)-0.50	NORTON SR 21 TO TAYLOR RD (NORTON CORP LIMIT)	RESURFACING	CONST	2021
108240	SUM-WOOSTER RD W	BARBERTON HUDSON RUN RD TO 2ND ST NW	RECONSTRUCTION POSSIBLE ROAD DIET	ENG RW	2022 2022
106539	SUM-WOOSTER RD/ROBINSON	BARBERTON WOOSTER RD W FROM ROBINSON AVE TO 4TH ST	ELIMINATE WB OUTSIDE LANE IMPROVE INTERSECTION SIGNAL COORDINATION CONSTRUCT SHARED USE PATH	RW CONST	2021 2022
108370	SUM-WOOSTER RD/STATE ST	BARBERTON WOOSTER RD/STATE ST INTERSECTION	RECONSTRUCTION OF CONCRETE PAVEMENT AT INTERSECTION	CONST	2023
110282	WAY-SR 94-18.76	CHIPPEWA TOWNSHIP	JACK & BORE CULVERT REPLACEMENT MOVED FROM PID 101449	CONST	2021
115305	WAY-CR 0150-00.00 (Eastern Rd)	RITTMAN EASTERN RD FROM RUFENER ST TO GISH RD	RESURFACING	CONST	2022
115299	WAY-CR 0150-3.47 (Eastern Rd/Gates St)	CHIPPEWA TOWNSHIP EASTERN RD FROM SR 94 TO PORTAGE ST GATES ST FROM EASTERN RD TO DOYLESTOWN CORP LIMIT	RESURFACING	CONST	2022

**Table 2-1  
Highway Projects Sold or Obligated in FY 2021-2023**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
116841	WAY-HEARTLAND TRAIL PHASE 4A	WAYNE COUNTY-CHIPPEWA TOWNSHIP 1,800 FT NORTH OF MARKET ST IN MARSHALLVILLE ALONG THE ABANDONED RAIL BED TO THE CROSSING AT COAL BANK RD	CONSTRUCTION OF A MULTI-USE TRAIL	ENG	2023
112549	WAY-CR 57-2.62 (SOUTH MAIN STREET)	RITTMAN SOUTH MAIN ST FROM SOUTH CIRP LINE TO FRONT ST	RESURFACING MINOR BRIDGE REPAIRS	CONST	2022
112543	WAY-CR 57-3.91 (EAST OHIO AVE)	RITTMAN EAST OHIO AVE FROM MAIN STREET TO EAST SUNSET DR	RESURFACING MINOR BRIDGE REPAIRS	CONST	2022
115954	WAY-CR 580-0.58 (W. OHIO AVE)	RITTMAN W. OHIO AVE FROM METZGER AVE TO MAIN ST	RESURFACING	CONST	2023
101380	D04 BH FY2021 (WEST)	SUMMIT COUNTY	DECK SEALING OF 39 STRUCTURES IN SUMMIT COUNTY	CONST	2021
103432	D04 GR FY2021 (SYSTEMATIC)	DISTRICTWIDE	SYSTEMATIC GUARDRAIL MAINTENANCE AND REPAIR	CONST	2021
96560	POR/TRU MCRO FY2021	VARIOUS LOCATIONS POR SR 44 19.18-22.14,24.19-26.76 POR SR 82 13.80-17.89 POR SR 225 10.26-15.76	MICROSURFACING	CONST	2021
113339	D04 PM R-WR FY2021	DISTRICTWIDE	WET REFLECTIVE MARKINGS ON VARIOUS INTERSTATES AND INTERSTATE LOOK-ALIKES	CONST	2021
113278	D04 PSIP PHASE 2	VARIOUS CITIES IN THE DISTRICT	PEDESTRIAN SAFETY IMPROVEMENT UPGRADES	CONST	2021
103024	D04 BH FY2022 (WEST)	PORTAGE, STARK, AND SUMMIT COUNTIES	BRIDGE MAINTENANCE OF STRUCTURES IN PORTAGE, STARK, AND SUMMIT COUNTIES	CONST	2022
105120	POR/SUM MCRO FY2022	MANTUA TOWNSHIP MACEDONIA/NORTHFIELD POR-SR 82, POR SR 183 SUM SR 8	MICROSURFACING OF VARIOUS ROADWAYS	CONST	2022
113504	SUM GR FY2022 CEAO	VARIOUS COUNTY ROUTES WITHIN SUMMIT COUNTY	REPLACE/UPGRADE APPROXIMATELY 28,0000 FEET OF GUARDRAIL	CONST	2022
106875	STW AV/CV DATA SYSTEMS ANALYSIS	STATEWIDE	DATA SYSTEM ANALYSIS FOR AV/CV VEHICLES	ENG	2022



Table 2-2  
**HIGHWAY IMPROVEMENTS - Delayed or Cancelled**

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS			
				FY 2021-2024		FY 2024-2027	
				PE	ROW	CONST	STATUS
102692	SUM-SR 91/SR 303	HUDSON SR 91/SR 303	RESURFACING, ADDING RIGHT AND LEFT TURN LANES, ADDING SIDEWALKS			2021	CANCELLED
107930	SUM-FREEDOM TRAIL PH 4	AKRON MILL ST TO METRO	NEW 10' MULTIUSE PATH			2023	DELAYED
115337	SUM-MUNROE FALLS P1	TALLMADGE EASTWOOD AVE TO EAST AVE	RESURFACING			2022	CANCELLED
105556	SUM-RAVENNA RD BRIDGE	PORTAGE COUNTY OVER NORFOLK SOUTH RR	REPLACE BRIDGE AND SIDEN TO ACCOMMODATE PORTAGE HILE AND BIKE TRAIL			2023	DELAYED
84397	SUM-SEIBERLING WAY (PHASE 1)	AKRON SEIBERLING WAY FROM ENGLEWOOD ST TO EAGLE ST	NEW ROAD NEW BRIDGE OVER LITTLE CUYAHOGA RIVER			2023	CANCELLED
108141	SUM-VALLEY VIEW RESURFACING VALLEY VIEW & OLDE EIGHT RD	SUMMIT COUNTY OLDE EIGHT RD TO SR 8	RESURFACING AND INTERSECTION IMPROVEMENTS			2023	DELAYED
108240	SUM-WOOSTER RD W	BARBERTON HUDSON RUN RD TO 2ND ST NW	RECONSTRUCTION POSSIBLE ROAD DIET			2022	DELAYED

Table 2-3 and 2-4  
**HIGHWAY IMPROVEMENTS**

**CODES AND ABBREVIATIONS**

<b><u>Map No.</u></b>	Number identifying project on map following Table 2-3 and Table 2-4.
<b><u>PID No.</u></b>	The Project Identification (PID) Number assigned to a project by ODOT.
<b><u>Co-Rte-Section</u></b>	The official project title assigned by ODOT consisting of a three letter county abbreviation, the route number or street name, and for state routes, the straight line mileage from the county line to the project beginning point.
<b><u>Length</u></b>	The project length to the nearest hundredth of a mile.
<b><u>Location and Termini</u></b>	Contains the name of the city, township, or village where the project is located. Termini are described in terms of prominent intersecting streets or municipal and county lines. Occasionally as a last resort termini may be defined as logpoints. A bridge is usually described by what it crosses over.
<b><u>Type of Work</u></b>	A brief description of the type of work.
<b><u>FY</u></b>	State Fiscal Year (FY 2024 begins July 1, 2023)

**Funding Type**

STBG - Surface Transportation Block Grant	NHPP - National Highway Performance Program
CMAQ - Congestion Mitigation/Air Quality	STATE - State/ODOT Funding
FED - Various Federal Funding	NPS - National Park System
HSIP - Highway Safety Improvement Program	TASA - Transportation Alternatives Set Aside
LOCAL - Local Funding	GARVEE - Grant Anticipation Revenue Vehicle Bonds

<b><u>Phase</u></b>	P - Preliminary Engineering
	R - Right of Way purchase
	C - Construction
	O - Other (Bond Debt Repayment)

<b><u>Project Sponsor</u></b>	The unit of government or agency that initiated the project, implementation responsibility
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**TPM-Transportation Performance Measures**

- Performance Measures Group One (PM1): Safety
- Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges
- Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality  
Travel Time Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions,  
and Non-Single Occupancy Vehicle (Non-SOV) Travel

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 AMATS HIGHWAY IMPROVEMENT PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
1	115360	POR-CHESTNUT/S PROSPECT ST	2.32	RAVENNA CHESTNUT ST FROM MAIN ST (SR 59) TO SR 14 S PROSPECT ST FROM SOUTH CORP LIMIT TO MAIN ST (SR 59)	RESURFACING	STBG LOCAL	C C	751,500 153,500				905,000	RAVENNA	EXEMPT	PM2
2	116939	POR-CLEVELAND/DIAGONAL/RAVENNA	3.98	RAVENNA AND FRANKLIN TOWNSHIPS CLEVELAND RD FROM RAVENNA NORTH CORP LIMIT TO SR 14; RAVENNA RD FROM BRADY LAKE RD TO SR 43; DIAGONAL RD FROM SR 43 TO RAVENNA RD	RESURFACING	STBG LOCAL	C C				935,966 215,992	1,173,158	PORTAGE COUNTY ENGINEER	EXEMPT	PM2
3	116470	POR-FROST RD PH 2	0.98	STREETSBORO EAST OF SR 43 TO PAGE RD	RESURFACING	FED STBG LOCAL	C C C	36,947 461,835 55,420				563,452	STREETSBORO	EXEMPT	PM2
4	115359	POR-OLD FORGE RD CR 82-2.42	3.17	BRIMFIELD TOWNSHIP SUNNYBROOK RD TO RANFIELD RD	RESURFACING	STBG LOCAL	C C	628,362 157,091				799,953	PORTAGE COUNTY ENGINEER	EXEMPT	PM2
5	105556	POR-RAVENNA RD BRIDGE CR 145	0.01	FRANKLIN TOWNSHIP OVER NORFOLK SOUTHERN RAILROAD	REPLACE BRIDGE AND ADD LANE(S) FOR PORTAGE HIKE AND BIKE TRAIL	TASA FED LOCAL	C C C	313,600 1,317,000 529,400				2,384,099	PORTAGE COUNTY ENGINEER	EXEMPT	PM3
6	105213	POR-SR 14/43-1.43/15.59	0.15	STREETSBORO SR 14/SR 43 INTERSECTION	RESURFACING AND RECONSTRUCTION	STBG FED STATE LOCAL	C C C C			1,068,668 1,317,813 1,080 470,540		2,906,252	STREETSBORO	EXEMPT	PM1
7	112026	POR-SR 59 (E MAIN ST)-2.14	0.89	KENT WILLOW ST TO HORNING RD	RECONSTRUCT TO INCLUDE RAISED MEDIANS, BUS PULL-OFFS, NEW SEWERS, 2 ROUNDABOUTS, UPGRADE LIGHTING AND REPLACE SIDEWALKS	CMAQ STBG TASA FED SAFETY-F LOCAL	C C C C C C			5,301,065 3,600,000 700,000 500,000 1,359,711 2,676,345		19,055,556	KENT	EXEMPT	PM1 PM2 PM3
8	117173	POR-SR 303/SR 14/RANCH RD SR 303-2.72	0.03	STREETSBORO SR 14/SR 303/RANCH RD INTERSECTION	NEW SIGNAL, REMOVE WESTBOUND SLIP RAMP	CMAQ FED LOCAL	C C C			459,517 45,952 126,367		761,137	STREETSBORO	EXEMPT	PM3
N/A	111429 118654 118655 118656	SUM-AMATS FY 2024 AIR QUALITY SUM-AMATS FY 2025 AIR QUALITY SUM-AMATS FY 2026 AIR QUALITY SUM-AMATS FY 2027 AIR QUALITY	N/A	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA AND MILTON TOWNSHIPS OF WAYNE COUNTY	PROMOTION OF ACTIVITIES TO IMPROVE AIR QUALITY SUCH AS BIKING AND WALKING	CMAQ	O	100,000	100,000	100,000	100,000	400,000	ODOT	EXEMPT	PM3
N/A	111433 118657 118658 118659	SUM-AMATS FY 2024 RIDESHARE SUM-AMATS FY 2025 RIDESHARE SUM-AMATS FY 2026 RIDESHARE SUM-AMATS FY 2027 RIDESHARE	N/A	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA AND MILTON TOWNSHIPS OF WAYNE COUNTY	PROMOTION OF CARPOOLING	CMAQ	O	80,000	80,000	80,000	80,000	320,000	ODOT	EXEMPT	PM3
9	116556	SUM-ALBRECHT AVE CR 44-0.68	1.70	SPRINGFIELD TOWNSHIP/MOGADORE STULL AVE TO CLEVELAND AVE	RESURFACING	STBG LOCAL	C C				787,500 351,250	1,159,250	SUMMIT COUNTY ENGINEER	EXEMPT	PM2

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
**AMATS HIGHWAY IMPROVEMENT PROJECTS**

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
10	116917	SUM-S ARLINGTON RD	0.75	GREEN SOUTH OF BOETTLER RD TO NORTH OF SEPTEMBER DR	WIDEN TO 4 LANES, NEW ROUNDABOUTS AT BOETTLER RD AND SOUTHWOOD DR	CMAQ STBG LOCAL CMAQ STBG LOCAL	R R C C C C		762,124 674,602 359,182	3,305,666 1,699,040 1,126,177		8,041,190	GREEN	ANALYZE	PM3
11	116740	SUM-BAILEY RD	1.40	CUYAHOGA FALLS FRONT ST TO GRAHAM RD	RESURFACING	STBG LOCAL	C C				787,500 87,500	890,800	CUYAHOGA FALLS	EXEMPT	PM2
12	116925	SUM-BARLOW RD	0.64	HUDSON NORFOLK SOUTHERN RAILROAD TO STOW RD	RESURFACING	STBG LOCAL	C C				439,744 48,860	497,504	HUDSON	EXEMPT	PM2
13	115358	SUM-CANTON RD CR 66-0.00	0.72	SPRINGFIELD TOWNSHIP PONTIUS RD TO TISEN RD	RESURFACING	STBG LOCAL	C C	528,000 428,395				968,495	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
14	117138	SUM-CLEVELAND MASSILLON RD PH 3	1.86	NEW FRANKLIN SERFASS RD TO GRILL RD	RESURFACING	STBG LOCAL	C C				700,000 275,336	993,236	NEW FRANKLIN	EXEMPT	PM2
15	112788	SUM-CLEVELAND MASSILLON SIDEWALKS	0.44	BATH TOWNSHIP SR 18 TO SPRINGSIDE DR	SIDEWALK ON WEST SIDE OF ROADWAY	TASA LOCAL	C C	368,000 92,000				650,000	SUMMIT COUNTY ENGINEER	EXEMPT	PM3
16	102796	SUM-FREEDOM TRAIL MIDDLEBURY CONNECTOR	0.35	TALLMADGE/STOW/KENT PORTAGE BIKE AND HIKE TO FREEDOM TRAIL	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C	700,000 1,641,216				3,593,346	SUMMIT METROPARKS	EXEMPT	PM3
17	107930	SUM-FREEDOM TRAIL PHASE 4	1.30	AKRON MILL ST TO ROSA PARKS BLVD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C		700,000 3,000,971			3,849,611	SUMMIT METROPARKS	EXEMPT	PM3
18	116505	SUM-GLENWOOD DR	1.80	TWINSBURG RAVENNA RD TO DARROW RD (SR 91)	RESURFACING	STBG LOCAL	C C				787,500 189,900	977,400	TWINSBURG	EXEMPT	PM2
19	116623	SUM-GRAHAM RD	2.29	STOW EAST OF SR 91 TO NEWCOMER RD	RESURFACING	STBG LOCAL	C C				787,500 190,575	994,175	STOW	EXEMPT	PM2
20	116620	SUM-GREENWICH RD	2.59	NORTON S MEDINA LINE RD TO CLEVELAND MASSILLON RD	RESURFACING	STBG LOCAL	C C				787,500 87,783	891,083	NORTON	EXEMPT	PM2

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 AMATS HIGHWAY IMPROVEMENT PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM	
21	116479	SUM-HIGHLAND RD	0.77	TWINSBURG HADDEEN RD TO DARROW RD (SR 91)	RESURFACING	STBG LOCAL	C C	522,000 58,000				591,800	TWINSBURG	EXEMPT	PM2	
22	113161	SUM-HIGHLAND/VALLEY VIEW RD	0.60	MACEDONIA HIGHLAND AND VALLEY VIEW RD INTERSECTION	INTERSECTION IMPROVEMENTS	CMAQ STBG LOCAL CMAQ STBG LOCAL	R R R C C C	104,000 64,000 33,111			1,704,811 238,051 644,294	2,980,067	MACEDONIA	EXEMPT	PM3	
23	112735	SUM-HOPOCAN/NORTON/SNYDER	2.50	BARBERTON HOPOCAN AVE FROM HILLDALE AVE TO 8TH ST NORTON AVE FROM 17TH ST NW TO BARBER RD SNYDER AVE FROM 2ND ST SW TO 5TH ST SE	RESURFACING	STBG LOCAL	C C	1,602,334 1,169,755				2,785,889	BARBERTON	EXEMPT	PM2	
24	116741	SUM-HUDSON DR	1.20	CUYAHOGA FALLS FRONT ST TO GRAHAM RD	RESURFACING	STBG LOCAL	C C				787,500 223,331	1,026,531	CUYAHOGA FALLS	EXEMPT	PM2	
N/A	116924	SUM-HUDSON SIGNALS	N/A	HUDSON VARIOUS SIGNALS ON SR 91 & SR 303	UPGRADE 14 SIGNALS TO ADAPTIVE "SMART" SIGNALS	CMAQ LOCAL	C C				2,316,939 579,235	2,976,974	HUDSON	EXEMPT	PM3	
N/A	93501	SUM/MED-IR 76-0.00/11.43	5.62	NORTON/BARBERTON MEDINA COUNTY LINE TO CENTRAL AVE	RESURFACING FROM MEDINA COUNTY LINE TO SR 21, WIDENING TO 6 LANES FROM SR 21 TO CENTRAL AVE-DEBT SERVICE ON BONDS	GARVEE GARVEE GARVEE GARVEE	O O O O	9,082,587	8,918,038	8,075,717		2,285,755	89,048,328	ODOT	ANALYZE	PM2
N/A	96670	SUM-IR 76-5.53	0.78	BARBERTON/AKRON CENTRAL AVE TO 27TH ST	WIDEN TO 6 LANES AND RECONFIGURE WOOSTER RD/EAST AVE/STATE ST INTERCHANGES-DEBT SERVICE ON BONDS	GARVEE GARVEE GARVEE GARVEE	O O O O	2,280,740	2,280,741	2,280,740		2,280,740	37,585,338	ODOT	ANALYZE	PM3
N/A	102329	SUM-IR 76/77/8-8.24/9.74/0.00	7.38	AKRON IR 76 FROM IR 77 TO EAST OF CENTRAL INTERCHANGE; IR 77 US 224 TO IR 76; SR 8 FROM IR 77 TO PERKINS ST	RESURFACING ON IR 76 AND IR 77 RECONSTRUCT LEFT EXIT RAMP AT THE CENTRAL INTERCHANGE-DEBT SERVICE ON BONDS	GARVEE GARVEE GARVEE GARVEE	O O O O	7,285,182	6,058,791	6,058,791		6,058,791	169,097,164	ODOT	ANALYZE	PM2 PM3
25	111404	SUM-IR 77-24.12	4.63	BATH TOWNSHIP GHENT RD TO EVERETT RD	WIDEN TO 6 LANES	FED STATE	C C		45,452,869 6,841,897			55,576,001	ODOT	ANALYZE	PM3	
26	111405	SUM-IR 77-28.75	3.55	RICHFIELD TOWNSHIP EVERETT RD TO CUYAHOGA COUNTY LINE	WIDEN TO 6 LANES	FED STATE	C C	61,787,542 9,008,649				76,658,059	ODOT	ANALYZE	PM3	
27	117105	SUM-S MAIN ST	1.99	GREEN SOUTH OF WEST CASTON RD TO SR 619	RESURFACING	STBG LOCAL	C C	787,500 444,500				1,254,700	GREEN	EXEMPT	PM2	

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 AMATS HIGHWAY IMPROVEMENT PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
28	116557	SUM-S MAIN ST CR 50-5.70	1.54	COVENTRY TOWNSHIP GREEN NORTH CORP LIMIT TO WARNER RD	RESURFACING	STBG LOCAL	C C				787,500 446,940	1,254,940	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
29	116539	SUM-MILLER RD	0.91	AKRON/FAIRLAWN RIDGWOOD RD TO W MARKET ST	RESURFACING	STBG LOCAL	C C	409,500 121,470				540,470	AKRON	EXEMPT	PM2
30	113175	SUM-RAVENNA RD CR 12-6.39	1.36	TWINSBURG TOWNSHIP/HUDSON OLD MILL RD TO PORTAGE COUNTY LINE	RESURFACING	STBG LOCAL	C C		600,000 402,790			1,016,290	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
31	113165	SUM-RAVENNA/SHEPARD/BROADWAY	0.40	MACEDONIA/TWINSBURG RAVENNA RD/SHEPARD RD INTERSECTION	ADD RIGHT TURN LANES ON RAVENNA RD ADD LEFT TURN LANE ON SHEPARD SIDEWALKS AND SIGNAL IMPROVEMENTS	CMAQ LOCAL CMAQ LOCAL	R R C C	80,000 20,000			2,658,576 664,644	3,513,020	TWINSBURG	EXEMPT	PM3
32	116464	SUM-RUBBER CITY HERITAGE TRAIL PH 2	0.81	AKRON HUNTINGTON AVE TO S ARLINGTON ST	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C		700,000 223,000			954,500	AKRON	EXEMPT	PM3
33	116457	SUM-SPRINGSIDE DR CR 537-0.19	0.80	BATH TOWNSHIP SR 18 TO CLEVELAND MASSILLON RD	INSTALL NEW SIDEWALK	TASA LOCAL TASA LOCAL	R R C C	10,000 30,559			590,000 147,500	934,559	SUMMIT COUNTY ENGINEER	EXEMPT	PM3
N/A	76721	SUM-SR 8-7.60	5.70	STOW/HUDSON GRAHAM RD TO NORTH OF SR 303	RECONSTRUCTION-DEBT SERVICE ON BONDS	GARVEE GARVEE GARVEE GARVEE	O O O O	4,764,213	4,764,214	4,764,214	4,764,214	67,725,190	ODOT	EXEMPT	PM2
34	110743	SUM-SR 59 (KENT RD)-7.95	4.72	CUYAHOGA FALLS/SILVER LAKE/STOW SR 8 TO PORTAGE COUNTY LINE	RESURFACING	FED STBG STATE LOCAL	C C C C	2,273,680 150,000 73,720 492,700				3,014,100	ODOT	EXEMPT	PM2
N/A	116990	SUM-SR 59 (KENT RD) SIGNALS SR 59-0.59	2.46	STOW SYCAMORE DR TO FISHCREEK RD	SIGNAL UPGRADES	CMAQ LOCAL	C C		1,520,145 380,036			1,953,281	STOW	EXEMPT	PM3
35	102745	SUM-SR 91 (DARROW RD)	3.28	STOW SOUTH CORP LIMIT TO SOUTH OF NORTON AVE	RECONSTRUCTION, CURB RAMPS, SIDEWALKS, STORM SEWER, AND SIGNALS	STBG TASA LOCAL STBG CMAQ TASA FED STATE LOCAL	R R R C C C C C C	160,000 140,000 75,000		4,500,000 1,197,690 560,000 1,565,123 2,140	1,714,110	9,974,063	STOW	EXEMPT	PM2 PM3

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
**AMATS HIGHWAY IMPROVEMENT PROJECTS**

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
36	116929	SUM-SR 91 (DARROW RD)/TEREX RD	0.20	HUDSON SR 91 AND TEREX RD INTERSECTION	INTERSECTION IMPROVEMENTS TO IMPROVE LEFT TURN OFFSETS, EXTEND EASTBOUND LEFT TURN LANE AND ADD NEW WESTBOUND TURN LANE INTO JOANN FABRICS ENTRANCE	STBG LOCAL	C C			400,142 154,960		570,002	HUDSON	EXEMPT	PM3
37	112716	SUM-SR 261 (N MAIN ST)-10.90	1.76	AKRON OLIVE ST TO RIVERSIDE DR	CORRIDOR IMPROVEMENTS	CMAQ STBG SAFETY-F LOCAL	C C C C		900,000 6,000,000 2,869,020 2,397,980			12,386,100	AKRON	EXEMPT	PM1 PM3
38	113016	SUM-STOW HIKE & BIKE TRAIL STOW SILVER LAKE CUYAHOGA FALLS CONNECTOR	2.57	STOW/SILVER LAKE/CUYAHOGA FALLS SR 8 PEDESTRIAN BRIDGE TO SPRINGDALE RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C				700,000 280,000	1,017,600	STOW	EXEMPT	PM3
39	116703	SUM-VALLEY VIEW RD CR 25-7.39	1.52	SAGAMORE HILLS TOWNSHIP DUNHAM RD TO OLDE EIGHT RD	RESURFACING	STBG LOCAL	C C				787,500 222,500	1,010,000	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
40	116932	SUM-VALLEY VIEW RD	2.27	HUDSON HUDSON NORTH CORP LIMIT TO SR 91	RESURFACING	STBG LOCAL	C C	787,500 142,500				946,700	HUDSON	EXEMPT	PM2
41	108141	SUM-VALLEY VIEW RD/OLDE EIGHT RD	0.47	SAGAMORE/NORTHFIELD CENTER TOWNSHIPS OLDE EIGHT RD TO SR 8	INTERSECTION IMPROVEMENT AT OLDE EIGHT RD AND RESURFACING	CMAQ STBG LOCAL	C C C	133,732 300,000 441,485				881,957	SUMMIT COUNTY ENGINEER	EXEMPT	PM1 PM2
42	116868	SUM-VETERANS RAILS TO TRAILS	3.27	HUDSON SPRINGDALE RD TO BARLOW RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	C C				700,000 1,600,000	2,382,800	HUDSON	EXEMPT	PM3
43	108240	SUM-WOOSTER RD WEST	1.76	BARBERTON 31ST ST TO HUDSON RUN RD HUDSON RUN RD TO 2ND ST NW	RESURFACING AND RECONSTRUCTION WITH POSSIBLE ROAD DIET	STBG FED SAFETY-F SAFETY-S STATE LOCAL	C C C C C C	5,324,636 399,920 1,264,620 130,173 10,340 2,237,295				10,718,505	BARBERTON	EXEMPT	PM1 PM2
44	116742	SUM-WYOGA LAKE RD	1.50	CUYAHOGA FALLS E STEELS CORNERS RD TO SEASONS RD	ADD TWO WAY LEFT TURN LANE, ADD RIGHT TURN LANES WHERE WARRANTED, ADD A NEW SIGNAL AT WALSH HS MAIN ENTRANCE	STBG LOCAL STBG LOCAL	R R C C		200,000 50,000		5,900,000 1,350,000	7,736,000	CUYAHOGA FALLS	EXEMPT	PM3
45	117631	WAY-N MAIN ST CR 47-4.92	0.90	RITTMAN OHIO AVE TO RITTMAN NORTH CORP LIMIT	RESURFACING	STBG LOCAL	C C				400,262 44,474	444,735	RITTMAN	EXEMPT	PM2
46	116841	WAY-HEARTLAND TRAIL PH 4A	1.10	CHIPPEWA TOWNSHIP NORTH OF MARKET ST TO COAL BANK RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL TASA LOCAL	P P C C	17,000 4,259			590,583 147,646	823,409	WAYNE COUNTY ENGINEER	EXEMPT	PM3

Table 2-3  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
**AMATS HIGHWAY IMPROVEMENT PROJECTS**

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
47	101439	WAY-SR 21-0.00	5.87	CHIPPEWA TOWNSHIP SUMMIT COUNTY LINE TO NORTH OF WAYNE COUNTY LINE	RESURFACING, BRIDGE MAINTENANCE, DRAINAGE & CULVERT REPLACEMENT, AND SAFETY IMPROVEMENTS AT CLINTON RD, EDWARDS RD, AND GRILL RD	FED STATE SAFETY-F SAFETY-S FED STATE SAFETY-F SAFETY-S FED STATE	P P P P C C C C C C	1,872,000 468,000 208,000 52,000 26,788,331 6,713,138 3,316,180 345,785	400,000 100,000			40,796,386	ODOT	EXEMPT	PM1 PM2 PM3
								162,329,900	112,185,837	56,556,909	30,747,413	662,950,153			



# Map 2-1 | AMATS Highway Improvements

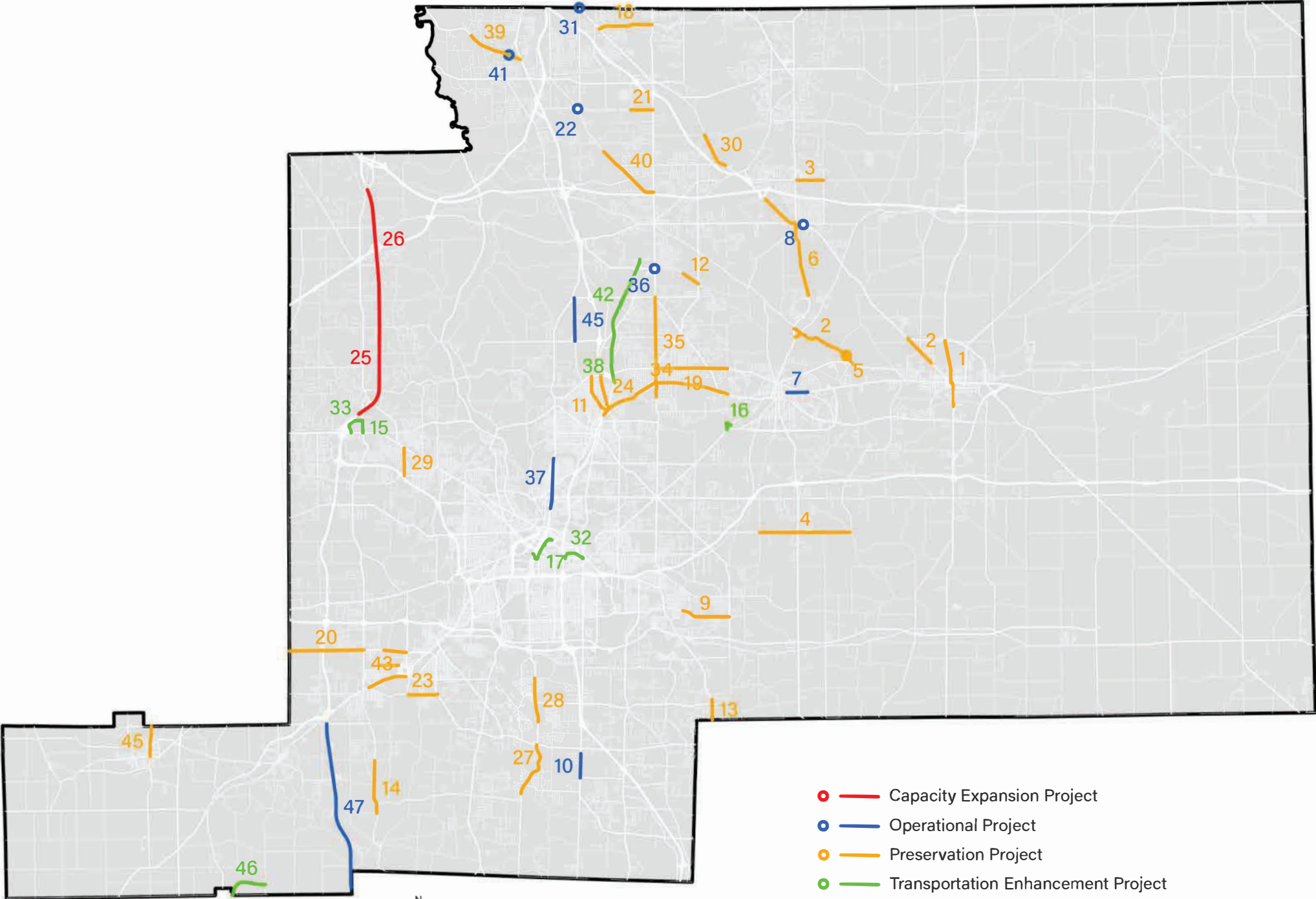


Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
**STATEWIDE LINE ITEM PROJECTS**

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
48	94016	SUM IR 277/US 224 0.00/10.22	4.28	AKRON IR 277 FROM IR 76 (0.00) TO IR 77 (3.91) AND US 224 FROM IR 77 (10.22) TO WEST OF ARLINGTON ST (10.59)	RESURFACING, MINOR BRIDGE WORK TO 11 STRUCTURES AND 1 CULVERT	NHPP STATE	C C		5,565,260 618,440			6,351,700	ODOT	EXEMPT	PM2
N/A	94136	D04 MCRO FY2024	N/A	ATB/MAH/POR/STA/SUM/TRU COUNTIES	MICROSURFACING	FED STATE LOCAL	C C C	5,499,625 930,025 21,600				6,583,250	ODOT	EXEMPT	PM2
49	96518	SUM IR 271 6.55	1.99	BOSTON TOWNSHIP IR 271 FROM IR 80 TO BOSTON MILLS RD	RESURFACING	NHPP STATE	C C				2,883,330 320,370	3,266,500	ODOT	EXEMPT	PM2
50	96559	SUM SR 261 17.09	1.32	TALLMADGE SR 261 FROM NORTH OF HOWE RD (17.09) TO SOUTH OF MIDDLEBURY RD (18.41)	RESURFACING	NHPP LOCAL	C C				307,840 76,960	395,910	ODOT	EXEMPT	PM2
51	98479	SUM SR 91 06.19	0.86	TALLMADGE SR 91 FROM SOUTH OF HOWE RD (6.19) TO SOUTH OF N MORELAND AVE (7.05)	RESURFACING	NHPP LOCAL	C C				229,040 57,260	294,560	ODOT	EXEMPT	PM2
52	100936	SUM SR 8 02.58	5.10	AKRON/CUYAHOGA FALLS SR 8 FROM HIGH BRIDGE (2.58) TO GRAHAM RD (7.68)	RESURFACING AND MINOR BRIDGE WORK TO 3 STRUCTURES. INVESTIGATE LIMITED REPAIRS TO DETERIORATING MEDIAN BARRIER AND LIGHTING SYSTEM	NHPP STATE	C C		3,594,720 898,680			4,526,200	ODOT	EXEMPT	PM2
53	101056	POR US 224 00.00	12.99	SUFFIELD/RANDOLPH/ATWATER TOWNSHIPS POR US 224 FROM SUMMIT COUNTY LINE (0.00) TO SR 183 (12.99)	RESURFACING INCLUDING MINOR BRIDGE WORK TO SIX STRUCTURES	FED STATE	C C				11,586,640 2,896,660	14,551,300	ODOT	EXEMPT	PM2
54	102330	SUM SR 8 15.75	2.18	BOSTON/NORTHFIELD CENTER TOWNSHIP AND MACEDONIA SR 8 FROM SOUTH OF TWINSBURG RD (15.75) TO IR 271 (17.93)	RESURFACING INCLUDING MINOR BRIDGE WORK TO SEVERAL STRUCTURES. MINOR BRIDGE REHAB TO EIGHT STRUCTURES	NHPP STATE	C C		2,733,750 676,750			3,490,500	ODOT	EXEMPT	PM2
55	102732	POR SR 59 06.83	2.22	RAVENNA SR 59 FROM WEST CORP LIMIT (6.83) TO EAST EAST CORP LIMIT (9.05)	RESURFACING	NHPP LOCAL STATE	C C C	1,330,800 619,340 37,360				2,014,500	ODOT	EXEMPT	PM2
56	102744	SUM SR 18 09.75	3.67	AKRON SR 18 FROM SR 59 (9.75) TO WEST OF IR 76 (13.42)	RESURFACING INCLUDES MINOR BRIDGE WORK TO 8 STRUCTURES	NHPP STATE LOCAL	C C C	1,990,640 63,980 433,680				2,576,810	AKRON	EXEMPT	PM2
N/A	103275	D04 SIGN FY2024 (SYSTEMATIC)	N/A	POR/SUM COUNTIES	SYSTEMATIC SIGN REPLACEMENTS	STATE	C	1,605,000				1,792,500	ODOT	EXEMPT	PM2

Table 2-4  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
67	105212	POR SR 82/306 2.46/0.00	5.08	AURORA SR 82 FROM EAST OF SR 43 (2.46) TO EAST CORP LIMIT (5.06), SR 306 FROM SR 43 (0.00) TO NORTH LIMIT (2.48)	RESURFACING MINOR BRIDGE WORK TO 2 STRUCTURES	FED STATE LOCAL	C C C		1,541,120 7,280 378,000			1,966,910	ODOT	EXEMPT	PM2
68	105237	POR 43/261 7.51/VAR	3.65	BRIMFIELD TOWNSHIP SR 43 FROM SOUTH OF TALLMADGE RD (7.51) TO MELOY RD (9.89); SR 261 FROM SOUTH OF SUMMIT RD (3.51) TO SUMMIT RD (3.85) AND SR 261 FROM KENT CORP LIMIT (4.13) TO SR 59 (5.06)	RESURFACING MINOR BRIDGE WORK TO 3 STRUCTURES	FED STATE	C C		1,195,120 298,780			1,518,350	ODOT	EXEMPT	PM2
69	105241	SUM SR 241 1.82/VAR	4.82	GREEN/SPRINGFIELD TOWNSHIP SR 241 FROM STAKE DR (1.82) TO NORTH OF GRAYBILL RD (3.46) AND SANDY KNOLL DR (3.80) TO RABER RD (4.09) AND SR 619 (4.60) TO OAKES DR (7.78)	RESURFACING, WORK TO 2 STRUCTURES. INVESTIGATE REPAIR OF CURB IN AREAS WHERE SETTLEMENT HAS OCCURRED	NHPP STATE LOCAL	C C C		1,692,080 142,220 280,800			2,139,550	ODOT	EXEMPT	PM2
60	106885	SUM IR 271 01.51	N/A	RICHFIELD TOWNSHIP IR 271 OVER SOUTHERN RD	BRIDGE DECK REPLACEMENT	NHPP STATE	C C	1,540,800 171,200				2,102,395	ODOT	EXEMPT	PM2
61	107247	SUM SR 82 00.00	N/A	SAGAMORE HILLS TOWNSHIP SR 82 OVER CUYAHOGA RIVER	MINOR BRIDGE REHABILITATION	FED STATE	C C	1,712,000 428,000				2,200,000	ODOT	EXEMPT	PM2
N/A	107395	MAH/POR CULVERTS FY2024	N/A	MAH/POR COUNTIES	CULVERT REPAIR/REPLACEMENT	STATE	C	837,487				837,487	ODOT	EXEMPT	PM2
N/A	108030	D03 PR FY2024 (B)	N/A	DISTRICTWIDE	TREE PRUNING	STATE	C	198,000				208,000	ODOT	EXEMPT	PM2
N/A	109470	D04 GR FY2025 (SYSTEMATIC)	N/A	DISTRICTWIDE	SYSTEMATIC GUARDRAIL MAINTENANCE	STATE	C		825,000			835,000	ODOT	EXEMPT	PM2
N/A	109828	D04 RPM FY2024	N/A	DISTRICTWIDE	INSTALL RAISED PAVEMENT MARKERS	STATE	C	253,000				257,000	ODOT	EXEMPT	PM1
N/A	109829	D04 RPM FY2025	N/A	DISTRICTWIDE	INSTALL RAISED PAVEMENT MARKERS	STATE	C		273,240			277,240	ODOT	EXEMPT	PM1
N/A	109830	D04 PM FY2024 (WEST)	N/A	POR/STA/SUM COUNTIES	PAVEMENT MARKINGS	STATE	C	1,605,000				1,625,000	ODOT	EXEMPT	PM2

Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
N/A	109831	D04 PM FY2025 (WEST)	N/A	POR/STA/SUM COUNTIES	PAVEMENT MARKINGS	STATE	C		1,605,000			1,625,000	ODOT	EXEMPT	PM2
N/A	110005	D03 PR FY2026 (B)	N/A	DISTRICTWIDE	TREE PRUNING	STATE	C			170,000		170,000	ODOT	EXEMPT	PM2
N/A	110138	D03 SMOOTH FY2025	N/A	DISTRICTWIDE	FINE GRADED POLYMER AC OVERLAY	FED STATE	C C		1,017,840 296,960			1,407,800	ODOT	EXEMPT	PM2
62	110644	SUM SR 0018 01.01	1.63	BATH/COPLEY TOWNSHIPS SR 18 FROM HAMETOWN RD (1.01) TO EAST OF CLEVELAND MASSILLON RD (2.64)	RESURFACING	NHPP STATE	C C	832,000 208,000				1,067,000	ODOT	EXEMPT	PM2
63	110669	SUM SR 82/91 0.14/VAR	6.34	NORTHFIELD/SAGAMORE HILLS TOWNSHIP TWINSBURG/TWINSBURG TOWNSHIP SR 82 FROM EAST OF CUYAHOGA COUNTY LINE (0.14) TO WEST OF SR 8 (3.40) AND RAVENNA RD (W JCT) (8.04) TO PORTAGE COUNTY LINE (10.58); SR 91 FROM FAIRWAY BLVD (12.211) TO OLD MILL RD (17.751)	RESURFACING	FED STATE STATE	C C C		1,209,600 194,400 108,000			1,542,000	ODOT	EXEMPT	PM2
64	110673	POR SR 82 10.64	3.16	HIRAM TOWNSHIP/HIRAM SR 82 FROM CUYAHOGA RIVER (10.64) TO HIRAM SOUTH CORP LIMIT (13.80)	RESURFACING MINOR BRIDGE REHAB ON 4 STRUCTURES	FED STATE	C C			1,267,840 316,960		1,605,900	ODOT	EXEMPT	PM2
65	110712	POR IR 76 13.55	5.79	EDINBURG/PALMYRA TOWNSHIPS IR 76 FROM EAST OF SR 14 (13.55) TO E OF SR 225 (19.34)	RESURFACING MINOR BRIDGE REHAB ON 16 STRUCTURES	FED STATE	C C				3,252,600 361,400	3,658,000	ODOT	EXEMPT	PM2
66	111184	POR/TRU SR 305/VAR 0.72/VAR	N/A	MANTUA, HIRAM TOWNSHIP POR SR 44-CUYAHOGA RIVER (21.98), POR SR 305-OVER SILVER CREEK (0.72), TRU SR 5 29.09, TRU SR 45 14.56 AND TRU SR 87 3.20	REPLACING 3 BRIDGES AND MINOR WORK TO 2 BRIDGES	FED STATE	C C	1,355,520 338,880				1,797,162	ODOT	EXEMPT	PM2
67	111186	SUM IR 0480 07.45	N/A	TWINSBURG TOWNSHIP IR 480 OVER STOW RD	BRIDGE REHABILITATION	NHPP STATE STATE	P P C C	50,520 5,613	3,789,000 421,000			5,094,817	ODOT	EXEMPT	PM2
N/A	112177	D04 BLOCK PID CULVERTS FY2026	N/A	DISTRICTWIDE	CULVERT REPAIR/REPLACEMENTS.	STATE	C			1,805,000		2,255,000	ODOT	EXEMPT	PM2
N/A	112183	D04 CHIP FY2026	N/A	DISTRICTWIDE	CHIP SEAL	FED STATE	C C			832,000 208,000		1,075,100	ODOT	EXEMPT	PM1

Table 2-4  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
N/A	112185	D04 GR FY2026 (SYSTEMATIC)	N/A	DISTRICTWIDE	SYSTEMATIC GUARDRAIL MAINTENANCE AND REPAIR	STATE	C			825,000		835,000	ODOT	EXEMPT	PM1
N/A	112192	D04 PM FY2026 (WEST)	N/A	POR/STA/SUM	PAVEMENT MARKINGS	STATE	C			1,605,000		1,625,000	ODOT	EXEMPT	PM1
N/A	112196	D04 RPM FY2026	N/A	DISTRICTWIDE	INSTALL RAISED PAVEMENT MARKERS	STATE	C			536,600		540,600	ODOT	EXEMPT	PM1
N/A	112198	D04 SIGN FY2026 (SYSTEMATIC)	N/A	DISTRICTWIDE	SYSTEMATIC 2-LANE SIGN REPLACEMENTS	STATE	C			1,605,000		1,855,000	ODOT	EXEMPT	PM2
N/A	112636	D03 SMOOTH FY2026	N/A	DISTRICTWIDE	FINE GRADED POLYMER AC OVERLAY	FED STATE	C C			4,201,520 1,176,380		5,377,900	ODOT	EXEMPT	PM2
N/A	112637	D03 OVERLAY FY2026	N/A	DISTRICTWIDE	AC OVERLAY WITH/WITHOUT REPAIRS	FED STATE	C C			17,618,920 4,404,730		22,023,650	ODOT	EXEMPT	PM2
68	112778	POR IR 76 09.73	3.82	ROOTSTOWN/EDINBURG TOWNSHIPS IR 76 FROM NEW MILFORD RD (9.73) TO EAST OF SR 14 (13.55)	RESURFACING, MINOR BRIDGE REHABILITATION ON EIGHT STRUCTURES	NHPP STATE	C C			4,626,090 514,010		5,170,100	ODOT	EXEMPT	PM2
69	112830	POR SR 88 07.95	3.18	FREEDOM TOWNSHIP/GARRETTSVILLE SR 88 FROM SR 303 (7.95) TO LIBERTY ST (11.13)	RESURFACING	FED STATE	C C			1,248,000 312,000		1,590,000	ODOT	EXEMPT	PM2
70	112869	SUM EAST AVE	2.19	TALLMADGE COMMUNITY RD (2.37) TO PORTATGE COUNTY LINE (4.56)	ADD TWO-WAY LEFT TURN LANE, CURBS, AND SIDEWALKS	SAFETY-F SAFETY-S	R R	479,357 53,262				11,062,580	ODOT	EXEMPT	PM1
71	113029	SUM SR 619 2.06	1.79	BARBERTON/COVENTRY TOWNSHIP SR 619 FROM BAIRD AVE (2.06) TO EASTERN RD (3.85)	RESURFACING	FED STATE LOCAL	C C C			374,000 44,000 49,500		480,200	ODOT	EXEMPT	PM2
72	113031	SUM SR 619 6.44	6.10	GREEN SR 619 FROM NEW FRANKLIN CORP LIMIT (6.44) TO STARK COUNTY LINE (12.54)	RESURFACING AND MINOR BRIDGE REHABILITATION TO 2 BRIDGES	FED STATE LOCAL	C C C				2,059,960 12,840 486,800	2,614,700	ODOT	EXEMPT	PM2

Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
73	113037	SUM SR 261 0.29/6.05	4.42	NORTON/AKRON SR 261 FROM WEST OF DUTT RD (0.29) TO CLEVELAND MASSILLON RD (2.65) SR 261 FROM EAST OF MCTAGGART DR (6.05) TO EDGEWOOD AVE (8.11)	RESURFACING	FED LOCAL	C C			1,362,240 340,560		1,729,900	ODOT	EXEMPT	PM2
74	113086	SUM IR 76 6.31	2.11	AKRON IR 76 FROM IR 277 (6.31) TO IR 77 (8.42) (KENMORE LEG)	RESURFACING, MINOR BRIDGE REHABILITATION TO 10 BRIDGES	FED STATE	C C		2,080,980 231,220			2,356,200	ODOT	EXEMPT	PM2
N/A	113163	D04 BP FY2025	N/A	DISTRICTWIDE	BRIDGE PAINTING	FED STATE	C C		1,284,000 321,000			1,785,000	ODOT	EXEMPT	PM2
75	113201	SUM SR 91 7.89	N/A	MUNROE FALLS SR 91 OVER CUYAHOGA RIVER	BRIDGE DECK REPLACEMENT (SFN 7707142)	NHPP STATE NHPP STATE	P P C C		27,844 6,961	1,712,000 428,000		2,872,000	ODOT	EXEMPT	PM2
76	113208	SUM IR 77 9.75	1.78	AKRON IR 77 FROM WATERLOO RD TO LOVERS LANE	CONSTRUCT NEW NOISE WALLS	NHPP STATE NHPP STATE	P P C C	23,428 5,857	7,425,000 825,000			9,510,233	ODOT	EXEMPT	PM3
77	113554	SUM EASTERN RD IMPROVEMENTS	1.52	NORTON EASTERN RD FROM S CLEVELAND MASSILLON RD TO SR 21	RECONSTRUCTION AND WIDENING	STATE	C	100,000				2,151,145	NORTON	EXEMPT	PM2 PM3
N/A	114069	WAY CR VAR GR FY2026	N/A	WAYNE COUNTY	INSTALL NEW GUARDRAIL	CEAO HSIP	C			100,000		100,000	WAYNE COUNTY ENGINEER	EXEMPT	PM2
N/A	114073	WAY CR VAR RPM FY2026	N/A	WAYNE COUNTY	INSTALL NEW RAISED PAVEMENT MARKERS	CEAO HSIP	C			25,000		25,000	WAYNE COUNTY ENGINEER	EXEMPT	PM1
N/A	114219	D04 BLOCK PID CULVERTS FY 2027	N/A	DISTRICTWIDE	CULVERT PRESERVATION	STATE	C				1,805,000	2,255,000	ODOT	EXEMPT	PM2
N/A	114222	D04 CHIP FY2027	N/A	DISTRICTWIDE	CHIP AND SEAL	FED STATE	C C				1,664,000 416,000	2,115,100	ODOT	EXEMPT	PM2
N/A	114223	D04 GR FY2027 (SYSTEMATIC)	N/A	DISTRICTWIDE	SYSTEMATIC GUARDRAIL MAINTENANCE AND REPAIR	STATE	C				825,000	835,000	ODOT	EXEMPT	PM2

Table 2-4  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
N/A	114227	D04 PM FY2027 (WEST)	N/A	POR/STA/SUM	PAVEMENT MARKINGS	STATE	C				1,605,000	1,625,000	ODOT	EXEMPT	PM2
N/A	114229	D04 RPM FY2027	N/A	DISTRICTWIDE	INSTALL RAISED PAVEMENT MARKERS	STATE	C				318,670	322,670	ODOT	EXEMPT	PM1
N/A	114230	D04 SIGN FT 2027 (SYSTEMATIC)	N/A	DISTRICTWIDE	2-LANE SIGN REPLACEMENT	STATE	C				1,605,000	1,855,000	ODOT	EXEMPT	PM2
78	114417	POR SUNRISE BLVD BRIDGE	N/A	KENT SUNRISE BLVD OVER FISH CREEK	REHABILITATION OF BRIDGE	FED LOCAL	C C	612,297 32,226				667,723	KENT	EXEMPT	PM2
79	114543	POR RANDOLPH BRIDGE	N/A	RANDOLPH TOWNSHIP RANDOLPH RD OVER POTTERS CREEK	BRIDGE REPLACEMENT (SFN 6733646)	FED	C	470,000				586,350	PORTAGE COUNTY ENGINEER	EXEMPT	PM2
N/A	114686	D03 OVERLAY FY2027	N/A	DISTRICTWIDE	AC OVERLAY WITH/WITHOUT REPAIRS	FED STATE	C C				15,409,440 5,372,326	20,781,766	ODOT	EXEMPT	PM2
N/A	114783	D04 GR FY2024 (WO)	N/A	DISTRICTWIDE	GUARDRAIL MAINTENANCE AND REPAIR	STATE	C	2,140,000				2,164,000	ODOT	EXEMPT	PM2
N/A	114784	D04 GR FY2025 (WO)	N/A	DISTRICTWIDE	GUARDRAIL MAINTENANCE AND REPAIR	STATE	C		2,140,000			2,164,000	ODOT	EXEMPT	PM2
N/A	114785	D04 GR FY2026 (WO)	N/A	DISTRICTWIDE	GUARDRAIL MAINTENANCE AND REPAIR	STATE	C			2,140,000		2,164,000	ODOT	EXEMPT	PM2
N/A	114786	D04 GR FY2027 (WO)	N/A	DISTRICTWIDE	GUARDRAIL MAINTENANCE AND REPAIR	STATE	C				2,140,000	2,164,000	ODOT	EXEMPT	PM2
80	114845	POR OLD FORGE AB	N/A	BRIMFIELD TOWNSHIP MOGADORE RD/OLD FORGE RD	CONSTRUCT NEW ROUNDABOUT	SAFETY-F LOCAL SAFETY-F LOCAL SAFETY-F LOCAL	R R P P C C	79,944 8,883 27,394 3,044			1,112,586 21,521	1,694,529	ODOT	EXEMPT	PM1

Table 2-4  
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
 STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
81	114925	POR SR 14 10.16	8.03	RAVENNA & EDINBURG TOWNSHIPS SR 14 FROM WEST OF SR 44 (10.16) TO LOOMIS PKWY (10.57) AND RR TRACKS (11.22) TO NORTH OF TALLMADGE RD (17.88)	RESURFACING	FED STATE	C C				1,236,000 309,000	1,679,000	ODOT	EXEMPT	PM2
82	114942	POR SR 14 3.11/5.40	1.73	STREETSBORO SR 14 FROM WEST OF SR 14 (3.11) TO EAST OF SUPERIOR AVE (3.61) SR 14 FROM EAST OF DIAGONAL RD (5.40) TO PRICE RD (6.63)	RESURFACING	FED LOCAL	C C				648,000 162,000	832,500	ODOT	EXEMPT	PM2
83	114943	POR SR 59/303 1.82/0.00	2.18	KENT/STEETSBORO SR 59 FROM EAST OF WATER ST (1.82) TO WEST OF E ERIE ST (2.035) SR 303 FROM STONE RD (0.00) TO SR 303 BYPASS (1.18) AND EAST OF SR 303 BYPASS (1.46) TO SR 14 (2.24)	RESURFACING	FED STATE LOCAL	C C C				668,800 11,000 156,200	848,300	ODOT	EXEMPT	PM2
84	114952	SUM SR 18 2.64	2.25	FAIRLAWN SR 18 FROM EAST OF CLEVELAND MASSILLON RD (2.64) TO WEST OF REVERE RD (4.89)	RESURFACING	FED LOCAL	C C				660,000 165,000	847,500	ODOT	EXEMPT	PM2
85	114969	POR SR 44 19.18	7.58	SHALERSVILLE/MANTUA TOWNSHIPS, MANTUA SR 44 FROM SR 303 (19.18) TO GEAUGA COUNTY LINE (26.76)	RESURFACING	FED LOCAL	C C				1,248,000 312,000	1,575,100	ODOT	EXEMPT	PM2
86	115187	SUM VALLEY VIEW SLIDE	2.14	SAGAMORE HILLS TOWNSHIP VALLEY VIEW RD FROM WEST OF CHAFFEE RD (8.93) TO SAGAMORE RD (11.07)	LANDSLIDE/SLOPE REPAIRS	FED LOCAL	C C			2,000,000 904,000		3,034,700	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
N/A	115376	D04 PM R-RW FY 2024	N/A	DISTRICTWIDE	INSTALLING RECESSED WET REFLECTIVE PAVEMENT MARKINGS	STATE	C	825,000				840,100	ODOT	EXEMPT	PM1
N/A	115549	D04 LG FY2024 (WEST)	N/A	DISTRICTWIDE	2 YEAR LIGHTING MAINTENANCE AND REPAIR	STATE	C	796,200				816,200	ODOT	EXEMPT	PM2
N/A	115550	D04 LG FY2026 (WEST)	N/A	DISTRICTWIDE	2 YEAR LIGHTING MAINTENANCE AND REPAIR	STATE	C			962,300		982,300	ODOT	EXEMPT	PM2
N/A	115706	D04 LOOP FY2024	N/A	DISTRICTWIDE	2 YEAR LOOP MAINTENANCE AND REPAIR	STATE	C	165,000				168,000	ODOT	EXEMPT	PM2
N/A	116007	D03 PR FY2025 (B)	N/A	DISTRICTWIDE	TREE PRUNING FOR FUTURE CONSTRUCTION CONTRACTS	STATE	C		160,500			170,500	ODOT	EXEMPT	PM2



Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
**STATEWIDE LINE ITEM PROJECTS**

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
N/A	116009	D03 PR FY2027 (B)	N/A	DISTRICTWIDE	TREE PRUNING FOR FUTURE CONSTRUCTION CONTRACTS	STATE	C				160,500	170,500	ODOT	EXEMPT	PM2
N/A	116080	D04 CS FY2024	N/A	DISTRICTWIDE	CRACK SEALING	STATE	C	1,040,000				1,058,000	ODOT	EXEMPT	PM2
N/A	116081	D04 CS FY2025	N/A	DISTRICTWIDE	CRACK SEALING	STATE	C		1,123,300			1,141,300	ODOT	EXEMPT	PM2
N/A	116082	D04 CS FY2026	N/A	DISTRICTWIDE	CRACK SEALING	STATE	C			1,213,100		1,231,100	ODOT	EXEMPT	PM2
N/A	116083	D04 CS FY2027	N/A	DISTRICTWIDE	CRACK SEALING	STATE	C				1,310,100	1,328,100	ODOT	EXEMPT	PM2
N/A	116096	D04 SP FY2024 (WEST)	N/A	POR/STA/SUM	PAVEMENT PREVENTIVE MAINTENANCE	STATE	C	1,123,200				1,143,200	ODOT	EXEMPT	PM2
N/A	116098	D04 SP FY2025 (WEST)	N/A	POR/STA/SUM	PAVEMENT PREVENTIVE MAINTENANCE	STATE	C		1,213,100			1,233,100	ODOT	EXEMPT	PM2
N/A	116100	D04 SP FY2026 (WEST)	N/A	POR/STA/SUM	PAVEMENT PREVENTIVE MAINTENANCE	STATE	C			1,310,100		1,330,100	ODOT	EXEMPT	PM2
N/A	116103	D04 SP FY2027 (WEST)	N/A	POR/STA/SUM	PAVEMENT PREVENTIVE MAINTENANCE	STATE	C				1,414,900	1,434,900	ODOT	EXEMPT	PM2
87	116146	SUM BOWERY ST BRIDGE	N/A	AKRON BOWERY ST BRIDGE OVER OHIO CANAL	DECK REPLACEMENT (SFN 7761678)	FED LOCAL	C C	5,000,000 2,627,237				7,912,397	AKRON	EXEMPT	PM2
88	116212	WAY SR 57 10.32	N/A	MILTON/CHIPPEWA TOWNSHIPS SR 57 AT SR 604	CONVERT 2-WAY STOP CONTROLLED TO A ROUNDAABOUT	SAFETY-F SAFETY-F	P C	85,737	2,528,884			3,055,348	ODOT	EXEMPT	PM1

Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
89	116254	POR SR 303 4.50	0.23	STREETSBORO SR 303 FROM WEST OF DIAGONAL RD (W) (4.50) TO EAST OF DIAGONAL RD (W) (4.73)	ADD EASTBOUND AND WESTBOUND LEFT TURN LANES	LOCAL LOCAL SAFETY-F LOCAL	P R C C	43,352	35,000	330,000 811,882		1,343,934	STREETSBORO	EXEMPT	PM1
N/A	116287	D04 FEN FY2025-26	N/A	DISTRICTWIDE	FENCE INSTALLATION AND REPAIR	STATE	C		253,000			257,000	ODOT	EXEMPT	PM2
N/A	116288	D04 FEN FY2027-28	N/A	DISTRICTWIDE	FENCE INSTALLATION AND REPAIR	STATE	C				275,000	279,000	ODOT	EXEMPT	PM2
N/A	116414	D04 TSG FY2024	N/A	STA SR 241 AT STRAUSSER ST MAH SR 7 AT BUENA VISTA AVE POR SR 14 AT SR 183 STA SR 241 AT SR 687/FULTON DR	SIGNAL REPLACEMENTS/UPGRADES	FED STATE	C C	519,933 119,793				702,403	ODOT	EXEMPT	PM3
N/A	116444	D04 TDG FY 2026	N/A	TBD	SIGNAL REPLACEMENTS/UPGRADES	FED STATE	C C			440,000 110,000		606,200	ODOT	EXEMPT	PM3
90	116460	SUM S MAIN ST CR 50 4.99	N/A	GREEN S MAIN ST AT FOREST COVE DR (5.07)	CONSTRUCT PEDESTRIAN HYBRID BEACON AND CROSSWALK	SAFETY-F LOCAL	C C	181,155 40,228				232,783	GREEN	EXEMPT	PM1
91	116541	SUM GRILL RD (BRIDGE REPL)	N/A	NEW FRANKLIN GRILL RD OVER PANCAKE CREEK	BRIDGE REPLACEMENT (SFN 7738153)	FED LOCAL	C C		303,819 15,990			331,309	NEW FRANKLIN	EXEMPT	PM2
N/A	116657	D03 OVERLAY PRIORITY FY2026	N/A	DISTRICTWIDE	AC OVERLAY WITHOUT REPAIRS	FED STATE	C C			14,295,366 1,588,374		15,945,740	ODOT	EXEMPT	PM2
92	116747	POR US 224/SR 14 12.99/25.41	11.59	ATWATER/DEERFIELD TOWNSHIPS US 224 FROM SR 183 (12.99) TO MAHONING COUNTY LINE (21.22) AND SR 14 FROM US 224 (25.41) TO MAHONING COUNTY LINE (28.77)	RESURFACING	FED STATE	C C				1,040,000 260,000	1,316,500	ODOT	EXEMPT	PM2
93	116749	POR SR 225 10.74	5.02	PALMYRA/PARIS TOWNSHIPS SR 225 FROM IR 76 (10.74) TO SR 5 (15.76)	RESURFACING	FED STATE	C C			1,664,000 416,000		2,113,100	ODOT	EXEMPT	PM2
94	116769	SUM SR 21 0.00	4.30	NORTON SR 21 FROM WAYNE COUNTY LINE (0.00) TO SR 261 (4.30)	RESURFACING	FED STATE	C C				4,035,200 1,008,800	5,091,100	ODOT	EXEMPT	PM2

Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
STATEWIDE LINE ITEM PROJECTS

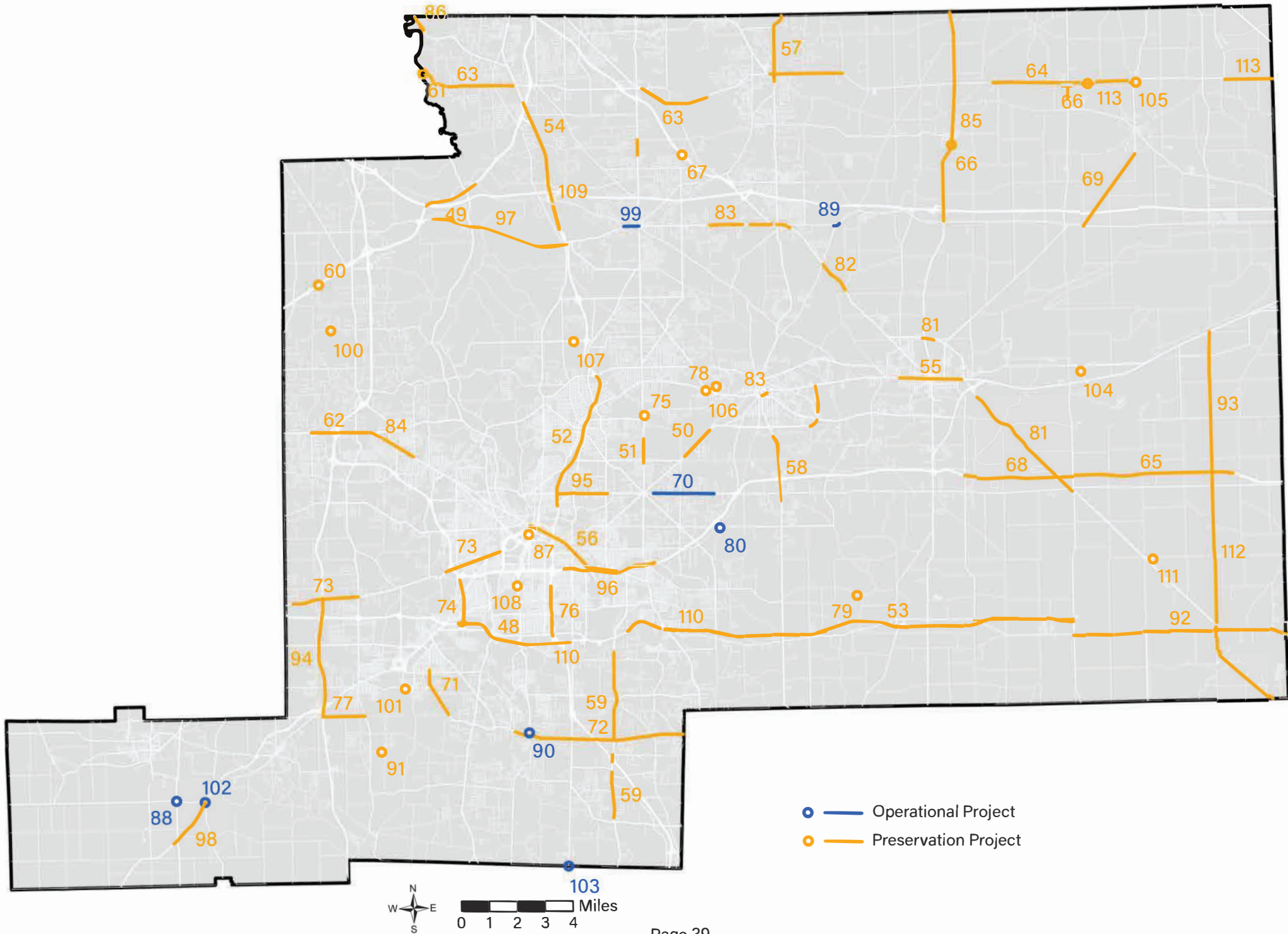
Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM	
95	116804	SUM SR 261 11.89	1.83	AKRON SR 261 FROM SR 8 (11.89) TO EAST OF BRITAIN RD (13.72)	RESURFACING	FED STATE LOCAL	C C C				889,920 16,480 206,000	1,133,000	ODOT	EXEMPT	PM2	
96	116820	SUM IR 76 12.03	3.31	AKRON IR 76 FROM WEST OF ARLINGTON ST (12.03) TO GILCHRIST RD (15.34)	CONCRETE PAVEMENT REPAIR	FED STATE	C C		2,574,000 286,000			2,915,100	ODOT	EXEMPT	PM2	
97	116822	SUM SR 303 5.49	5.05	PENINSULA/BOSTON HEIGHTS TOWNSHIP SR 303 FROM EAST OF STINE RD (5.49) TO SR 8 (10.54)	RESURFACING	FED STATE	C C				770,400 192,600	990,100	ODOT	EXEMPT	PM2	
98	116947	MED/WAY SR 83/585 0.91/11.98		MILTON/CHIPPEWA TOWNSHIPS SR 585 FROM WEST OF SR 57 (11.98) TO SR 604 (13.854)	AC OVERLAYS WITH REPAIRS	FED STATE	C C	1,023,372 255,843				1,292,215	ODOT	EXEMPT	PM2	
99	117269	SUM SR 303 12.63	0.57	HUDSON SR 303 FROM BOSTON MILLS RD (12.63) TO SR 91 (MAIN ST) (13.20)	MODIFY LANE CONFIGURATION AND ACCESS MANANGEMENT TO IMPROVE BIKE AND PED SAFETY	FED SAFETY-F SAFETY-S	C C C	250,200 27,800 22,240				311,440	HUDSON	EXEMPT	PM1	
100	117488	SUM IRA RD CR 46 0.66	N/A	BATH TOWNSHIP IRA RD OVER NORTH FOLK OF YELLOW CREEK	BRIDGE REPLACEMENT (SFN 7732120)	FED LOCAL	C C	610,000 74,500				978,910	SUMMIT COUNTY ENGINEER	EXEMPT	PM2	
101	117489	SUM SNYDER AVE MR 3 1.60	N/A	BARBERTON SNYDER AVE OVER TUSCARAWAS RIVER	BRIDGE REPLACEMENT (SFN7731019)	FED LOCAL	C C		1,531,250 204,842			2,122,932	SUMMIT COUNTY ENGINEER	EXEMPT	PM2	
N/A	117957	D03 GES FY2023-2025 ENV SRVCS	N/A	DISTRICTWIDE	CONTRACT FOR ENVIRONMENTAL SERVICES	STATE	P	200,000	100,000			500,000	ODOT	EXEMPT	PM2	
102	118008	WAY SR 94 18.21	N/A	CHIPPEWA TOWNSHIP SR 94 AT SR 604	CONVERT 2-WAY STOP CONTROLLED TO A ROUNDAABOUT	SAFETY-F SAFETY-F SAFETY-F	P R C		100,000 16,000		3,103,000	3,865,284	ODOT	EXEMPT	PM1	
103	118287	SUM CR 15 0.00 RAB (GREEN)	N/A	GREEN S ARLINGTON RD AT MT PLEASANT RD	CONSTRUCT ROUNDAABOUT	SAFETY-F STATE LOCAL LOCAL SAFETY-F LOCAL SAFETY-F LOCAL	P P P R C R C		22,500 10,800 2,500 89,880 9,987		2,151,391 406,374	3,102,169	GREEN	EXEMPT	PM1	
104	118361	POR ESWORTHY RD CR 123 0.45	N/A	CHARLESTOWN TOWNSHIP ESWORTHY RD OVER HINKLEY CREEK	BRIDGE REPLACEMENT	STATE FED LOCAL FED LOCAL	P P P C C	47,500 2,500				1,297,890 68,310	1,467,100	PORTAGE COUNTY ENGINEER	EXEMPT	PM2

Table 2-4  
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027  
STATEWIDE LINE ITEM PROJECTS

Map #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
105	118535	POR SR 305 2.43	N/A	NELSON TOWNSHIP SR 305 OVER CAMP CREEK	BRIDGE REPLACEMENT (SFN 6704573)	STATE FED STATE	P C C	380,000		881,680 220,420		1,562,100	ODOT	EXEMPT	PM2
N/A	118572	STA/SUM GR FY2024 (SYSTEMATIC)	N/A	STA/SUM	SYSTEMATIC GUARDRAIL MAINTENANCE AND REPAIR	STATE	C	354,100				359,100	ODOT	EXEMPT	PM2
106	118709	SUM SR 59 12.41	N/A	STOW SR 59 OVER FISH CREEK	REPLACING SUPERSTRUCTURE (SFN 7702019)	STATE FED STATE	P C C	200,000	660,000 165,000			1,025,000	ODOT	EXEMPT	PM2
107	118730	SUM E STEELS CORNERS RD	N/A	STOW E STEELS CORNERS RD OVER MUD CREEK	REHABILITATION OF BRIDGE (SFN 7753136)	FED LOCAL	C C	1,128,600 60,400				1,189,000	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
108	118732	SUM S MAIN ST	N/A	AKRON S MAIN ST OVER CONRAIL AND CSX RAILROADS	REPLACE BRIDGE (SFN 7760027)	FED LOCAL	C C			6,735,500 354,500		7,090,000	SUMMIT COUNTY ENGINEER	EXEMPT	PM2
109	118767	SUM SR 8 13.31	2.34	BOSTON HEIGHTS NORTH OF SR 303 TO NORTH OF HINES HILL RD	RESURFACING	FED STATE	C C			856,000 214,000		1,070,000	ODOT	EXEMPT	PM2
110	118950	SUM US 224/10.22/VAR	3.55	AKRON/SPRINGFIELD TOWNSHIP US 224 FROM IR 77 (10.22) TO EAST OF ARLINGTON ST (10.59) AND EAST OF HILBISH AVE (12.71) TO WEST OF SR 91 (14.07) AND SR 91 (14.25) TO S CLEVELAND AVE (16.07)	RESURFACING	FED STATE	C C				1,331,200 332,800	1,664,000	ODOT	EXEMPT	PM2
111	119000	POR YALE RD (CR 55D) 0.96	N/A	PALMYRA/DEERFIELD TOWNSHIPS YALE RD OVER KALE CREEK STREAM	REPLACE BRIDGE (SFN 6735800)	FED LOCAL	C C			606,000 60,600		666,600	ODOT	EXEMPT	PM2
112	119096	POR 225 5.24	5.50	DEERFIELD/PALMYRA TOWNSHIPS SR 225 FROM US 224 (5.24) TO IR 76 (10.74)	RESURFACING	FED STATE	C C			832,000 208,000		1,040,000	ODOT	EXEMPT	PM2
113	119097	POR SR 305 0.00	4.05	HIRAM/HIRAM & NELSON TOWNSHIPS SR 305 FROM SR 82/700 (0.00) TO SR 88 (2.34) AND SR 282 (5.65) TO TRUMBULL COUNTY LINE (7.36)	RESURFACING	FED STATE	C C			832,000 208,000		1,040,000	ODOT	EXEMPT	PM2

43,307,651 57,611,704 90,459,937 77,615,036 292,642,151

# Map 2-2 | Statewide Line Items



## Chapter 3

# TRANSIT IMPROVEMENTS

The transit portion of the AMATS TIP FY 2024-2027 includes projects programmed for the area's transit operators, earmark projects administered through the Federal Transit Administration, and for projects associated with the coordination of public transit and human service agencies utilizing the Specialized Transportation (Enhanced Mobility for the Elderly and Disabled) Program. These projects use available federal, state, and local funds to subsidize expenditures for capital items, maintenance, planning, and operations. This chapter is organized by the following sections:

### Summary of FY 2021-2023 Transit Project Activity

The following tables, labeled as 3-1, provide status reports for the transit projects that were programmed for the fiscal years 2021, 2022 and 2023 of the TIP. Most of these projects were sponsored by METRO RTA and PARTA, and utilized funding from the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program for the purchase of replacement buses and the capitalized costs of preventive maintenance.

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

Also shown in the tables are the projects that were awarded through the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program. This program complements the Section 5307 Program and provides additional capital funding to replace, rehabilitate and purchase buses and related equipment, as well as to construct bus-related facilities. Presently, METRO and PARTA are the only transit operators utilizing Section 5339 funds from the Akron Urbanized Area's apportionment.

### FY 2024-2027 Transit Improvements

#### Project Priorities

As the Metropolitan Planning Organization (MPO) for the area, AMATS is responsible for programming public transportation projects for the two transit providers, METRO and PARTA. METRO and PARTA submit projects to AMATS for programming in the TIP. These projects are drawn from the AMATS Regional Transportation Plan. The submissions from METRO and PARTA are evaluated and prioritized as described in the *AMATS Funding Policy Guidelines*. Priorities are based on AMATS Regional Goals and Objectives, as well as both of the METRO and PARTA Transit Asset Management (TAM) Plans. The projects are then programmed by year in the TIP based on the evaluations, timing of the projects, and the availability of funding.

Most transit projects submitted to AMATS request funding through the FTA Section 5307 Urbanized Area Formula Program. The Akron Urbanized Area receives an annual apportionment from this program. In addition, METRO and PARTA receive, by agreement, a portion of the Cleveland Urbanized Area's Section 5307 funds for the northern part of their service area in each of their respective counties. The bulk of Section 5307 funds that METRO and PARTA utilize are derived from the Akron Urbanized Area's apportionment.

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

### **Programmed Transit Projects for FY 2024-2027**

The FY 2024-2027 TIP includes capital, maintenance, planning, and operating expenditures for METRO and PARTA. As discussed above, the primary source of federal funding for capital and maintenance projects is the FTA Section 5307 Program. Capital projects may also be funded through the FTA Section 5339 Program. Operating expenditures are funded mainly through the respective county-wide sales taxes and farebox returns.

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

The tables labeled as 3-2 list all of the transit projects that are programmed for implementation for the FYs 2024 through 2027. A summary table follows. The FY TIP 2024-2027 includes \$58.1 million in federal funds for capital and planning projects, and nearly \$19.3 million in federal funds for preventive maintenance expenditures. No Section 5339 funds are programmed for planning activities.

METRO and PARTA both maintain current Transit Asset Management (TAM) plans. Appendix H of the AMATS FY 2024-2027 TIP has a discussion of transit performance measures, including a list transit projects which support the targets of the RTA TAM plans.



**Table 3-1 (2021)**  
**TRANSIT PROJECTS ACTIVITY**

PROJECT DESCRIPTION	PID NUMBER	TOTAL PROJECT COST	FEDERAL FUNDING AMOUNT	FEDERAL FUNDING SOURCE	STATE FUNDING	GRANT/PROJECT STATUS
<b>METRO REGIONAL TRANSIT AUTHORITY</b>						
<b>FY 2021 Projects</b>						
<b>Capital</b>						
Bldg Rehabilitation, Property Maintenance	104366	\$5,000,000	\$500,000	Sec. 5307	\$0	Awarded
20 Small Buses	104363	\$2,000,000	\$1,600,000	Sec. 5307	\$0	Awarded
4 Large Buses	104362	\$2,750,000	\$2,175,867	Sec. 5339	\$250,000	Awarded
Capital Equipment	112220	\$1,875,000	\$0	-	\$1,500,000	Awarded
Bus Shelters & Bus Stops	104365	\$200,000	\$160,000	Sec. 5307	\$40,000	Awarded
Elderly & Disabled Small Bus Acquisition	111808	<u>\$897,664</u>	<u>\$720,459</u>	Sec. 5310	<u>\$0</u>	Awarded
		<b>\$12,722,664</b>	<b>\$5,156,326</b>		<b>\$1,790,000</b>	
<b>Operating-Related</b>						
Preventive Maintenance	104364	<u>\$5,443,750</u>	<u>\$3,680,000</u>	Sec. 5307	<u>\$675,000</u>	Awarded
		<b>\$5,443,750</b>	<b>\$3,680,000</b>		<b>\$675,000</b>	
<b>Planning</b>						
Transit-Oriented Development Planning Study	114169	\$500,000	\$450,000	HOPE	\$0	Awarded
Operational Planning	104368	<u>\$825,000</u>	<u>\$0</u>	-	<u>\$0</u>	N/A
		<b>\$1,325,000</b>	<b>\$450,000</b>		<b>\$0</b>	
<b>2021 METRO RTA TOTALS</b>		<b>\$19,491,414</b>	<b>\$9,286,326</b>		<b>\$2,465,000</b>	
<b>PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY</b>						
<b>FY 2021 Projects</b>						
<b>Capital</b>						
6 Small Buses	104397	\$390,000	\$312,000	Sec. 5307	\$0	Awarded
3 Large CNG Buses	102992	\$1,598,428	\$1,278,742	CMAQ/5339b	\$0	Awarded
Mobility Management	113902	\$62,500	\$50,000	Sec. 5307	\$0	Awarded
CDL Driver Training Pad	113728	\$400,000	\$0	-	\$400,000	Awarded
Elderly & Disabled Small Bus Acquisition	111811	<u>\$494,882</u>	<u>\$407,182</u>	Sec. 5310	<u>\$0</u>	Awarded
		<b>\$2,945,810</b>	<b>\$2,047,924</b>		<b>\$400,000</b>	
<b>Operating-Related</b>						
Elderly & Disabled Fare Assistance	104393			-	\$100,000	Awarded
Preventive Maintenance	104396	<u>\$1,030,000</u>	<u>\$800,000</u>	Sec. 5307	<u>\$230,000</u>	Awarded
		<b>\$1,030,000</b>	<b>\$800,000</b>		<b>\$330,000</b>	
<b>Planning</b>						
Operational Planning	104395	<u>\$65,000</u>	<u>\$0</u>	-		N/A
		<b>\$65,000</b>	<b>\$0</b>		<b>\$0</b>	
<b>2021 PARTA TOTALS</b>		<b>\$4,040,810</b>	<b>\$2,847,924</b>		<b>\$730,000</b>	
<b>TOTAL PROJECT COST</b>		<b>\$23,532,224</b>	<b>\$12,134,250</b>		<b>\$3,195,000</b>	
Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.						



**Table 3-1 (2022)**  
**TRANSIT PROJECTS ACTIVITY**

PROJECT DESCRIPTION	PID NUMBER	TOTAL PROJECT COST	FEDERAL FUNDING AMOUNT	FEDERAL FUNDING SOURCE	STATE FUNDING	GRANT/PROJECT STATUS
<b>METRO REGIONAL TRANSIT AUTHORITY</b>						
<b>FY 2022 Projects</b>						
<b>Capital</b>						
Design- New Operations Facility	104366	\$1,466,910	\$966,910	Sec. 5339	\$500,000	Awarded
Bldg Rehabilitation, Property Maintenance	104366	\$5,000,000	\$500,000	Sec. 5307	\$0	Awarded
20 Small Buses	104363	\$2,000,000	\$1,600,000	Sec. 5307	\$0	Awarded
11 Large Buses	104362	\$6,100,000	\$4,900,000	Sec. 5307/5339	\$0	Awarded
IT Hardware	112220	\$175,000	\$125,500	STBG-S OTP2	\$0	Awarded
Capital Equipment	112220	\$1,875,000	\$0		\$1,500,000	Awarded
2 Commuter Buses	112221	\$1,400,000	\$1,120,000	Sec. 5307	\$0	Awarded
Bus Shelters & Bus Stops	104365	\$200,000	\$160,000	Sec. 5307	\$0	Awarded
2 Large CNG Buses	114452	\$1,068,152	\$854,522	CMAQ-DERG	\$0	Awarded
11 Large CNG Buses	114452	<u>\$6,647,787</u>	<u>\$5,093,917</u>	Sec. 5307	<u>\$590,500</u>	Awarded
		<b>\$25,932,849</b>	<b>\$15,320,849</b>		<b>\$2,590,500</b>	
<b>Operating-Related</b>						
Preventive Maintenance	104364	<u>\$5,443,750</u>	<u>\$3,680,000</u>	Sec. 5307	<u>\$675,000</u>	Awarded
		<b>\$5,443,750</b>	<b>\$3,680,000</b>		<b>\$675,000</b>	
<b>Planning</b>						
BRT Feasibility Study	112487	\$500,000	\$80,000	STBG-A	\$420,000	Awarded
Operational Planning	104368	<u>\$825,000</u>	<u>\$0</u>	-	<u>\$0</u>	N/A
		<b>\$1,325,000</b>	<b>\$80,000</b>		<b>\$420,000</b>	
<b>2022 METRO RTA TOTALS</b>		<b>\$32,701,599</b>	<b>\$19,080,849</b>		<b>\$3,685,500</b>	
<b>PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY</b>						
<b>FY 2022 Projects</b>						
<b>Capital</b>						
6 Small Buses	111781	\$400,000	\$320,000	Sec. 5339	\$0	Awarded
2 Large CNG Buses	111777	\$1,150,000	\$920,000	CMAQ	\$0	Awarded
2 Large CNG Buses	114450	<u>\$1,204,794</u>	<u>\$722,876</u>	CMAQ-DERG	\$0	Awarded
		<b>\$2,754,794</b>	<b>\$1,962,876</b>		<b>\$0</b>	
<b>Operating-Related</b>						
Elderly & Disabled Fare Assistance	111771			-	\$100,000	Awarded
Preventive Maintenance	111774	<u>\$1,000,000</u>	<u>\$800,000</u>	Sec. 5307	<u>\$200,000</u>	Awarded
		<b>\$1,000,000</b>	<b>\$800,000</b>		<b>\$300,000</b>	
<b>Planning</b>						
Operational Planning	111772	<u>\$65,000</u>	<u>\$0</u>	-		N/A
		<b>\$65,000</b>	<b>\$0</b>		<b>\$0</b>	
<b>2022 PARTA TOTALS</b>		<b>\$3,819,794</b>	<b>\$2,762,876</b>		<b>\$300,000</b>	
<b>Coordinated Human Services Transportation Program</b>						
<b>FY 2022 Projects</b>						
Elderly & Disabled Small Bus Acq- METRO + SS Agencies	115440	\$558,060	\$446,448	Sec. 5310	\$0	Awarded
Elderly & Disabled Small Bus Acq- METRO + SS Agencies	117297	\$689,900	\$556,823	Sec. 5310	\$0	Awarded
Elderly & Disabled Small Bus Acq- PARTA + SS Agencies	115440	<u>\$402,319</u>	<u>\$321,855</u>	Sec. 5310	<u>\$0</u>	Awarded
		<b>\$1,650,279</b>	<b>\$1,325,126</b>			
<b>TOTAL PROJECT COST</b>		<b>\$38,171,672</b>	<b>\$23,168,851</b>		<b>\$3,985,500</b>	
Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.						

**Table 3-1 (2023)**  
**TRANSIT PROJECTS ACTIVITY**

PROJECT DESCRIPTION	PID NUMBER	TOTAL PROJECT COST	FEDERAL FUNDING AMOUNT	FEDERAL FUNDING SOURCE	STATE FUNDING	GRANT/PROJECT STATUS
<b>METRO REGIONAL TRANSIT AUTHORITY</b>						
<b>FY 2023 Projects</b>						
<b>Capital</b>						
Design - New Maint. & Operations Facility	104366	\$3,106,499	\$2,485,199	Sec. 5307/5339	\$500,000	Awarded
10 Small Buses (LTVs) - < 30'	104363	\$1,000,000	\$800,000	Sec. 5307	\$0	Awarded
13 Large Buses	104362	\$7,250,000	\$5,800,000	Sec. 5307/5339	\$0	Awarded
Capital Equipment	112220	\$1,875,000	\$0	-	\$1,500,000	Awarded
6 Commuter Buses	112221	\$4,200,000	\$3,360,000	Sec. 5307	\$0	Awarded
Bus Shelters & Bus Stops	104365	\$200,000	\$160,000	Sec. 5307	\$0	Awarded
2 Large CNG Buses	116006	\$1,068,612	\$854,889	CMAQ-DERG	\$0	Awarded
8 Large CNG Buses	112270	\$5,736,068	\$4,193,562	Sec. 5307	\$590,500	Awarded
3 Large CNG Buses	112270	<u>\$1,950,000</u>	<u>\$1,560,000</u>	CMAQ	<u>\$0</u>	Awarded
		<b>\$26,386,179</b>	<b>\$19,213,650</b>		<b>\$2,590,500</b>	
<b>Operating-Related</b>						
Preventive Maintenance	104364	\$5,443,750	\$3,680,000	Sec. 5307	\$675,000	Awarded
Preventive Maintenance	104364	<u>\$1,070,000</u>	<u>\$856,000</u>	STBG-S OTP2	<u>\$0</u>	Awarded
		<b>\$6,513,750</b>	<b>\$4,536,000</b>		<b>\$675,000</b>	
<b>Planning</b>						
Operational Planning	104368	<u>\$825,000</u>	<u>\$0</u>		<u>\$0</u>	N/A
		<b>\$825,000</b>	<b>\$0</b>		<b>\$0</b>	
<b>2023 METRO RTA TOTALS</b>		<b>\$33,724,929</b>	<b>\$23,749,650</b>		<b>\$3,265,500</b>	
<b>PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY</b>						
<b>FY 2023 Projects</b>						
<b>Capital</b>						
3 Small Buses (LTVs) - < 30'	111794	\$258,000	\$206,400	Sec. 5339	\$0	Awarded
3 Small Buses (LTVs) - < 30'	117716	\$475,806	\$380,645	Sec. 5310	\$0	Awarded
4 Small Transit Vans	111795	\$268,000	\$214,400	Sec. 5339	\$0	Awarded
3 Large CNG Buses	116008	\$1,579,638	\$1,105,746	CMAQ-DERG	\$0	Awarded
Non-Revenue Vehicles: Two Trucks, One Admin Vehicle	117660	\$182,500	\$146,000	STBG-S OTP2	\$0	Awarded
Building Repair - Preventive Maintenance	111792	\$110,000	\$88,000	STBG-S OTP2	\$0	Awarded
Computer Hardware	117660	\$50,000	\$30,000	STBG-S OTP2	\$0	Awarded
Computer Software	117660	<u>\$100,000</u>	<u>\$60,000</u>	STBG-S OTP2	<u>\$0</u>	Awarded
		<b>\$3,023,944</b>	<b>\$2,231,191</b>		<b>\$0</b>	
<b>Operating-Related</b>						
Elderly & Disabled Fare Assistance	111790			-	\$100,000	Awarded
Preventive Maintenance	111792	<u>\$1,250,000</u>	<u>\$1,000,000</u>	Sec. 5307	<u>\$200,000</u>	Awarded
		<b>\$1,250,000</b>	<b>\$1,000,000</b>		<b>\$300,000</b>	
<b>Planning</b>						
Operational Planning	111791	<u>\$65,000</u>	<u>\$52,000</u>	Sec. 5307	<u>\$0</u>	N/A
		<b>\$65,000</b>	<b>\$52,000</b>		<b>\$0</b>	
<b>2023 PARTA TOTALS</b>		<b>\$4,338,944</b>	<b>\$3,283,191</b>		<b>\$300,000</b>	
<b>Coordinated Human Services Transportation Program</b>						
<b>FY 2023 Projects</b>						
Elderly & Disabled Capital Equipment -Social Service Agencies	117716	<u>\$277,610</u>	<u>\$222,088</u>	Sec. 5310	<u>\$0</u>	Awarded
		<b>\$277,610</b>	<b>\$222,088</b>			
<b>TOTAL PROJECT COST</b>		<b>\$38,341,483</b>	<b>\$27,254,929</b>		<b>\$3,565,500</b>	
Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.						

Table 3 - 2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027

**TRANSIT IMPROVEMENTS**  
**METRO Regional Transit Authority**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
METRO	30.09.01	Operating	104367			Exempt	Operating	2024					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2024					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2024	\$5,600,000	5307	\$1,066,327	UTP (GRF)	\$333,673	Dedicated Local Tax	\$7,000,000
METRO	11.12.01	Large Transit Buses	104362	13	Replacement	Exempt	Capital	2024	\$4,212,169	5307/5339			\$1,273,057	Dedicated Local Tax	\$5,485,226
METRO	11.92.02	Bus Shelters, Benches, Bus Stops	104365			Exempt	Capital	2024	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.41.03	Design - Admin/Maint Facility	104366			Exempt	Capital	2024	\$172,622	5339			\$43,156	Dedicated Local Tax	\$215,778
METRO	11.41.03	Design - Admin/Maint Facility	104366			Exempt	Capital	2024	\$2,091,274	5307			\$522,819	Dedicated Local Tax	\$2,614,093
METRO	11.43.03	Constr - Admin/Maint Facility-y1	104366			Exempt	Capital	2024	\$11,649,888	5307			\$4,598,212	Dedicated Local Tax	\$16,248,100
METRO	11.43.03	Constr - Admin/Maint Facility-y1	104366			Exempt	Capital	2024	\$1,259,237	5339			\$497,021	Dedicated Local Tax	\$1,756,258
METRO	11.12.01	Large Transit Buses - CNG	112245	3	Replacement	Exempt	Capital	2024	\$1,260,000	CMAQ			\$315,000	Dedicated Local Tax	\$1,575,000
METRO	11.12.01	Large Transit Buses	113110	6	Replacement	Exempt	Capital	2024	\$1,360,000	5307			\$2,840,000	Dedicated Local Tax	\$4,200,000
METRO	11.12.01	Large Electric Buses - Low No Em	117673	2	Replacement	Exempt	Capital	2024	\$1,532,281	5307/5339c			\$375,800	Dedicated Local Tax	\$1,908,081
METRO	11.42.08	Computer Software	117675			Exempt	Capital	2024	\$200,000	CarbRP-S OTP2			\$50,000	Dedicated Local Tax	\$250,000
METRO	11.42.07	Computer Hardware 1	117675			Exempt	Capital	2024	\$155,200	CarbRP-S OTP2			\$38,800	Dedicated Local Tax	\$194,000
METRO	11.42.07	Computer Hardware 2	117675			Exempt	Capital	2024	\$80,000	CarbRP-S OTP2			\$20,000	Dedicated Local Tax	\$100,000
METRO	11.44.03	Facility Concrete Rehab	117675			Exempt	Capital	2024	\$48,000	CarbRP-S OTP2			\$12,000	Dedicated Local Tax	\$60,000
METRO	11.42.06	CNG Compressor Rehab Garage	117675			Exempt	Capital	2024	\$120,000	CarbRP-S OTP2			\$30,000	Dedicated Local Tax	\$150,000
METRO	11.42.06	Portable Lift Garage 2	117675			Exempt	Capital	2024	\$128,000	CarbRP-S OTP2			\$32,000	Dedicated Local Tax	\$160,000
METRO	11.12.04	Small Transit Buses (LTVs) - < 30	111814	3		Exempt	Capital	2024	\$423,686	5310			\$105,921	Dedicated Local Tax	\$529,607
METRO	30.09.01	Operating	104367			Exempt	Operating	2025					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2025					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2025	\$3,680,000	5307	\$1,070,000	UTP (GRF)	\$2,250,000	Dedicated Local Tax	\$7,000,000
METRO	11.12.01	Large Transit Buses - CNG	104362	15	Replacement	Exempt	Capital	2025	\$2,000,000	5307			\$6,175,000	Dedicated Local Tax	\$8,175,000
METRO	11.92.02	Bus Shelters, Benches, Bus Stops	104365			Exempt	Capital	2025	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.41.03	Constr - Admin/Maint Facility-y2	104366			Exempt	Capital	2025	\$11,000,000	5307			\$4,000,000	Dedicated Local Tax	\$15,000,000
METRO	11.42.20	Capital Equipment	113108			Exempt	Capital	2025					\$1,875,000	Dedicated Local Tax	\$1,875,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2026					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2026					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2026	\$3,680,000	5307	\$1,070,000	UTP (GRF)	\$2,250,000	Dedicated Local Tax	\$7,000,000
METRO	11.12.01	Large Transit CNG Buses - STD 4	104362	15	Replacement	Exempt	Capital	2026	\$2,000,000	5307			\$6,175,000	Dedicated Local Tax	\$8,175,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2026	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.43.03	Constr - Admin/Maint Facility-y3	104366			Exempt	Capital	2026					\$17,000,000	Dedicated Local Tax	\$17,000,000
METRO	11.12.01	Large Transit Buses - CNG	118594	10	Replacement	Exempt	Capital	2026	\$4,200,000	5307			\$1,050,000	Dedicated Local Tax	\$5,250,000
METRO	11.12.01	Large Transit Buses - Electric	117253	2	Replacement	Exempt	Capital	2026	\$1,464,750	CMAQ			\$366,188	Dedicated Local Tax	\$1,830,938
METRO	30.09.00	Operating	104367			Exempt	Operating	2027					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2027					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2027	\$1,000,000	5307	\$1,070,000	UTP (GRF)	\$4,930,000	Dedicated Local Tax	\$7,000,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2027	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.12.01	Large Transit CNG Buses	112221	8	Replacement	Exempt	Capital	2027	\$4,480,000	5307			\$1,120,000	Dedicated Local Tax	\$5,600,000
		<b>TOTALS</b>							<b>\$64,437,107</b>		<b>\$4,276,327</b>		<b>\$284,138,646</b>		<b>\$352,852,080</b>

Table 3 - 2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027

**TRANSIT IMPROVEMENTS**  
**Portage Area Regional Transportation Authority**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
PARTA	30.09.01	Operating	111800			Exempt	Operating	2024			\$100,000	E & D Fare Assist	\$6,000,000	Dedicated Local Tax	\$6,100,000
PARTA	44.22.00	Planning	111801			Exempt	Planning	2024	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	111802			Exempt	Capital	2024	\$2,000,000	5307	\$200,000	UTP (GRF)	\$300,000	Dedicated Local Tax	\$2,500,000
PARTA	11.92.05	Enhancement - Pedestrian Access	111798			Exempt	Capital	2024	\$45,000	5307			\$11,250	Dedicated Local Tax	\$56,250
PARTA	11.12.02	Large Diesel Transit Buses - 35'	111799	4	Replacement	Exempt	Capital	2024	\$1,514,888	5339b			\$378,722	Dedicated Local Tax	\$1,893,610
PARTA	11.12.01	Large CNG Transit Buses - 40'	112244	2	Replacement	Exempt	Capital	2024	\$896,141	CMAQ			\$224,035	Dedicated Local Tax	\$1,120,176
PARTA	30.09.01	Operating	118304			Exempt	Operating	2025			\$100,000	E & D Fare Assist	\$6,000,000	Dedicated Local Tax	\$6,100,000
PARTA	44.22.00	Planning	118314			Exempt	Planning	2025	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	118319			Exempt	Capital	2025	\$1,100,000	5307	\$200,000	UTP (GRF)	\$75,000	Dedicated Local Tax	\$1,375,000
PARTA	11.12.02	Large Diesel Transit Buses - 35'	118325	5		Exempt	Capital	2025	\$3,201,270	5339c			\$800,318	Dedicated Local Tax	\$4,001,588
PARTA	11.12.04	Small Buses (LTVs) - < 30'	118329	5	Replacement	Exempt	Capital	2025	\$500,000	5339			\$125,000	Dedicated Local Tax	\$625,000
PARTA	30.09.01	Operating	118306			Exempt	Operating	2026			\$100,000	E & D Fare Assist	\$6,000,000	Dedicated Local Tax	\$6,100,000
PARTA	44.22.00	Planning	118315			Exempt	Planning	2026	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	118320			Exempt	Capital	2026	\$1,100,000	5307	\$200,000	UTP (GRF)	\$75,000	Dedicated Local Tax	\$1,375,000
PARTA	11.12.04	Small Buses (LTVs) - < 30'	118331	5	Replacement	Exempt	Capital	2026	\$520,000	5307			\$130,000	Dedicated Local Tax	\$650,000
PARTA	11.12.02	Large CNG Transit Buses - 35'	116416	3	Replacement	Exempt	Capital	2026	\$1,600,000	CMAQ			\$400,000	Dedicated Local Tax	\$2,000,000
PARTA	30.09.01	Operating	118309			Exempt	Operating	2027			\$100,000	E & D Fare Assist	\$6,000,000	Dedicated Local Tax	\$6,100,000
PARTA	44.22.00	Planning	118316			Exempt	Planning	2027	\$52,000	5307			\$13,000	Operating Revenue	\$65,000
PARTA	11.7A.00	Preventive Maintenance	118322			Exempt	Capital	2027	\$1,100,000	5307	\$200,000	UTP (GRF)	\$75,000	Dedicated Local Tax	\$1,375,000
PARTA	11.12.04	Small Buses (LTVs) - < 30'	118332	5	Replacement	Exempt	Capital	2027	\$520,000	5307			\$130,000	Dedicated Local Tax	\$650,000
		<b>TOTALS</b>							<b>\$14,305,299</b>		<b>\$1,200,000</b>		<b>\$26,776,325</b>		<b>\$42,281,624</b>

**Specialized Transportation Program - FTA 5310 Enhanced Mobility for the Elderly and Disabled**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
Specialized	11.12.04	Vehicle Replacement for 5310 Progra	111815					2024	<b>\$845,000</b>	5310	\$0		<b>\$211,250</b>	Other	<b>\$1,056,250</b>
Specialized	11.12.04	Vehicle Replacement for 5310 Progra	118333					2025	<b>\$845,000</b>	5310	\$0		<b>\$211,250</b>	Other	<b>\$1,056,250</b>
Specialized	11.12.04	Vehicle Replacement for 5310 Progra	118334					2026	<b>\$845,000</b>	5310	\$0		<b>\$211,250</b>	Other	<b>\$1,056,250</b>
Specialized	11.12.04	Vehicle Replacement for 5310 Progra	118335					2027	<b>\$845,000</b>	5310	\$0		<b>\$211,250</b>	Other	<b>\$1,056,250</b>
		<b>TOTALS</b>							<b>\$3,380,000</b>		<b>\$0</b>		<b>\$845,000</b>		<b>\$4,225,000</b>

Federal funding estimates based on the allocation presented in the December 29, 2022, Federal Register for FFY 2023.

Elderly and Disabled projects are competitively selected annually by the ODOT Office of Transit. The RTAs and eligible social service agencies may apply for FTA Enhanced Mobility funds.

Table 3-2  
**AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027**  
**Transit Projects**  
**Summary Sheet**

**METRO RTA**  
(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital <sup>1</sup>	Operating	Planning	Capital <sup>2</sup>	Operating	Planning	Capital	Operating	Planning
2024	\$42,646	\$55,600	\$825	\$30,452	\$0	\$0	\$1,066	\$0	\$0	\$11,127	\$55,600	\$825
2025	\$32,250	\$55,600	\$825	\$16,840	\$0	\$0	\$1,070	\$0	\$0	\$14,340	\$55,600	\$825
2026	\$39,456	\$55,600	\$825	\$11,505	\$0	\$0	\$1,070	\$0	\$0	\$26,881	\$55,600	\$825
2027	\$12,800	\$55,600	\$825	\$5,640	\$0	\$0	\$1,070	\$0	\$0	\$6,090	\$55,600	\$825
<b>Total</b>	<b>\$127,152</b>	<b>\$222,400</b>	<b>\$3,300</b>	<b>\$64,437</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,439</b>	<b>\$222,400</b>	<b>\$3,300</b>

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

<sup>2</sup> State UTP funds are derived from state General Revenue Funds (GRF)

**PARTA**  
(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital <sup>1</sup>	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2024	\$5,570	\$6,100	\$65	\$4,456	\$0	\$52	\$200	\$100	\$0	\$914	\$6,000	\$13
2025	\$6,002	\$6,100	\$65	\$4,801	\$0	\$52	\$200	\$100	\$0	\$1,000	\$6,000	\$13
2026	\$4,025	\$6,100	\$65	\$3,220	\$0	\$52	\$200	\$100	\$0	\$605	\$6,000	\$13
2027	\$2,025	\$6,100	\$65	\$1,620	\$0	\$52	\$200	\$100	\$0	\$205	\$6,000	\$13
<b>Total</b>	<b>\$17,622</b>	<b>\$24,400</b>	<b>\$260</b>	<b>\$14,097</b>	<b>\$0</b>	<b>\$208</b>	<b>\$800</b>	<b>\$400</b>	<b>\$0</b>	<b>\$2,724</b>	<b>\$24,000</b>	<b>\$52</b>

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

**Specialized Transportation Program - Enhanced Mobility for the Elderly and Disabled**  
(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2024	\$1,056	\$0	\$0	\$845	\$0	\$0	\$0	\$0	\$0	\$211	\$0	\$0
2025	\$1,056	\$0	\$0	\$845	\$0	\$0	\$0	\$0	\$0	\$211	\$0	\$0
2026	\$1,056	\$0	\$0	\$845	\$0	\$0	\$0	\$0	\$0	\$211	\$0	\$0
2027	\$1,056	\$0	\$0	\$845	\$0	\$0	\$0	\$0	\$0	\$211	\$0	\$0
<b>Total</b>	<b>\$4,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$845</b>	<b>\$0</b>	<b>\$0</b>

## Chapter 4

# FINANCIAL ASSESSMENT

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

This chapter summarizes highway and transit revenues anticipated to be available and compares them to the estimated project costs for the FY 2024-2027 TIP. Highway cost information has been drawn from Table 2-3 in Chapter 2 and transit cost information has been drawn from Table 3-2 in Chapter 3. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

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

### **ODOT allocated funds**

Most of the projects listed in the highway portion of the TIP are financed through ODOT-managed funding sources. The fiscal constraint analysis for these projects are recorded in the *Financial Analysis* chapter of the State Transportation Improvement Program for FY 2024-2027 and also included in Table 4-1.

### **AMATS allocated funds**

ODOT suballocates federal funding to AMATS for the STBG, CMAQ and TASA funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2024 through 2027. Revenue from the statewide CMAQ funding program is adequate to cover project costs in the AMATS area.

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

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

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

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

### **Transit allocated funds**

Funds for the FTA Section 5310 Enhanced Mobility for the Elderly and Disabled Program have been programmed in each year of the TIP based on estimates derived from the federal fiscal year 2022 allocations. Eligible agencies may apply for this funding as part of the Coordinated Public Transit / Human Services Transportation Plan process. The fiscal constraint analysis for Enhanced Mobility Program projects is recorded in the project listings in table T-2. Projects are awarded annually by ODOT in coordination with AMATS, following the FTA publication of area allocations.

The forecast of FTA Section 5307 funds managed by AMATS is based on FTA's actual allocations for the program for federal FY 2022. Per ODOT's guidance, it has been assumed that there will be no increase in Section 5307 funds for FY 2024 through 2027. The forecast of Section 5339 funds is also based on FTA's allocations for FY 2022, and remains constant through the four-year TIP period. Both FTA programs are urban formula-based capital programs generally used for bus replacement procurement and capitalized preventive maintenance.

Table 4-1 compares forecasted revenues for all federal funds with the federal cost of the transit projects listed in the TIP. No fiscal year is over-programmed. Table 4-2a shows fiscal constraint for FTA Section 5307 funds by transit agency, by year. And Table 4-2b shows fiscal constraint for FTA Section 5339 funds also by transit agency, by year.

### **Total TIP Revenues and Costs**

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



**Table 4-1**  
**AMATS FISCAL CONSTRAINT ANALYSIS (FY 2024-2027)**  
 Funding \$(000)

HIGHWAYS - Federal Highway Administration (FHWA)													
Funding Category	FY 2023	FY 2024			FY 2025			FY 2026			FY 2027		
	Carry Forward	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance
STBG	\$ (983,814)	\$12,738,922	\$11,516,667	\$238,442	\$12,993,717	\$12,212,653	\$1,019,506	\$13,253,607	\$12,667,850	\$1,605,262	\$13,253,607	\$8,775,972	\$6,082,898
CMAQ	\$ 920,445	\$6,705,046	\$497,732	\$7,127,760	\$6,839,155	\$7,554,058	\$6,412,857	\$6,975,947	\$11,563,187	\$1,825,617	\$6,975,947	\$180,000	\$8,621,564
TASA	\$ 492,713	\$1,288,175	\$1,548,636	\$232,252	\$1,313,940	\$1,960,000	\$ (413,808)	\$1,340,220	\$1,290,583	\$ (364,171)	\$1,340,220	\$1,990,000	\$ (1,013,951)
CRP	\$ 2,501,785	\$1,284,847	\$0	\$3,786,632	\$1,310,546	\$0	\$5,097,178	\$1,336,759	\$0	\$6,433,937	\$1,336,759	\$0	\$7,770,696
CRRSAA													
<b>HIGHWAY TOTALS</b>	<b>\$ 2,931,129</b>	<b>\$ 22,016,990</b>	<b>\$ 13,563,035</b>	<b>\$ 11,385,086</b>	<b>\$ 22,457,358</b>	<b>\$ 21,726,711</b>	<b>\$ 12,115,733</b>	<b>\$ 22,906,533</b>	<b>\$ 25,521,620</b>	<b>\$ 9,500,645</b>	<b>\$ 22,906,533</b>	<b>\$ 10,945,972</b>	<b>\$ 21,461,207</b>

PUBLIC TRANSPORTATION - Federal Transit Administration (FTA)													
Funding Category	FY 2023	FY 2024			FY 2025			FY 2026			FY 2027		
	Carry Forward	Project Estimate	Revenue Budget	Balance	Project Estimate	Revenue Budget	Balance	Project Estimate	Revenue Budget	Balance	Project Estimate	Revenue Budget	Balance
FTA 5307	\$ 24,123,912	\$10,329,424	\$28,347,365	\$6,105,970	\$10,587,659	\$1,152,000	\$9,435,659	\$10,852,351	\$6,032,000	\$4,820,351	\$11,069,398	\$6,152,000	\$4,917,398
FTA 5310	\$ 858,379	\$862,797	\$862,797	\$858,379	\$884,366	\$884,367	\$0	\$906,476	\$906,476	\$0	\$924,605	\$924,605	\$0
FTA 5339	\$ 1,337,731	\$883,054	\$4,636,978	(\$2,416,193)	\$905,130	\$3,701,270	(\$2,796,140)	\$927,759	\$0	\$927,759	\$946,314	\$0	\$946,314
<b>TRANSIT TOTALS</b>		<b>\$12,075,275</b>	<b>\$33,847,140</b>	<b>\$21,771,865</b>	<b>\$12,377,155</b>	<b>\$5,737,637</b>	<b>(\$6,639,518)</b>	<b>\$12,686,586</b>	<b>\$6,938,476</b>	<b>(\$5,748,110)</b>	<b>\$12,940,317</b>	<b>\$7,076,605</b>	<b>(\$5,863,712)</b>

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

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

FTA SECTION 5307 URBANIZED AREA FORMULA GRANT PROGRAM					
	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CARRYOVER BALANCE	\$24,123,912	\$12,856,824	\$14,083,846	\$11,969,534	
REVENUE					
FTA 5307 (A)	\$10,315,376	\$10,315,376	\$10,315,376	\$10,315,376	\$41,261,504
FTA 5307 (C)	\$732,296	\$732,296	\$732,296	\$732,296	\$2,929,184
TOTAL	\$35,171,584	\$23,904,496	\$25,131,518	\$23,017,206	\$44,190,688
PROJECT EXPENDITURES					
METRO	\$20,262,760	\$8,668,650	\$11,489,984	\$5,640,000	\$46,061,394
PARTA	\$2,052,000	\$1,152,000	\$1,672,000	\$1,672,000	\$6,548,000
TOTAL	\$22,314,760	\$9,820,650	\$13,161,984	\$7,312,000	\$52,609,394
ENDING YEAR BALANCE	\$12,856,824	\$14,083,846	\$11,969,534	\$15,705,206	

FTA 5307 (A) - Section 5307 Formula Grant Program (Akron Urbanized Area)  
 FTA 5307 (C) - Section 5307 Formula Grant Program (Cleveland Urbanized Area)  
 Projected Revenue based on FY 2022 allocations.

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

FTA SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANT PROGRAM					
	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CARRYOVER BALANCE	\$1,337,731	\$1,638,222	\$1,400,882	\$1,663,542	
REVENUE					
FTA 5339 (A)	\$900,715	\$900,715	\$900,715	\$900,715	\$3,602,860
FTA 5339 (C)	\$61,945	\$61,945	\$61,945	\$61,945	\$247,780
TOTAL	\$2,300,391	\$2,600,882	\$2,363,542	\$2,626,202	\$3,850,640
PROJECT EXPENDITURES					
METRO	\$662,169	\$700,000	\$700,000	\$0	\$2,062,169
PARTA	\$0	\$500,000	\$0	\$0	\$500,000
TOTAL	\$662,169	\$1,200,000	\$700,000	\$0	\$2,562,169
ENDING YEAR BALANCE	\$1,638,222	\$1,400,882	\$1,663,542	\$2,626,202	

FTA 5339 (A) - Section 5339 Formula Grant Program (Akron Urbanized Area)  
 FTA 5339 (C) - Section 5339 Formula Grant Program (Cleveland Urbanized Area)  
 Projected Revenue based on FY 2022 allocations.

FTA Section 5307

**PROJECTED REVENUE**

	Estimated Carryover Balance	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
METRO RTA	\$18,512,822	\$9,185,509	\$9,185,509	\$9,185,509	\$9,185,509	\$55,254,858
PARTA	\$5,611,090	\$1,862,163	\$1,862,163	\$1,862,163	\$1,862,163	\$13,059,742
		\$11,047,672	\$11,047,672	\$11,047,672	\$11,047,672	\$68,314,600

FTA Section 5339

**PROJECTED REVENUE**

	Estimated Carryover Balance	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
METRO RTA	\$1,056,106	\$805,140	\$805,140	\$805,140	\$805,140	\$4,276,666
PARTA	\$281,625	\$157,520	\$157,520	\$157,520	\$157,520	\$911,705
		\$962,660	\$962,660	\$962,660	\$962,660	\$5,188,371



## Chapter 5

### **MAINTAINING and OPERATING the EXISTING TRANSPORTATION SYSTEM**

Through the TIP, the AMATS Policy Committee has made a commitment to maintain and operate the existing transportation system as well as provide for new capacity improvements as necessary. Over \$938.5 million in highway and transit projects are listed in the four years of the TIP. Of this total, \$721.2 million are for projects designed for the maintenance and operation of the highway and public transportation systems.

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

ODOT implements many transportation projects through state funding programs. ODOT, in an effort to emphasize the commitment being made to maintain the existing transportation system, has identified projects and the amount of funding set aside for various maintenance-type activities. These projects are included in Table 2-3 and 2-4.

Municipalities, counties, and townships also initiate transportation improvements with local funds. The major source of revenues for these projects is local permissive taxes, motor fuel taxes and license plate registration fees. The revenues received from these sources are used to plan, construct, reconstruct, repair and maintain highways and bridges as defined in the Ohio Revised Code. Another source of funding comes from the Ohio Public Works Commission, known as State Issue II funds, which focuses on repairing and maintaining local infrastructure. These sources of revenue provide approximately \$61 million annually for transportation improvements in the AMATS area.

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

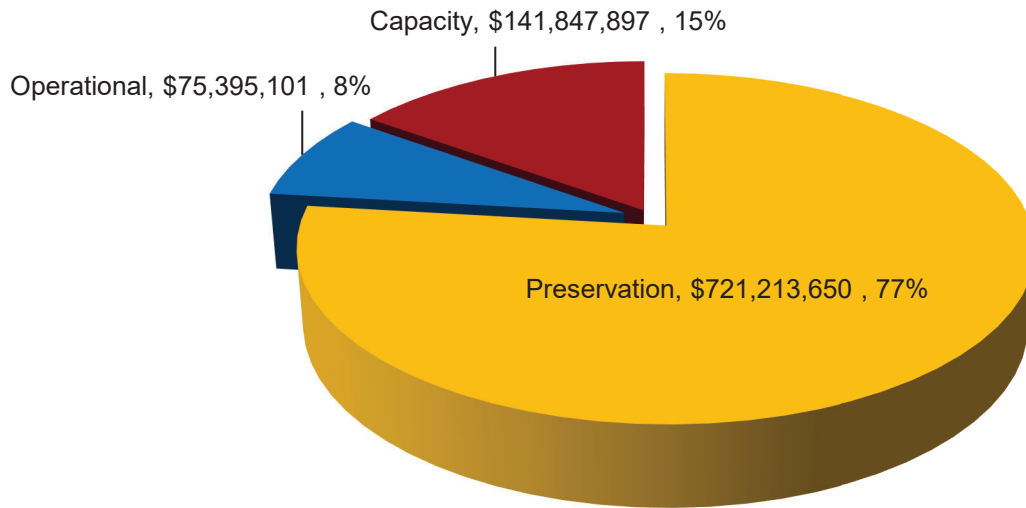
- 1) the continued operation of METRO's and PARTA's services,
- 2) the replacement of expended rolling stock and equipment,
- 3) the maintenance and rehabilitation of existing equipment, facilities, and rolling stock; or
- 4) the Coordinated Human Services Public Transportation Plan.

The total cost for these transit expenditures is \$399.3 million. These expenses are paid for by a combination of grants from the State of Ohio, local transit sales taxes, federal funds, passenger fare revenues and other local funds.

In summary, the AMATS area has demonstrated its financial commitment to maintaining and operating the existing transportation system. Approximately 77% of the funding allocated to transportation improvements in the AMATS area is directed in this manner. Table 5-1 demonstrates which funding sources and their amounts are being used to preserve/maintain,

operate or expand the federal-aid highway, public transit and bike and pedestrian transportation systems.

## 2024-2027 TIP Expenditures by Type of Project



Capacity projects are those that add additional travel lanes to a highway or construct new bicycle and pedestrian facilities. These are the most expensive projects to construct since they require more up front engineering and often involve right of way acquisition. However, they only account for 15% of the expenditures in the 2024-2027 TIP.

Operational projects are those that improve the movement of traffic without adding more travel lanes. The improvement is usually achieved by updating traffic signals, adding turn lanes, and constructing roundabouts. These projects account for 8% of the expenditures in the TIP.

Preservation projects account for 77% of the expenditures in the TIP and are all the projects that do not fall into the other two project types. Most of these projects are pavement resurfacing and reconstruction and bridge replacement or repairs.

Table 5-1  
**FUNDING SOURCES by PROJECT TYPE**  
 FY 2024-2027

Funding Source	Preservation	Operational Improvements	Capacity or Expansion	Total
<b>FEDERAL-AID HIGHWAYS</b>				
<b>CMAQ</b>	\$0	\$21,164,264	\$0	<b>\$21,164,264</b>
<b>HSIP-CEAO</b>	\$100,000	\$0	\$0	<b>\$100,000</b>
<b>HSIP-FED</b>	\$0	\$19,172,004	\$0	<b>\$19,172,004</b>
<b>HSIP-STATE</b>	\$0	\$603,460	\$0	<b>\$603,460</b>
<b>NHPP</b>	\$23,920,244	\$13,013,688	\$0	<b>\$36,933,932</b>
<b>STBG</b>	\$32,289,138	\$7,870,861	\$2,373,642	<b>\$42,533,641</b>
<b>OTHER FEDERAL</b>	\$167,697,759	\$1,210,133	\$107,240,410	<b>\$276,148,302</b>
<b>STATE</b>	\$77,724,567	\$2,742,440	\$15,850,546	<b>\$96,317,553</b>
<b>LOCAL</b>	\$20,123,238	\$9,618,251	\$359,182	<b>\$30,100,671</b>
<b>HIGHWAY TOTALS</b>	<b>\$321,854,946</b>	<b>\$75,395,101</b>	<b>\$125,823,780</b>	<b>\$523,073,827</b>
<b>FEDERAL-AID PUBLIC TRANSPORTATION</b>				
<b>FTA 5307 - Urban Formula</b>	\$64,440,443	\$0	\$0	<b>\$64,440,443</b>
<b>FTA 5310 - Specialized</b>	\$3,803,686	\$0	\$0	<b>\$3,803,686</b>
<b>FTA 5339 - Bus/Bus Facilities</b>	\$2,594,028	\$0	\$0	<b>\$2,594,028</b>
<b>FTA 5339b - Competitive Discret</b>	\$1,514,888	\$0	\$0	<b>\$1,514,888</b>
<b>FTA 5339c - Competitive - Low/N</b>	\$3,817,270	\$0	\$0	<b>\$3,817,270</b>
<b>CMAQ</b>	\$5,220,891	\$0	\$0	<b>\$5,220,891</b>
<b>STBG</b>	\$731,200	\$0	\$0	<b>\$731,200</b>
<b>STATE</b>	\$5,476,327	\$0	\$0	<b>\$5,476,327</b>
<b>LOCAL</b>	\$311,759,971	\$0	\$0	<b>\$311,759,971</b>
<b>TRANSIT TOTALS</b>	<b>\$399,358,704</b>	<b>\$0</b>	<b>\$0</b>	<b>\$399,358,704</b>
<b>BICYCLE AND PEDESTRIAN</b>				
<b>TASA</b>	\$0	\$0	\$6,789,183	<b>\$6,789,183</b>
<b>HSIP-FED</b>	\$0	\$0	\$181,155	<b>\$181,155</b>
<b>OTHER FEDERAL</b>	\$0	\$0	\$1,317,000	<b>\$1,317,000</b>
<b>LOCAL</b>	\$0	\$0	\$7,736,779	<b>\$7,736,779</b>
<b>BIKE/PED TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,024,117</b>	<b>\$16,024,117</b>
<b>TIP TOTALS</b>				
<b>Federal</b>	\$306,129,547	\$62,430,950	\$117,901,390	\$486,461,887
<b>State</b>	\$83,200,894	\$3,345,900	\$15,850,546	\$102,397,340
<b>Local</b>	\$331,883,209	\$9,618,251	\$8,095,961	\$349,597,421
<b>GRAND TOTAL</b>	<b>\$721,213,650</b>	<b>\$75,395,101</b>	<b>\$141,847,897</b>	<b>\$938,456,648</b>

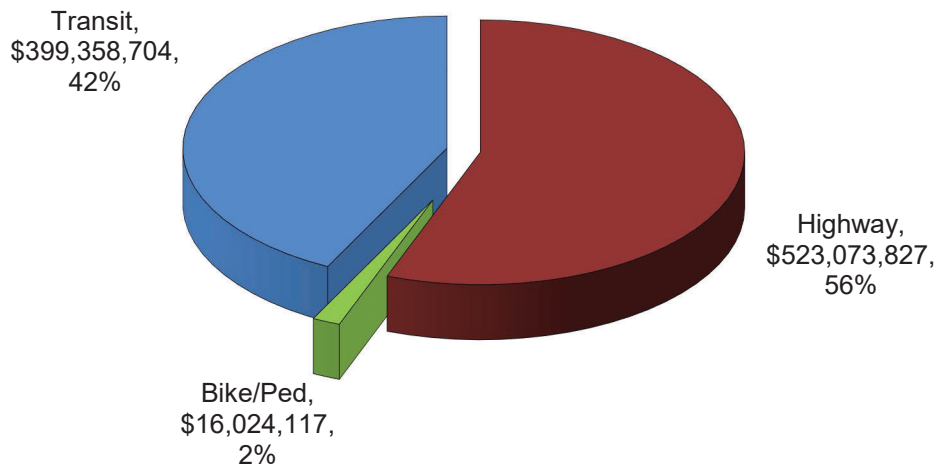
## Chapter 6

### SUMMARY

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

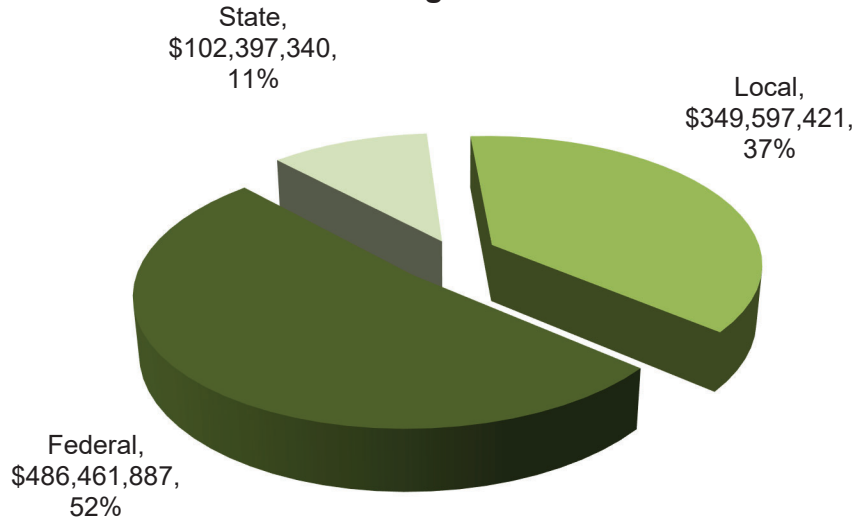
Highway, transit and bike and pedestrian projects requiring expenditures that total over \$883.7 million have been programmed for fiscal years 2024 through 2027. The following pie chart shows this area’s financial commitment to the different modes of travel. Please note that some highway projects include bike and pedestrian type improvements as a component of the project.

2024-2027 TIP Expenditures by  
Mode of Travel



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

### 2024-2027 TIP Expenditures by Funding Source



Transit in the AMATS area receives a considerable amount of revenue (42%) during the life of the TIP with \$246.8 million for transit operations and \$152.6 million for transit capital, maintenance, and planning projects.

METRO RTA operates in Summit County and PARTA operates in Portage County. Total expenditures by transit operator can be seen below. There is also approximately \$4.2 million in transit funding that is unassigned to a specific transit operator.

### Transit Expenditures by Operator



SOURCE: Table T-2 Transit Projects

## **Appendix A**

# **FUNDING POLICY GUIDELINES**

# FUNDING POLICY GUIDELINES

Revised July 2021

Akron Metropolitan Area Transportation Study  
Suite 1300  
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Akron, Ohio 44308

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

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

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## SECTION 1

### INTRODUCTION

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

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

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

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

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

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

## SECTION 2

### **POLICY GUIDELINES**

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

#### **PROGRAM ADMINISTRATION**

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

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

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

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

## **GENERAL PROJECT ELIGIBILITY**

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

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

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

5. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
6. Ineligible Items – Preliminary engineering and plan development costs, including the development of right-of-way and construction plans are the responsibility of the project sponsor and are not eligible for AMATS funds (except for TASA projects).
7. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
8. Contiguous Projects – Project sponsors that have contiguous projects, such as a phase one and two, may combine their projects after the original approval for funding by AMATS. Combining of projects is subject to the availability of funds and approval by AMATS. AMATS funding for the combined project is not to exceed the sum of the individual project caps that were originally approved for funding.
9. Project Programming Package – Project sponsors must submit a Programming Package to ODOT within 45 days of notification of Policy Committee’s action to approve funding for the project. Failure to do so may result in cancellation of project.
10. Local Let Projects - AMATS funded projects may be ODOT Let or Local Let with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure they comply with all federal and state laws, regulations and policies. Local Programs staff provides training in the LPA Qualification Process via ODOT's eLearning system administered through LTAP. Training must be taken every five (5) years. Once the training is complete, the LPA may complete the LPA Participation Requirements Review Form. This form will need updated every four (4) years or in the event of a change in key personnel.
11. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
12. The Project Delivery Incentive Program (PDIP) - The purpose of PDIP is to incentive project sponsors to deliver their projects in a specified time window. If projects are delivered within that time window their local match will be reduced to 10 percent of the amount of federal

funds awarded by AMATS (instead of the traditional 20 percent). The maximum reduction shall be capped at \$100,000. The reduction in the local match will be paid for using Toll Revenue Credits (TRC). Typically AMATS has only used TRC to eliminate the local match for planning studies and air quality funding. Currently AMATS is guaranteed access to its TRC through FY2027. The PDIP program will be completely voluntary for project sponsors. As part of the AMATS application process the community can request to take part in the program by marking a box on the project application. There will be no penalty for failing to meet the project delivery goal other than the sponsor will not receive the additional 10 percent benefit. To meet the project delivery goal, the project sponsor must ensure its PS&E document is approved by ODOT District 4 by the date outlined in the PDIP. If AMATS is not able to fund the project due funding not being available, the project will still receive the reduction of local share of 10 percent when it can be bid.

Timeline for the PDIP program is as follows:

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

Project applicants that select to participate in the PDIP will be notified after project funding approval of the timeline for completing their project in order to receive the incentive.

13. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

## **SURFACE TRANSPORTATION BLOCK GRANT (STBG)**

### **Description**

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

### **Eligibility**

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

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

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

### **Program Policies**

#### **1. Federal Participation**

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

#### **2. Local Participation**

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of the AMATS federal funding with a maximum reduction of \$100,000.
- b. The local share for STBG projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.



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

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

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

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

## **TRANSPORTATION ALTERNATIVES SET ASIDE (TASA)**

### **Description**

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

### **Eligibility**

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

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/contracts/prequal-cert/welcome>

The feasibility study must include the following:

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

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

### **Program Policies**

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



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

5. Federal Participation

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

6. Local Participation

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

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

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

9. Right-of-Way

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

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

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

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

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

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

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

## AMATS RESURFACING PROGRAM

### Description

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

### Eligibility

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

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

### Program Policies

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

- b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
  - c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.
6. Local Participation
- a. The minimum local share is 20% of total eligible costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$87,500 (based on the maximum STBG funding by AMATS of \$700,000).
  - b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
7. Right-of-Way – the right-of-way phase is not eligible for funding.
8. Resurfacing Funding Cap – Resurfacing projects have a construction cap of \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. Any cost above this amount is the responsibility of the local sponsor.
9. Project Delays – Funding for STBG projects that are delayed or cancelled will be re-evaluated based on the following principles:
- a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
  - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
10. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

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

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

increases based on the availability of funds. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

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

## **PAVEMENT REPAIR & SIDEWALK RAMP PROGRAM**

### **Description**

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

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

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

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

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. AMATS requires that all of its members have an ADA Transition Plan, and certify this as part of the project funding application process.

### **Eligibility**

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

### **Program Policies**

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

## **FTA URBANIZED AREA FORMULA (SECTION 5307) PROGRAM**

### **Description**

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

### **Eligibility**

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

### **Program Policies**

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

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



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

### **Description**

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. This competitive grant program is administered by the ODOT Office of Transit as the *Specialized Transportation Program*. See the FTA circular for program guidance.

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

### **Eligible Projects**

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

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

### **Program Policies**

1. Designated Recipients – METRO RTA and PARTA are direct recipients of FTA funds, and are eligible to receive Section 5310 funds. Social service agencies are also eligible to receive Section 5310 funds, and will receive those funds through ODOT acting as the designated recipient of funds. ODOT’s *Program Management Plan* (PMP) describes the designated recipient’s policies and procedures for administering FTA Section 5310 funds. The PMP is discussed in the *ODOT Coordinated Public Transit – Human Services Transportation Plan*. The PMP also describes the competitive selection process.

2. Administrative Expenses Reimbursement – Per the FTA Section 5310 program provisions, the designated recipient (ODOT) may set aside up to 10% of total program funds for the reimbursement of administrative, planning and technical assistance expenses.
3. Evaluation of Projects – All projects must be competitively selected and consistent with the region’s Coordinated Plan. ODOT Office of Transit maintains evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements.

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

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

## **FTA BUS AND BUS FACILITIES (SECTION 5339) PROGRAM**

### **Description**

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

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

### **Eligibility**

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

### **Program Policies**

1. Designated Recipients – As the AMATS region’s two operators of fixed-route bus service, METRO in Summit County, and PARTA in Portage County are the designated recipients for 5339 funding. Both METRO and PARTA receive the bulk of their Section 5339 funding from the Akron Urbanized Area’s apportionment, and may receive smaller sub allocations from the apportionment to the Cleveland Urbanized Area.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5339 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region’s Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5339 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the FTA Section 5339 program.

## SECTION 3

### **TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS**

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

#### **DUTIES OF THE TECHNICAL ADVISORY COMMITTEE**

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

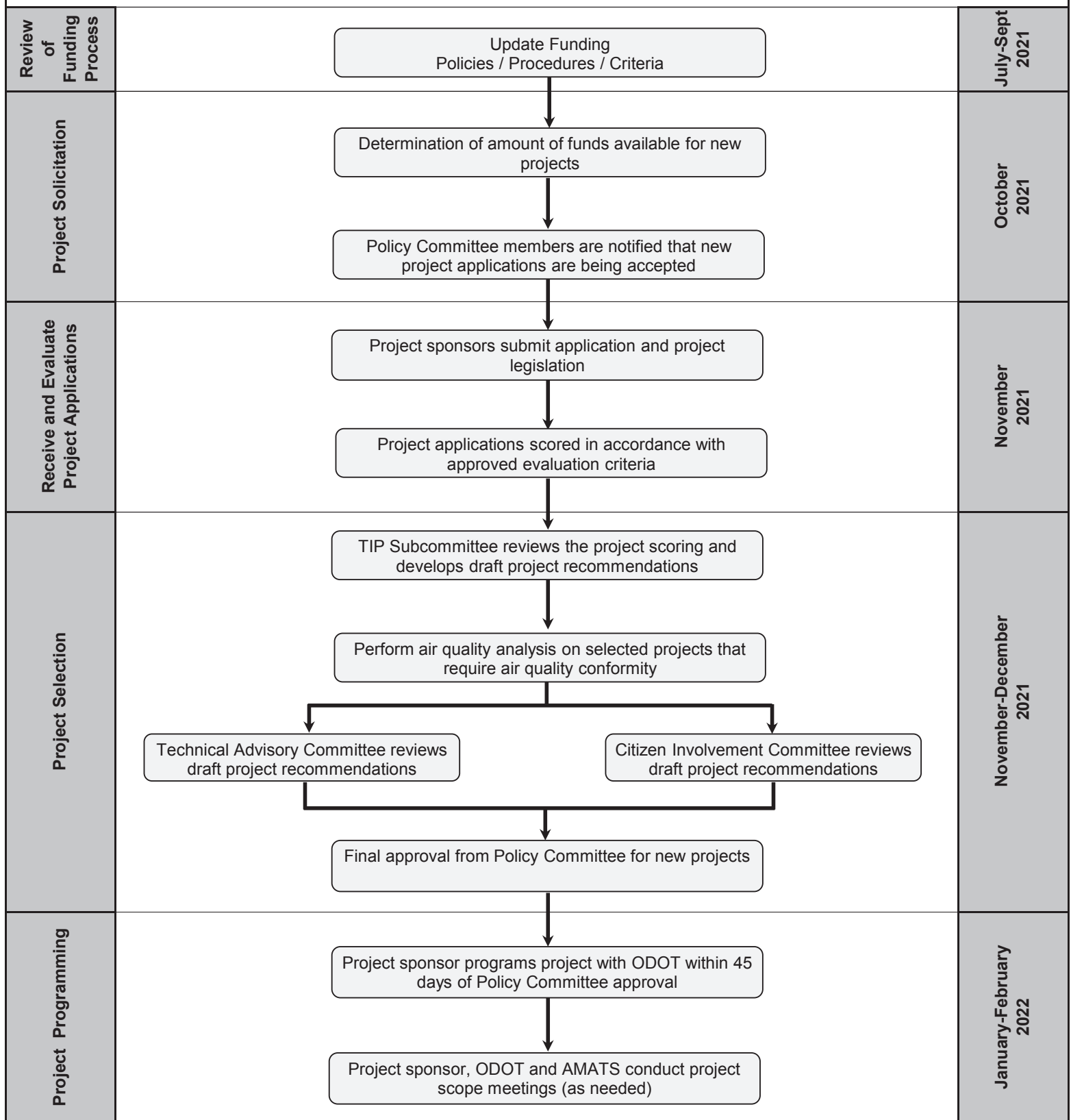
- a. Review project schedules, project costs and funding programs and provide a periodic TIP Status Report to the Policy Committee.
- b. Appoint a TIP Subcommittee to monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include the Policy Committee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

## **DUTIES OF THE TAC TIP SUBCOMMITTEE**

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

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

AMATS  
**2021 STBG, RESURFACING AND TASA PROJECT SELECTION PROCESS**



## SECTION 4

### **PROJECT EVALUATION CRITERIA**

**SURFACE TRANSPORTATION BLOCK GRANT  
Project Evaluation Criteria**

<b>Roadway Condition</b>		<b>Points</b>
<u>PCI Value</u>		
0-50		30
50-60		25
61-70		20
71-80		15
81-100		0
<u>Bridge Condition</u>		
0-4		20
<u>Signal Upgrade</u>		20
<b>Roadway Safety</b>		<b>Points</b>
High-crash location listed in AMATS/ODOT Traffic Crash Reports		
Top 50% of list		20
Bottom 50% of list		15
Bridge/Road Closed		20
Bridge Load Restricted		15
Documented Landslide Endangering Road		15
<b>Delay Reduction</b>		<b>Points</b>
Recommended Capacity Improvement in the 2020 CMP		10
<b>Weighted Average Daily Traffic</b>		<b>Points</b>
15,000 or more		15
0 to 14,999	Divide ADT by 1000	
<b>Project Readiness</b>		<b>Points</b>
Stage 3 Plans complete (Traditional or Non-Traditional LPA)		15
ODOT LPA Project Scope Form submitted to AMATS		5
<b>Complete Streets Components</b>		<b>Points</b>
Bicycle, Pedestrian and Transit (Maximum of 10 points)		
<u>Transit Improvements</u>	Full	Partial
Bus Signal Priority/Preemption	4	2
Enhanced Bus Shelters	4	2
Dedicated Transit Lane	4	2
Bus Rapid Transit Lanes	4	2
ADA Sidewalk Extensions at Bus Stops	4	NA
Other Transit Enhancements	4	2
<u>Bicycle and Pedestrian Improvements</u>		
Cycle Track/Shared Use Path	4	NA
New Sidewalks	4	2
On Street Bicycle Lane	4	2
<b>Connecting Communities Project</b>		<b>Points</b>
Project recommended in Connecting Communities Planning Grant		
5 Points		
<b>Equitable Distribution of Funds</b>		<b>Points</b>
The Ratio of Funds Received (and Programmed) to a Target Budget		
<u>Percentage</u>		
0-50		10
51-60		9
61-70		8
71-80		7
81-90		6
91-100		5
101-110		4
111-120		3
121-130		2
131-150		1
Greater than 150		0
<b>Priority Project Selection</b>		<b>Points</b>
Priority Project Selected by Sponsor		5
Other Projects		0



## TRANSPORTATION ALTERNATIVES PROGRAM

### Project Evaluation Criteria

The following project types are eligible for TAP funding (includes PE, RW & CO):

<b>Facilities - <i>multipurpose trail, bike lane and sidewalk</i></b>	<b>Points</b>
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)	25
Secondary Trail/Sidewalk/Bike Lane	15
<b>Project Type/ Logical Termini</b>	<b>Points</b>
Project connects to two existing bike/ped facilities	25
Project connects to one existing bike/ped facility	20
Project is sidewalk replacement	15
Project is a stand alone project (ex.new trail, trailhead)	15
Trail project is an asphalt upgrade from limestone	5
Connections must be trail to trail or sidewalk to sidewalk. Trails connecting to sidewalks or vice versa will not receive maximum points	
<b>Level of Use</b>	<b>Points</b>
How much use is the facility projected to have? Considers density of population, existence of goat paths, popularity of trails	0 - 20
<b>Consistency with Plans</b>	<b>Points</b>
Project recommended in Connecting Communities Planning Grant	5
Project is specifically recommended in Transportation Outlook 2040	5
Project is recommended as part of Ohio SRTS Travel Plan	5
Project is on an existing transit line	5
Project area has a history of bicycle/pedestrian accidents	5
<b>Equitable Distribution of Funds</b>	<b>Points</b>
The Ratio of Funds Received (and Programmed) to a Target Budget <u>Percentage</u>	
0-50	10
51-100	7
101-150	3
Fair Share Target Budget calculation is described under Program Administration	

## AMATS RESURFACING PROGRAM

### Project Evaluation Criteria

<b>Pavement Condition Index</b>		<b>Points</b>
<u>PCI Value</u>		
0-60		30
61-80	Subtract number from 90	
<b>Equitable Distribution of Funds</b>		<b>Points</b>
<u>The Ratio of Funds Received (and Programmed) to a Target Budget Percentage</u>		
0-50		25
51-60		24
61-70		23
71-80		22
81-90		21
91-100		20
101-110		19
111-120		18
121-130		17
131-140		16
141-150		15
Over 150		0
Fair Share Target Budget calculation is described under Program Administration		
<b>Weighted Average Daily Traffic</b>		<b>Points</b>
0 to 14,999	Divide ADT by 1000	
15,000 and above		15
For Multiple Sections the $\text{ADT} = \frac{(\text{Section 1 ADT}) \times (\text{Section 1 Length}) + (\text{Section 2 ADT}) \times (\text{Section 2 Length}) + \dots}{\text{Total Length of all Project Sections}}$		
A Section Length is that distance over which ADT is approximately uniform.		
<b>Maintenance Performed by Sponsor</b>		
Chip and Seal		10
Strip Paving		7
Crack Sealing		5
Patching		3
<b>Priority Project Selection</b>		
Priority Project Selected by Sponsor		15
Other Projects		0

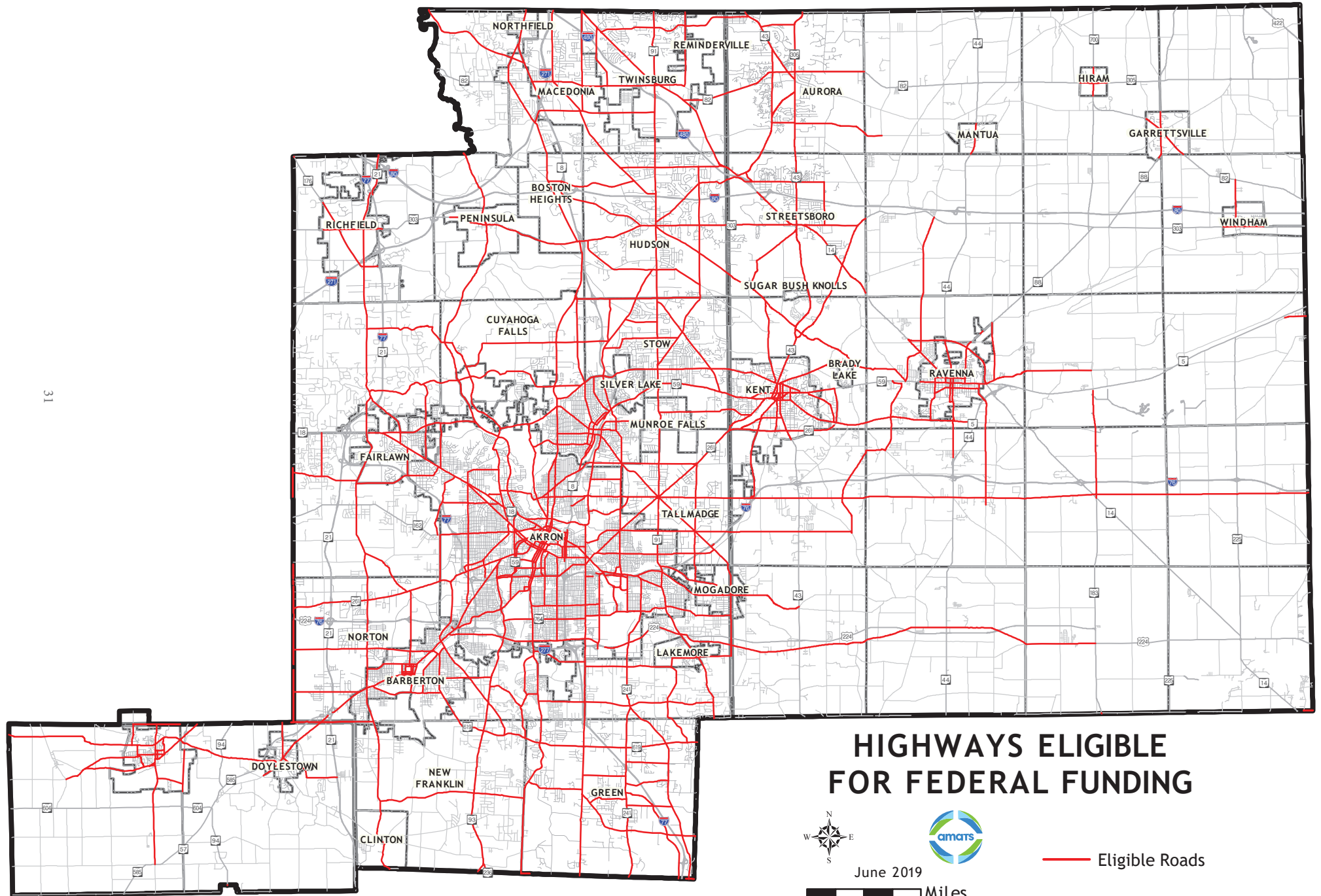
SECTION 5

**APPENDIX**

Akron Metropolitan Area Transportation Study  
**Transportation Funding Programs**

Funding Program	Description/Primary Purpose	Eligible Project Phases	Funding Match	Maximum Project Funding
<b>Surface Transportation Block Grant (STBG)</b>	Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities.	Right-of-way Construction	80% federal 20% local	\$6,000,000
<b>Transportation Alternatives Set Aside (TASA)</b>	Funding for bike and pedestrian facilities.	Planning (SRTS) Engineering Right-of-way Construction	80% federal 20% local	\$700,000
<b>AMATS Resurfacing Program</b> (STBG funds reserved exclusively for resurfacing)	Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads.	Construction	80% federal 20% local	\$700,000
<b>Pavement Repair and Sidewalk Ramp Program</b>	Funding for full/partial depth pavement repairs and sidewalk ramp upgrades on ODOT Urban Paving Program projects. All state routes within municipalities are eligible.	Construction	80% federal 20% local	*\$150,000
<b>FTA Urbanized Area Formula Program</b> (Section 5307)	Funding for capital expenses such as buses and bus related equipment, preventive maintenance, capital cost of leasing and planning.	Planning Purchasing Construction	80% federal 20% local	None
<b>FTA Elderly and Disabled Program</b> (Section 5310)	Funding assistance to social service agencies for the purpose of providing transportation needs for the elderly and disabled.	Purchasing Construction	80% federal 20% local	None
<b>FTA Bus and Bus Facilities Program</b> (Section 5339)	Funding for capital expenses such as buses and bus related equipment, and the construction of bus-related facilities.	Purchasing Construction	80% federal 20% local	None

\* Policy Committee can approve a higher amount



# HIGHWAYS ELIGIBLE FOR FEDERAL FUNDING



June 2019

— Eligible Roads



## Appendix B

# **PUBLIC PARTICIPATION PLAN**





# 3P Public Participation Plan

March 2022



# **AMATS "3P" PUBLIC PARTICIPATION PLAN**

March 2022

Akron Metropolitan Area Transportation Study  
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Phone: (330) 375-2436  
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This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.



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## Introduction

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

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

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

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

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

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

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

## What is AMATS?

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

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

## AMATS Committees and Staff Each Player Has a Role - Even You!

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

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

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

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

### Policy Committee

Currently, there are 46 voting members of the Policy Committee representing every community in the Greater Akron area. It is this body that decides how the area's federal transportation dollars should be spent. The committee is composed of elected officials, county engineers, transit agencies and representatives from the



Ohio Department of Transportation. Its members meet regularly six times a year to make funding decisions, discuss priorities and policies, and collaborate on regional issues.

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

- Anyone interested in making comments before the Policy Committee may do so during the public comment period at the beginning of the agenda.
- Public comments are limited to three minutes per person, but may be allowed more time by the Policy Committee chairperson.
- Organizations wishing to address the Policy Committee should select one representative to speak during the public comment period.
- Speakers will be asked to fill out an *Audience Participation Form* before addressing the Policy Committee (p. 23).
- Citizens may contact the AMATS staff at **330-375-2436** or by email at **amats@akronohio.gov** in advance to request time to speak, or may do so in person before the meeting with any AMATS staff member.

#### **Technical Advisory Committee (TAC)**

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

#### **Citizens Involvement Committee (CIC)**

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

The committee meets at a minimum of six times a year and its membership is open to all who wish to participate. Regular meetings commence at **6:30 p.m.** and are usually held in the **Akron-Summit County Public Library** located at **60 South High Street** in downtown Akron, which is centrally located and transit accessible in the Greater Akron area. The CIC does occasionally host on-line "virtual" meetings and other on-line events such as Open Houses and Workshops as circumstances warrant. Additional committee meetings may be scheduled by the CIC members if they so desire.

AMATS promotes CIC meetings through regularly scheduled advertisements with the *Beacon Journal*. Additional newspaper advertisements are occasionally purchased if deemed necessary by the staff given the regional significance of and public interest in particular agenda items and topics. The agency also

promotes CIC meetings through email and social media campaigns to committee members, interested agencies and groups, and area media.

## Staff

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

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

AMATS  
1 Cascade Plaza / Suite 1300  
Akron, Ohio 44308-1136

It is the policy of AMATS that staff members will acknowledge receiving all electronic and written correspondence from members of the public regarding transportation issues of public interest and respond within a seven-day period of receiving such correspondence. These initial staff responses should be deemed by the public as acknowledgments by AMATS that their concerns have been received by the agency. These responses should not be misconstrued by the public as commitments by the agency or its personnel to address and respond to public concerns during the aforementioned seven-day period. Appropriate agency responses to public concerns may require more time than seven days as circumstances may warrant. AMATS personnel will maintain files documenting all such correspondence throughout the public engagement process as part of its maintenance of permanent records.

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

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

## On the Web

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

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

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



### AMATSPLANNING.ORG

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

Among the agency's goals for its site have been to make it easier to inform the public about events while providing opportunities for them to become more engaged and involved in the planning process. From the *Home* and *Meetings* pages, a visitor can check out dates and times for our next Policy Committee, Technical Advisory Committee (TAC), and Citizens Involvement Committee (CIC) meetings. A visitor can also view the most recent committee meeting packet, listen to an MP3 meeting podcast, or complete an *Audience Participation Form* (p. 23) to speak to the Policy Committee. Visitors will also find access to timely features under *What's New*, check out our Twitter feed, or search the entire site for a specific topic.

Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In the event that a member of the public believes that they are the victim of an alleged discriminatory practice by AMATS during the Greater Akron area's transportation planning process, our agency provides a *Nondiscrimination Complaint Form* on our agency web site - **amatsplanning.org**. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

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



## SWITCHING-GEARS.ORG

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

### Social Media

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

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

AMATS does not limit its use of social media to the aforementioned platforms. The agency will consider additional platforms as they emerge for potential use by AMATS. The use of new platforms by AMATS will largely depend upon their appropriateness, feasibility, suitability, and timeliness to the agency's public outreach endeavors.

It is the policy of AMATS and its personnel to refrain from allowing personal or political biases to influence the agency's use of social media. Information and materials posted through various social media platforms shall be presented in an apolitical and objective manner with the sole goal of being to promote a continuing, comprehensive, and cooperative regional transportation planning process for all.

### New Approaches

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

#### Public Empowerment

AMATS pursues innovative public *empowerment* strategies that present opportunities to challenge the public beyond



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

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

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

### **Community Outreach**

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

AMATS welcomes opportunities to work with new partners in appropriate community-oriented endeavors. Those interested in seeking the agency's involvement should contact AMATS at [amats@akronohio.gov](mailto:amats@akronohio.gov) or at 330-375-2436.

### **Speakers' Bureau**

AMATS staff members are available by appointment to discuss technical and policy information with citizens and other interested parties during and outside of the agency's normal business hours. Staffers



are also available by appointment to present technical and policy information to the public and to participate in a variety of forums such as panel discussions.

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

## **Public Information**

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

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

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

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

## **Unique Populations**

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

A "Minority" is defined as a person who is:

- 1) Black (a person having origins in any of the black racial groups of Africa);
- 2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- 3) Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent);

- 4) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands; or
- 5) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition)

Using 2010 U.S. Census Bureau data, the agency recognizes where these groups are located within the region (p. 12 and p. 14) and seeks their involvement throughout the planning process using a mix of outreach strategies involving advertisements, community groups, press releases, social media and other available means. The aforementioned *Public Empowerment* strategies, such as Better Block and Bike-N-Brainstorms (p. 6-p. 7), present valuable opportunities for the agency and members of these populations to coordinate, network and organize activities with direct participation and firsthand experiences given the targeted neighborhood scale of many of these events.

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

- the Akron National Association for the Advancement of Colored People (NAACP)
- the Akron Urban League
- Asian Services in Action, Inc.
- Direction Home Akron Canton
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Torchbearers
- VANTAGE Aging (Senior Community Service Employment Program (SCSEP))
- and other community and neighborhood groups.

The agency actively pursues opportunities to collaborate on the development of transportation-related programs and projects with representatives of these populations. Each public process confronts the challenge of getting traditionally underrepresented populations involved in the planning process. These potentially underrepresented populations may include the youth and elderly of the community, persons with disabilities, and others who may be too busy or unable to attend public meetings.

AMATS shall make every effort to accommodate the disparate and varied needs of these populations. The agency shall arrange for language translation assistance in circumstances where such assistance is warranted, e.g., during public meeting in communities where languages in addition to English are primarily spoken. Agency personnel will arrange for American Sign Language (ASL) and spoken language translation assistance to be available if deemed appropriate, feasible and necessary.

Long an adherent to the spirit and wording of Title VI of the landmark Civil Rights Act of 1964, Executive Orders 12898 and 13166, and the Americans with Disabilities Act of 1990 (ADA), the agency will broaden and continue its outreach to the region's many varied communities and populations. The passages

below demonstrate that the agency recognizes the importance of these federal requirements throughout the regional planning process.

#### **Title VI of the Civil Rights Act of 1964**

Title 49 of the Code of Federal Regulations (49 CFR), Part 21 states that "no person in the United States shall on the grounds of race, color, or national origin be excluded from the participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance." In June 2019, AMATS adopted a comprehensive [\*AMATS Title VI - Program Procedures and Documentation\*](#) Plan, which defines the agency's program, procedures and means of documentation. AMATS employees are responsible for ensuring that the agency's programs, policies, and services are developed, conducted and implemented without regard to a person's race, color, national origin (including Limited English Proficiency), sex, disability, ancestry, religion, military status or age. Employees must ensure that ethnic minorities and low-income populations are not adversely impacted, and aim to achieve full participation by these groups in the agency's programs, policies and activities.

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

#### **Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**

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

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

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

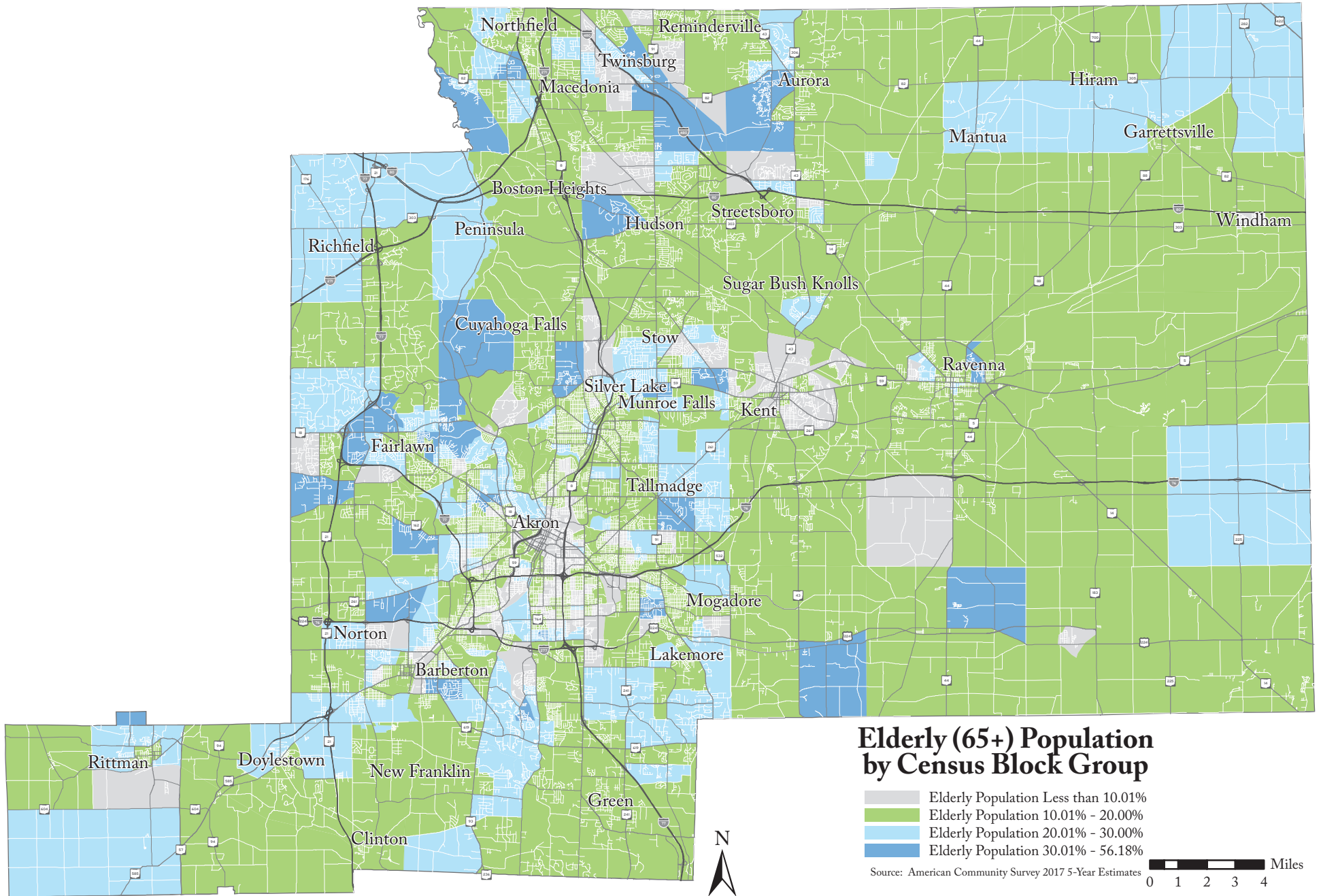
To assist federal agencies in carrying out their LEP responsibilities, the U.S. Department of Justice has issued a Policy Guidance Document, *2002 LEP Guidance*. This document sets the compliance standards that recipients of federal financial assistance must follow to ensure that their programs and activities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

*Appendix E - Language Assistance Plan for Limited English Proficient Populations (p. 24-p. 28)* details how AMATS meets the needs of LEP populations within the Greater Akron area and evaluates the effectiveness of its efforts.

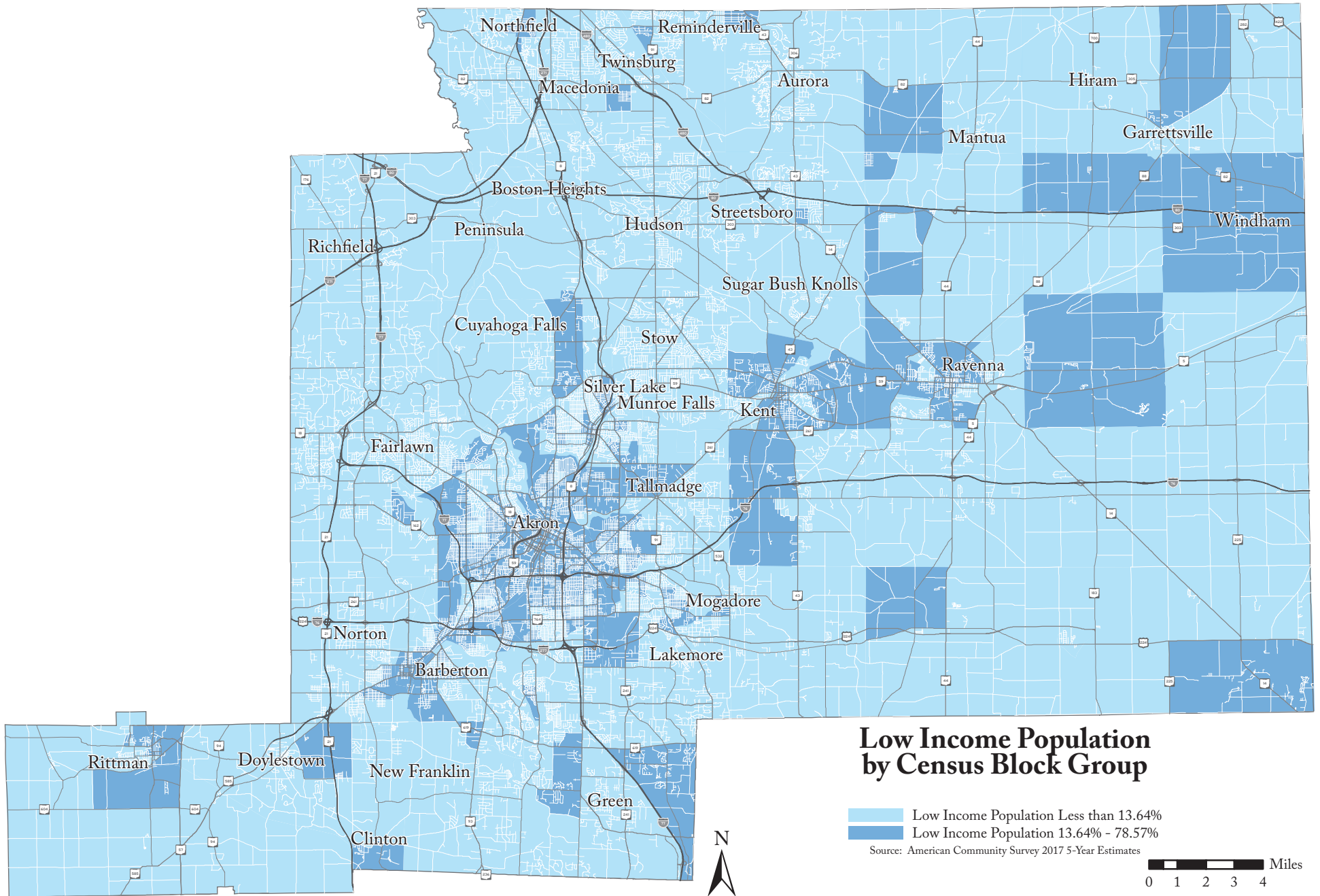
### **Americans with Disabilities Act of 1990**

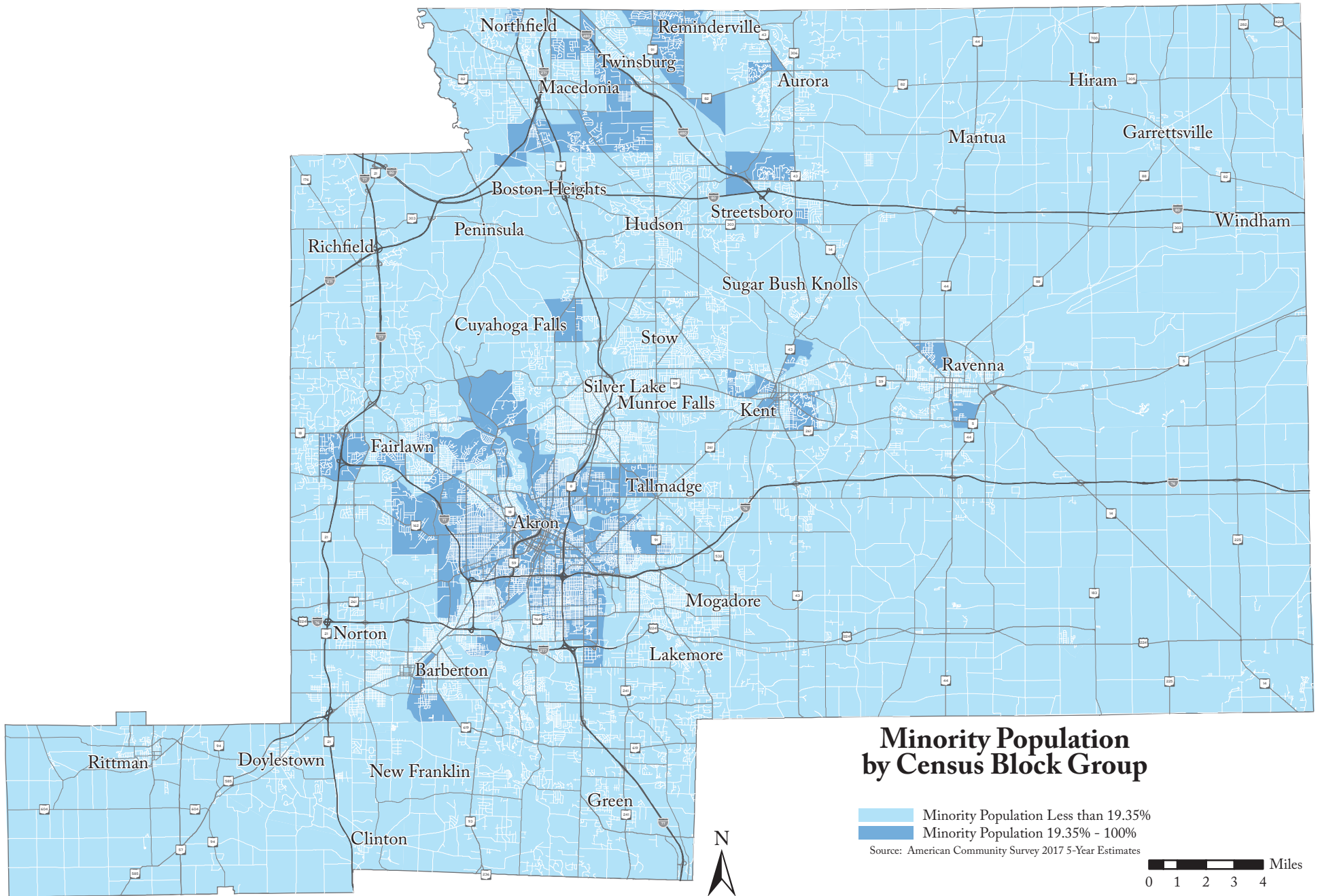
The agency prides itself on its ongoing efforts to meet and exceed the standards outlined in the Americans with Disabilities Act of 1990. AMATS will make every effort to arrange for translation, sign language and other special assistance at meetings for individuals with special needs who request them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

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









## **Conclusion**

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

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

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



## Appendix A - Regional Transportation Plan (RTP)

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

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

Once a Draft RTP has been created, AMATS will:

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

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

### Amending the Plan

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

- **Major Amendments**

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

- **Minor Amendments**

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

- **Administrative Modifications**

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

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

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

## **Appendix B - Transportation Improvement Program (TIP)**

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

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

Once a Draft TIP has been created, AMATS will:

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

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

### **Amending the TIP**

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

- **Major Amendments**

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

- **Minor Amendments**

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

- **Administrative Modifications**

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

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

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

## Appendix C - Involvement of Interested Parties and Public Comment

The *2022 Public Participation Plan* or "3P" describes AMATS' ongoing efforts to engage and involve the public in the metropolitan transportation planning process for the Greater Akron area. 3P is an update to the *2018 Public Participation Plan* and will be an input into the upcoming *Regional Transportation Plan* (RTP) and *Transportation Improvement Program* (TIP).

In developing 3P, AMATS is actively seeking consultation with interested parties and communities. Our agency seeks to develop a policy document that engages the public and other private and public organizations by providing ample opportunities for input and involvement in the area's planning process. It is our goal to base 3P on the insights of the area's citizens, community groups, affected public agencies and representatives of public transportation, freight shipping and pedestrian and bicycle transportation.

The Draft 3P details how the agency will provide opportunities for public comment and involvement throughout the planning process and for its most significant products, the RTP and TIP. These opportunities include posting committee meeting packets and MP3 podcasts on the AMATS website and using social media tools and non-traditional meetings and strategies to reach out to new audiences and communities.

AMATS will continue to give special consideration to making all of its public meetings convenient and accessible. Meetings of the AMATS Citizens Involvement Committee are scheduled in the evenings and in central locations. Also, all materials, plans and information can be accessed 24 hours a day on the AMATS website - [amatsplanning.org](http://amatsplanning.org). Additional review and involvement opportunities are provided during the development of the RTP and the TIP.

AMATS provides a 45-day comment period for the Draft 3P. During the 45-day period, the public may review and present comments for consideration by the AMATS Policy Committee for possible incorporation into the final version of the draft. The preparation of the Draft 3P benefitted from a 65-day comment period stemming from two fortuitous events: First, the changes sought by AMATS to the 2018 version of the 3P were deemed by the agency to be of such regional significance that an additional 20 days for public comment was warranted and; Secondly, the AMATS 2022 Committee Meeting Calendar permitted the scheduling of two public meetings hosted by the AMATS Citizen Involvement Committee (CIC) to present initial and final drafts of the 3P.

The Draft 3P was available for public comment for 65 days beginning on **January 13, 2022 through March 18, 2022**. A Public Comment Form for the Draft 3P was available as a pdf for downloading through the agency web site - [amatsplanning](http://amatsplanning.org) - and is presented as part of *Appendix D* (p. 22) with this draft document. The Draft 3P was also presented to the public for review and comment during the **6:30 p.m.** meetings of the AMATS Citizens Involvement Committee (CIC) scheduled for **January 20, 2022 and March 17, 2022** at the Akron-Summit County Public Library - Main Library located at 60 South Main Street in Akron. These meetings were promoted through advertisements in the *Beacon Journal*, *Record-Courier* and *The Reporter* newspapers, press releases and various social media. These ads will be included in *Appendix D* when available.

AMATS is continually seeking new ways to engage and involve the public and other agencies. As new opportunities arise, they will be incorporated into the transportation planning process. The *3P* will be updated accordingly. The public is encouraged to forward their opinions and suggestions regarding this document to **AMATS Public Information Coordinator Kerry Prater** via email at [kprater@akronohio.gov](mailto:kprater@akronohio.gov) or postal mail at the following address:

Mr. Kerry Prater  
AMATS  
1 Cascade Plaza / Suite 1300  
Akron, Ohio 44308-1136

Appendix D -  
Comment Forms



# Comment Form - 2022

## Draft Public Participation Plan - "3P"



Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Comments: \_\_\_\_\_  
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To learn more about transportation planning in the Greater Akron area, please visit us online at [amatsplanning.org](http://amatsplanning.org).



# Audience Participation Form

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

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

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

**Akron Metropolitan Area Transportation Study**  
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# Map

Continued from Page 1A

candidates over the past decade.

"The commission is required to attempt to draw a plan in which the statewide proportion of Republican-leaning districts to Democratic-leaning districts closely corresponds to those percentages," Stewart wrote. "Section 6 speaks not of desire but of direction: the commission shall attempt to achieve the standards of that section."

Stewart rejected the argument from commission members Senate President Matt Huffman and House Speaker Bob Cupp that the language was "aspirational" and required only if other, more technical, line-drawing requirements weren't met.

"We reject the notion that Ohio voters rallied so strongly behind an anti-gerrymandering amendment to the Ohio Constitution yet believed at the time that the amendment was toothless," Stewart wrote.

The commission must now get to work. The new plan must be adopted within 10 days, and the Ohio Supreme Court retains its authority to review any rewrites.

Feb. 2 is the current deadline to file paperwork to run for the Ohio Legislature. State lawmakers could change that filing date without moving the May 3 primary.

### What did O'Connor say?

Chief Justice Maureen O'Connor was the key vote, breaking with her party to rule against the maps. O'Connor, a Republican, joined the court's three Democratic justices and the three GOP justices dissented.

O'Connor, who has served in statewide office for 24 years, suggested an alternative to the commission, which she called out for its partisanship.

"Having now seen firsthand that the current Ohio Redistricting Commission - comprised of statewide elected officials and partisan legislators - is seemingly unwilling to put aside partisan concerns as directed by the people's vote,

Ohioans may opt to pursue further constitutional amendment to replace the current commission with a truly independent, nonpartisan commission that more effectively distances the redistricting process from partisan politics," O'Connor wrote in a concurring opinion.

### 'The plan's result was by design'

On Sept. 16, Republicans on the Ohio Redistricting Commission approved maps that would allow the GOP to retain its veto-proof majority in the state Legislature over the objections of the commission's two Democrats.

According to Huffman, R-Lima, the maps could give Republicans a 62-37 advantage in the House and 23-10 advantage in the Senate.

Republicans justified their maps by saying voters preferred GOP candidates between 54% and 81% of the time. Those figures are the average percentage of votes GOP candidates received in recent statewide elections and the percent of statewide races won by Republicans over the past decade, respectively.

Stewart pointed to several examples of why the commission made an inadequate attempt to match statewide voting preferences. The commission had no employees and initially allocated \$150,000 to each chamber. No money was given to the statewide officials on the panel - Gov. Mike DeWine, Secretary of State Frank LaRose and Auditor Keith Faber - to help with mapmaking.

And there's the fact that the mapmakers - GOP staffers Ray DiRossi and Blake Springhetti - reported to legislative leaders Huffman and Cupp, respectively, and not the commission at large.

"The evidence here demonstrates that Senate President Huffman and House Speaker Cupp controlled the process of drawing the maps that the commission ultimately adopted," Stewart wrote.

Three lawsuits were filed against the maps at the Ohio Supreme Court, claiming GOP mapmakers disregarded a section of voter-approved changes to the Ohio Constitution that re-

quired them to attempt to match voters' political preferences. They argued that the maps gave Republicans an unfair and unearned advantage.

As part of those lawsuits, Dr. Kosuke Imai, a professor at Harvard University, created 5,000 possible district plans. None was as favorable to Republicans as the one adopted by the Ohio Redistricting Commission.

"The fact that the adopted plan is an outlier among 5,000 simulated plans is strong evidence that the plan's result was by design," she wrote.

Stewart also rejected the notion that voters frustrated by the maps had no recourse but to vote out members of the Ohio Redistricting Commission at the next election.

"The notion that the voters who overwhelmingly approved the

amendment of Article XI meant to hinge the eradication of partisan gerrymandering on the election of various officeholders simply holds no water," she wrote.

### 3 GOP justices dissent

Justice Sharon Kennedy, a Republican who is running for chief justice, wrote in a dissenting opinion that the court did not have the constitutional authority to send the maps back.

She and Justice Pat DeWine, who signed on to her dissent, argued that the section in Ohio's constitution that says no plan "shall be drawn primarily to favor or disfavor a political party" doesn't have the same enforcement mechanisms as other sections. Pat DeWine is the governor's

See MAP, Page 6A



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A Family Tradition Since 1955



# Gebhardt

Continued from Page 1A

expand that by another 30,000 square feet.

Wurm said there are about 20 employees at the Streetsboro facility and an additional 10 employees who work in the field. With the expansion, he said he expects to hire about 50 to 60 more "by the end of next year."

Streetsboro Economic Development Director Patrick O'Malia said Streetsboro's highway network and transportation system were key selling points in bringing Gebhardt to Streetsboro.

"One of his concerns was, he was going to lose a lot of people from Brunswick," said O'Malia, but, taking the turnpike from Interstate 71, the drive is about 35 minutes.

O'Malia said any drive under 45 minutes is usually OK for most workers.

Gebhardt International has benefited from the acceleration toward online commerce brought about by the COVID-19 pandemic, Wurm said.

"We, of course, highly benefited from COVID because any company that didn't have any e-commerce strategy, they had to shut down," he said.



Gebhardt Intralogistics North America moves to Streetsboro after outgrowing the Brunswick location. Klaus-Dieter Wurm, president and CEO, in his office at the new headquarters in Streetsboro. LISA SCALFARO

Unautomated warehouses are one part of the supply chain issues the country is facing, he explained, and Gebhardt provides a solution to the problem. Automated systems are more efficient because they can work three shifts without light,

don't get sick and don't commit errors as often as humans picking orders.

"The more you can automate in your entire supply chain, whether it's food, apparel, or electronics, the better for the consumer," he said, adding it's up to companies

whether they pass efficiency savings on to consumers.

Among the company's clients are Walmart and Amazon, two of the biggest retailers of any kind, as well as clients from any other industries that needed to automate its

warehouses.

Amazon, he added, has scaled back its plans to add distribution centers and warehouses due to supply chain issues. "So Amazon abandoned about four or five distribution center projects this year because of

the supply chain," said Wurm. "So for us, we're still doing five or six very large distribution centers with Amazon this year. But it would have been at least five or six more had it not been for supply chain issues."

Wurm said Gebhardt anticipated supply chain hiccups and ordered components well ahead of time so it would not contribute to supply chain-related problems.

"We have anticipated — not that we have a crystal ball — but we anticipated what was about to come down the pipeline," he said.

"The company has so much business in the pipeline over the next two years that Wurm said he doesn't plan to have a sales force.

"The good news is we're not pursuing sales," he said. "We are booked out for the entire year in '22 and we're at least 78% already booked out for '23. Because of the technology that we have, we're fortunate enough that our customers come to us."

*Do you have a business or healthcare story you'd like to share? Reporter Bob Gaejens can be reached at 330-541-9440, bgaejens@record-courier.com and @bobgaejens\_rc.*

# Maps

Continued from Page 1A

constitutional amendment overwhelmingly approved by voters.

"We reject the notion that Ohio voters rallied so strongly behind an antigerrymandering amendment to the Ohio Constitution yet believed at the time that the amendment was toothless," Stewart wrote.

The new plan must be adopted within 10 days, and the Ohio Supreme Court retains jurisdiction for review of the new plan, according to a court filing.

Chief Justice Maureen O'Connor was the key vote, breaking with her party to rule against the maps. O'Connor, a Republican, joined the court's three Democratic justices and the three GOP justices dissented.

O'Connor, who has served in statewide office for 24 years, suggested an alternative to the commission, which she called out for its partisanship.

"Having now seen firsthand that the current Ohio Redistricting Commission — comprised of statewide elected officials and partisan legislators — is seemingly unwilling to put aside partisan concerns as directed by the people's vote, Ohioans may opt to pursue further constitutional amendment to replace the current commission with a truly independent, nonpartisan commission that more effectively distances the redistricting process from partisan politics," O'Connor wrote in a concurring opinion.

Now, the seven-member commission faces a time crunch to craft new maps because Feb. 2 is the current deadline to file paperwork to run for the Ohio Legislature. State lawmakers could change that filing date without moving the May 3 primary.

Advocates of fair maps hailed the decision as a resounding victory for Ohio voters who overwhelmingly approved changes to the state constitution to limit partisan line-drawing.

Justice Sharon Kenne-



Attorney Freda J. Levenson argued against the state House and Senate maps before the Ohio Supreme Court on Dec. 8. KYLE ROBERTSON/COLUMBUS DISPATCH

dy, a Republican, wrote in a dissenting opinion that the court did not have the constitutional authority to send the maps back.

She and Justice Pat DeWine, who signed on to her dissent, argued that the section in Ohio's constitution that says no plan "shall be drawn primarily to favor or disfavor a political party" doesn't have the same enforcement mechanisms as other sections. "The majority today, though, finds the constitutionally imposed limits unduly constraining, so it chooses to disregard them," Kennedy wrote.

### How Ohio's maps were drawn

On Sept. 16, Republicans on the Ohio Redistricting Commission approved maps that would allow the GOP to retain its veto-proof majority in the state Legislature over the objections of the commission's two Democrats.

According to Senate President Matt Huffman, R-Lima, the maps could give Republicans a 62-37 advantage in the House and 23-10 advantage in the Senate.

Republicans justified their maps by saying voters preferred GOP candidates between 54% and 81% of the time. Those figures are the average percentage of votes GOP candidates received in recent statewide elections and the percent of statewide races won by Republicans over the past decade, respectively.

Three lawsuits were

filed against the maps at the Ohio Supreme Court, saying GOP mapmakers disregarded a section of voter-approved changes to the Ohio Constitution that required them to attempt to match voters' political preferences. They argued that the maps gave Republicans an unfair and unearned advantage.

During oral arguments, attorneys for a slew of voting rights groups and Democratic activists argued that GOP mapmakers drew lines that disproportionately favored Republican candidates — in violation of the Ohio Constitution.

But Phil Strach, the Republican attorney representing mapmakers, argued that those drawing the lines did not need to create maps that matched statewide voting preferences, as long as they followed other rules to prevent splitting communities.

In the end, the Ohio Supreme Court sided with those who found flaws in the maps.

The Ohio Supreme Court is also reviewing the GOP-drawn congressional map, which was challenged by two lawsuits. A ruling on that map is still pending.

Earlier in the day, U.S. District Court Judge John Adams placed a federal case challenging state and congressional maps on hold for 60 days while the Ohio Supreme Court reviewed several pending lawsuits.

Jessie Balmert is a reporter for the USA TODAY Network Ohio Bureau,

which serves the Akron Beacon Journal, Cincinnati Enquirer, Columbus Dispatch and 18 other affiliated news organizations across Ohio.

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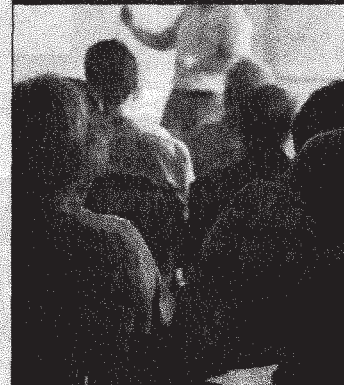
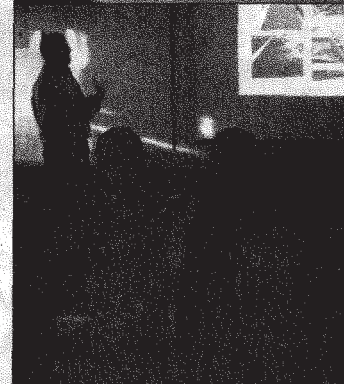
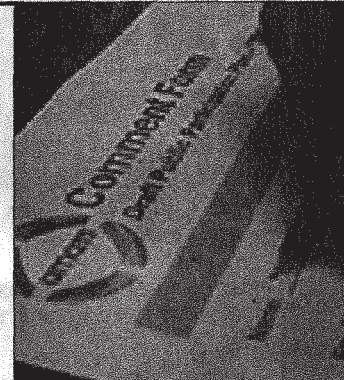
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*Through March 18, AMATS will collect public input to update its Public Participation Plan known as the "3P." (Courtesy of AMATS)*

## NEWS

## AMATS seeks community input: What local projects are worthy of federal dollars?

BY JENNIFER CONN | AKRON

PUBLISHED 3:25 PM ET JAN. 23, 2022

AKRON, Ohio — What does the future look like in northeast Ohio for automated vehicles? Will electric vehicles be accommodated in our region? How will our roadways and railways handle the impact of excess stormwater and other environmental issues brought on by climate change?

## What You Need To Know

- AMATS relies on community input to help the organization make key transportation-related decisions
- AMATS is responsible for transportation planning in Summit and Portage counties, and parts of Wayne County
- Highways, bikeways, public transportation and pedestrian walkways all fall under the AMATS umbrella
- The input helps the agency understand what the community cares about, such as electric/automated vehicles and climate change

As the area's federally designated metropolitan planning organization, AMATS is responsible for transportation planning in Summit and Portage counties, and parts of Wayne County.

Highways, bikeways, public transportation and pedestrian walkways all fall under the AMATS umbrella.

To help the organization make key transportation-related decisions for the Greater Akron area, AMATS has relied on community input since the early 1960s.

"It has only grown in importance," Prater said.

AMATS relies on the community to help make decisions about what projects are most worthy to receive federal funding, he said.

Emerging transportation issues the community expresses strong interest in can prompt AMATS to conduct further research.

The topic of electric and automated vehicles has become popular enough for AMATS to take the preliminary steps in launching a smart mobility study, Prater said, to take a closer look at the impact these vehicles would have on the region.

Now, AMATS is looking to the public to weigh in again.

Through March 18, AMATS will collect public input to update its [Public Participation Plan](#) known as the "3P." The 3P helps AMATS identify strategies to better connect with the broader community during the agency's planning process.

The plan can be reviewed [online on the AMATS website](#) and residents can [submit comments online](#). Or, a [hard-copy comment form](#) can be printed out and mailed to 1

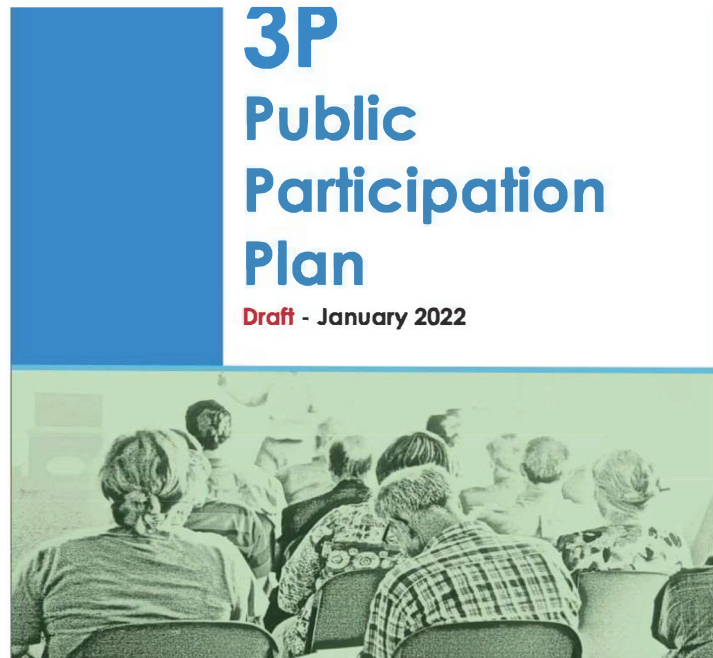
as through its active social media account and [monthly newsletters](#), in addition to assorted [online and in-person meetings](#) throughout the year.

With biking a popular activity locally, AMATS also hosts several Bikeathons throughout the year, for biking enthusiasts to share ideas and concerns, Prater said.

In addition, the transportation agency recently tagged seniors as a population to keep an eye out for in regard to accessibility in various geographic areas, Prater said. It's part of the city's [Age Friendly Akron initiative](#), which is working to improve daily, quality-of-life issues for seniors from housing to street design.

AMATS already specifically looks to address the needs of immigrants and low-income residents, he said.

The AMATS Citizens Involvement Committee, which is the forum for residents to weigh in, [will meet several times this year](#) at the main branch of the Akron-Summit County Public Library. Participation is open to anyone who wants to attend, the agency said.



*The plan helps AMATS identify strategies to connect with the community during the planning process. (Courtesy of AMATS)*

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# Steel

Continued from Page 1B



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### Silver Lake mayor delivers State of Village speech

Silver Lake Mayor Bernie Hovey pointed to projects on tap for this year and said the community is "in good shape, both financially and physically" Monday as he delivered the State of the Village ad-

ouncement on the top of the podium.

Participants will receive a medal and enjoy strolling musicians and complimentary coffee, tea and pastries from SRINA Cafe.

Participants can register or make donations at [www.raceroster.com/events/2022/58481/rock-me-on-the-water-7k](http://www.raceroster.com/events/2022/58481/rock-me-on-the-water-7k). Participants registering before May 1 will receive a discounted race fee.

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AKR0072841





# Judge favors boosting Sackler payment in Purdue Pharma deal

Geoff Mulvihill/ASSOCIATED PRESS

A judge said Wednesday that he will approve a plan that looks members of the Sackler family who own OxyContin maker Purdue Pharma into pumping at least another \$1.2 billion into a nationwide lawsuit settlement that, if ultimately confirmed, would transform the company into a public trust.

The initial approval from U.S. Bankruptcy Judge Robert Drain set the stage for an emotional virtual hearing Thursday that will allow people recovering from addiction and those who have lost loved ones to the crisis to directly address some of the Sacklers.

Wednesday's hearing with Drain, whose courtroom is in White Plains, New York, was more conventional, but in a topsy-turvy legal saga, even the routine matter had a twist.

States that were among the first to support earlier versions of the Purdue settlement objected to one key provision. Joined by some local governments, unions and individuals, they contended it's unfair that the states that held out and then negotiated a larger payment from the Sacklers will receive an outside share of the additional money to use to address the epidemic.

John Guard, the chief deputy attorney general in Florida, told Drain in the hearing, conducted Wednesday by videoconference, that allowing extra money for the hardest states could complicate negotiations for future nationwide opioid settlements involving other companies.

Anton Cahn, a lawyer representing West Virginia, called the extra \$277 million for the subset of states "a cash grab."

Still, Drain, who approved an earlier settlement last year, approved the new settlement terms, pointing out that all states would receive more money to address the opioid crisis under the deal than they would have before. The original deal was later rejected by an appellate court judge largely because of the opposition of the attorneys general for eight states and the District of Columbia.

After the initial deal was thrown out, the Stamford, Connecticut-based drug-maker went through two months of mediation to reach a new one, announced last week.

Even if Drain approves the settlement terms Wednesday, several legal hurdles remain before the company's entire bankruptcy reorganization plan is final, including having the 2nd U.S. Circuit Court of Appeals rule that Purdue's overall reorganization plan is even legal. If that happens, company's overall reorganization plan would still need to be confirmed by a bankruptcy court.

Like the original settlement, the new one would require members of the Sackler family who own Purdue to give up

their ownership. It would be turned into a new company known as Inova Pharma, with profits being used to fight an opioid crisis that has been linked to the deaths of more than 500,000 Americans over the past two decades.

Also like the original deal, the new one calls for the Sacklers to contribute cash to fight the epidemic in exchange for protection from civil lawsuits. The key difference is that the Sackler contribution would now be \$5.5 billion to \$6 billion in cash, rather than just over \$4.3 billion and \$75 million in charitable assets. The exact amount would depend on how much they bring in by selling their international drug companies.

In all, the settlement could be worth \$10 billion, or more over time.

Most of the money is to be used by state and local governments to counter the crisis, although \$750 million is to be distributed to victims of the crisis and their survivors. More than \$100 million is being set aside for medical monitoring and payments for children born in withdrawal from opioids, and Native American tribes are in line for more than \$150 million.

Advocates say the money is essential to stemming the crisis. Overdose deaths have been on the rise in the U.S., exacerbated by the isolation of the COVID-19 pandemic and the widespread availability of illicit versions of the synthetic opioid fentanyl.

While Sackler family members would be shielded from civil lawsuits, they would not have immunity from criminal charges. There's no indication any are in the weeds, but seven Democratic U.S. senators called upon the U.S. Department of Justice last month to consider charges.

Also under the new plan, a longer list of company documents would now be made public. Family members also agreed not to resist if educational and cultural institutions to which they've donated want to remove their name.

Another part of the new deal recommended by the mediator is Thursday's airing of statements from people whose lives were devastated by the crisis, either by losing loved ones or years of their own lives to addiction. The names of those speakers, who will represent millions of people affected by the crisis, have not been announced.

It will be the first opportunity for them to address Sackler family members directly in a public setting. It's not clear which of the Sacklers will attend, but there are to be at least two of them — and they are not to speak.

"No one can possibly underestimate how historic tomorrow's session will be," Anik Pava, a lawyer representing Purdue's creditors, told Drain on Wednesday.

# Portage's Dussel named chief medical officer at UH Parma

PHOTO BY GUY WIRE IMAGES

Portage County native Dr. Christopher J. Dussel has been named chief medical officer of University Hospitals Parma Medical Center.

Dussel has served as associate chief medical officer for the medical center over the past year. Dr. James Hill, who previously held the dual role of CMO and chief operating officer, will continue to lead UH Parma Medical Center as COO.

"Dr. Dussel has represented our hospital well throughout the pandemic with agile, responsive leadership," said Dr. Kimberly Tognetti-Trickett, chief medical officer for University Hospitals' West Market, which includes UH Parma, Elvira and St. John medical centers. "He cultivates positive relationships with physicians and staff, as well as our emergency responders."

As associate chief medical officer, Dussel has actively participated in Hospital Incident Command operations, helping to manage through multiple surges in the pandemic. He also has served on numerous quality committees and process improvement initiatives and helped to expand the hospital's advanced practice program.

Dussel has served as medical director of emergency medical services since June 2015, overseeing operations of UH Parma's Emergency Department and EMS in the eight cities under the hospital's medical control. In this capacity, he has also overseen the EMS Education Program that has trained and provided continuing education for



Portage County native Dr. Christopher J. Dussel (see below) named chief medical officer of University Hospitals Parma Medical Center.

paramedics and EMTs throughout the community for more than 25 years. A practicing emergency medicine physician, Dussel will maintain a clinical presence in the ED.

Prior to joining University Hospitals, Dussel held various leadership roles within the Summa Health System, including vice chairman of the department of emergency medicine. He earned his medical degree from Northeast Ohio Medical University in Rootstown and completed his emergency medicine residency at Summa Health System. Dussel earned his MBA from Youngstown State University. He is a Fellow of the American College of Healthcare Executives.

Dussel and his wife and four sons live in Portage County on Dussel Farm in Brimfield, which has been in his family for six generations.

## We want to give the public a greater voice

The Akron Metropolitan Area Transportation Study (AMATS) is updating its Public Participation Plan (PPP) but we need one key element to update the plan successfully: You!

As the Greater Akron Area's federally designated metropolitan planning organization, AMATS needs public participation plans that include highway, public transit, bike, and pedestrian projects are worthy of receiving federal funds.

The PPP defines the ways that the agency uses to engage and empower the public throughout the regional transportation planning process. Currently, AMATS updates its PPP to identify and pursue even more public participation opportunities. You are invited to share your ideas on how we can improve our public outreach efforts.

The Draft PPP is available for review and comment from now until March 28 of annual planning, on our [AMATS website](#) and [social media](#). @AMATSPlanning. The AMATS Citizens Advisory Committee (CAC) will discuss the Draft PPP during a virtual meeting scheduled for Thursday, March 17 at 6:30 pm. To join the virtual meeting, please visit [http://bit.ly/AMATS2022CAC](#) or call 330-216-2438 for more information.

PHOTO: WENDY BROWN/AMATS

The City of Akron is committed to ensuring that individuals with disabilities are able to fully participate in public programs, services, and activities. Anyone who is in need of an accommodation from any City department is invited to contact Yaelit Adina, Director of Human Resources, 100 South High Street, Room 370, Akron, Ohio 44308, phone: 330-276-2781 as soon as possible. If you require TDD/voice relay or call Ohio Relay at 800-735-7273 and they will assist in contacting the Department of Human Resources at (330) 276-2700.

## IN BRIEF

### Portage Health Board closed today

Portage Health Board will be closed today, March 10, for the annual meeting of the Board of Directors. The meeting will be held at 10:00 a.m. at the Portage County Board of Health, 100 South High Street, Room 370, Akron, Ohio 44308. For more information, call 330-216-2438.

### Portage Health District to meet

The Portage Health District will hold its annual meeting on Thursday, March 10, at 10:00 a.m. at the Portage County Board of Health, 100 South High Street, Room 370, Akron, Ohio 44308. For more information, call 330-216-2438.



Kandi Burr

ENTAINMENT NEWS

A&E Announces James

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AKRON, OHIO 44308

## We want to give the public a greater voice

The Akron Metropolitan Area Transportation Study (AMATS) is updating its *Public Participation Plan* or "3P," but we need one key element to update this plan successfully: You!

As the Greater Akron area's federally designated metropolitan planning organization, AMATS needs public participation as it selects which highway, public transit, bike, and pedestrian projects are worthy of receiving federal funds.

The 3P identifies the strategies that the agency uses to engage and empower the public throughout the regional transportation planning process. Periodically, AMATS updates its 3P to identify and pursue new, innovative public participation approaches. You are invited to share your ideas as to how we can improve our public outreach efforts.

The Draft 3P is available for review and comment from now until **March 18** at [amatsplanning.org](https://amatsplanning.org) and the AMATS Twitter and Facebook pages -

**@AMATSPlanning**. The **AMATS Citizens Involvement Committee (CIC)** will discuss the Draft 3P during a virtual meeting scheduled for **Thursday, March 17 at 6:30 p.m.** To join this virtual meeting, please visit <https://amatsplanning.org/cic-webinar/> to register.

Please visit [amatsplanning.org](https://amatsplanning.org) or call **330-375-2436** for more information.

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

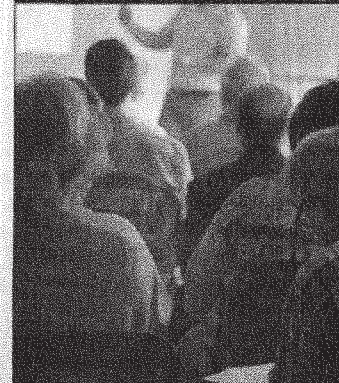
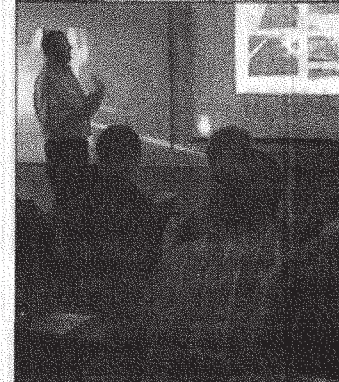
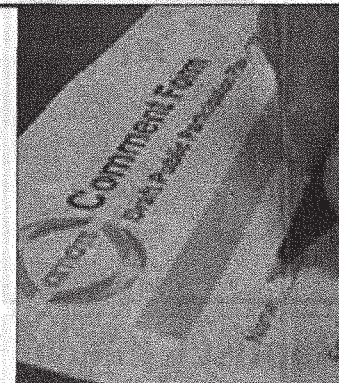


Photo by Fall...



# Akron Beacon Journal

## News | Local



### AMHA names Marco Sommerville as new chairman of board of directors

Advertisement

#### We want to give the public a greater voice

The Akron Metropolitan Area Transportation Study (AMATS) is updating its Public Participation Plan or "3P" but we need one key element to update this plan successfully: You!



The plan is available for review and comment from now until March 16 at [amatsplanning.org](http://amatsplanning.org) and the AMATS Twitter and Facebook pages. @AMATSPlanning. The AMATS Citizen Involvement Committee (CIC) will discuss the 3P during a virtual meeting scheduled for Thursday, March 17 at 8:00 a.m. To attend this virtual meeting, please visit [amatsplanning.org](http://amatsplanning.org) for more information.

Please visit [amatsplanning.org](http://amatsplanning.org) or call 330-375-2436 for more information.

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#### Celebrate in Style This Spring



## **Appendix E - Language Assistance Plan for Limited English Proficient Populations**

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

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

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

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

AMATS is committed to taking measures to assure that individuals are not excluded from participating in programs simply because they face challenges communicating in English. The purpose of the LEP Plan contained in *Appendix E* is to outline the steps that AMATS follows to provide language assistance for LEP persons seeking meaningful access to AMATS programs and services. For further discussion of the

agency's LEP Plan, please consult the [AMATS Title VI - Program Procedures and Documentation](#) (May 2015). This document is available at [amatsplanning.org](http://amatsplanning.org).

### Determining the Need

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **LEP Implementation Plan**

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

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

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

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

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

### **Monitoring and Updating the LEP Plan**

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

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

- How to identify persons who may need language assistance.
- Examine past records from past meetings and events for requests for language assistance in order to anticipate possible need for assistance at upcoming meetings, i.e., a tracking system.

- Review to determine staff training needs.
- Address all completed *Nondiscrimination Complaint Forms* received by the staff. This form is available on the agency web site - [amatsplanning.org](http://amatsplanning.org). Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

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

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

AMATS  
1 Cascade Plaza / Suite 1300  
Akron, Ohio 44308-1136

Telephone - 330-375-2436  
Fax - 330-375-2275  
E-Mail - [amats@akronohio.gov](mailto:amats@akronohio.gov)



## **Appendix F - Title VI Complaint Procedures**

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program actively administered by ODOT or its sub-recipients, MPOs and RTPOs, on the basis of race, color, national origin, gender, age, disability, or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. The person filing the complaint may submit the written complaint to any agency (local government, MPO, ODOT or directly to FHWA/FTA). Once received, the most relevant federal funding source is used to determine which agency will lead the investigation. For FTA-funded programs, most investigative work would be completed at the local level. For FHWA-funded programs, agencies should route the complaint up the government agency hierarchy to the FHWA District Office, who will initiate the investigation. Please see Appendix E for additional information on the Title VI complaint process.

At a minimum, an agency must:

1. Inform the public of the local Title VI policy and outline the steps an individual must complete to successfully file a complaint. This information should be readily available and easy to access. Examples of where Title VI information (and access to complaint forms) might be effectively disseminated include:
  - Prominent placement on the agency's website (home page link and/or a dedicated Title VI page)
  - Posters prominently placed in common areas of agency's facilities
  - Brochures at public events
2. Provide the mailing address where complaints can be filed
3. Provide the contact information of the office that can answer questions regarding the complaint filing process (Title VI Coordinator, etc.)

The AMATS Title VI Complaint Form is included in Appendix F and is provided in both English and Spanish versions.

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)  
TITLE VI / CIVIL RIGHTS COMPLAINT FORM**

<b>Section I</b>				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail (E-Mail) Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
<b>Section II</b>				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are filing this complaint:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
<b>Section III</b>				
I believe the discrimination I experienced was based on (check all that apply): <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Other _____				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. _____ _____ _____ _____				
<b>Section IV</b>				
Have you previously filed a Title VI complaint with this agency?			Yes	No

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)  
TITLE VI / CIVIL RIGHTS COMPLAINT FORM**

<b>Section V</b>
<i>Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?</i>
<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If yes, check all that apply:</i>
<input type="checkbox"/> Federal Agency: _____
<input type="checkbox"/> Federal Court _____ <input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____ <input type="checkbox"/> Local Agency _____
<i>Please provide information about a contact person at the agency/court where the complaint was filed:</i>
<i>Name:</i>
<i>Title:</i>
<i>Agency:</i>
<i>Address:</i>
<i>Telephone:</i>
<b>Section VI</b>
<i>Name of agency complaint is against:</i>
<i>Contact person:</i>
<i>Title:</i>
<i>Telephone number:</i>

You may attach any written materials or other information that you think is relevant to your complaint.

**Signature and date required:**

\_\_\_\_\_

*Signature*

\_\_\_\_\_

*Date*

**Please submit this form in person at the address below, or mail this form to:**

Jeff Gardner  
Title VI Coordinator  
Akron Metropolitan Area Transportation Study (AMATS)  
1 Cascade Plaza / Suite 1300  
Akron, OH 44308 - 1136  
Phone: 330.375.2436  
E-Mail: amats@akronohio.gov

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)  
FORMULARIO DE RECLAMOS DEL TÍTULO VI / DERECHOS CIVILES**

<b>Sección I</b>			
Nombre:			
Dirección:			
Teléfono (casa):		Teléfono (empleo):	
Dirección de correo electrónico (e-mail):			
¿Requisitos de formato accesible?	En letra grande		Cinta de audio
	TDD		Otro
<b>Sección II</b>			
¿Está completando este reclamo en su nombre?		Sí*	No
*Si respondió que "sí", diríjase a la Sección III.			
Si no, proporcione el nombre de la persona por quien está realizando el reclamo y su relación:			
Explique por qué completó este documento en nombre de un tercero: _____			
Si está completando este documento en nombre de un tercero, confirme que obtuvo el permiso de la parte perjudicada.		Sí	No
<b>Sección III</b>			
Creo que la discriminación que sufrí fue a causa de (marque todos los que correspondan): [ ] Raza      [ ] Color      [ ] Nacionalidad      [ ] Otro _____			
Fecha de la presunta discriminación (Mes, día, año): _____			
Explique lo más claro posible qué ocurrió y por qué cree que fue discriminado. Describa a todas las personas involucradas. Incluya el nombre y la información de contacto de las personas que lo discriminaron (si las conoce) así como también los nombres e información de contacto de cualquier testigo. Si necesita más espacio, utilice el reverso de este formulario. _____ _____ _____ _____			
<b>Sección IV</b>			
¿Ha presentado un reclamo de Título VI ante este organismo anteriormente?		Sí	No

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)  
FORMULARIO DE RECLAMOS DEL TÍTULO VI / DERECHOS CIVILES**

<b>Sección V</b>
<i>¿Ha presentado un reclamo ante cualquier otro organismo local, estatal o federal, o ante algún tribunal estatal o federal?</i>
<input type="checkbox"/> Sí <span style="margin-left: 150px;"><input type="checkbox"/> No</span>
<i>En caso afirmativo, marque todas las que correspondan:</i>
<input type="checkbox"/> <i>Agencia federal:</i> _____
<input type="checkbox"/> <i>Tribunal federal</i> _____ <span style="margin-left: 50px;"><input type="checkbox"/> <i>Organismo estatal</i> _____</span>
<input type="checkbox"/> <i>Tribunal estatal</i> _____ <span style="margin-left: 50px;"><input type="checkbox"/> <i>Organismo local</i> _____</span>
<i>Brinde información sobre una persona de contacto en la agencia o el tribunal estatal donde presentó el reclamo:</i>
<i>Nombre:</i>
<i>Cargó:</i>
<i>Organismo:</i>
<i>Dirección:</i>
<i>Teléfono:</i>
<b>Sección VI</b>
<i>Nombre del organismo contra el cual presenta el reclamo:</i>
<i>Persona de contacto:</i>
<i>Cargó:</i>
<i>Número de teléfono:</i>

Puede adjuntar cualquier material escrito u otra información que crea relevante para su reclamo.

**La firma y la fecha son obligatorias:**

\_\_\_\_\_

*Firma*

\_\_\_\_\_

*Fecha*

**Entregue este formulario en persona en la dirección que figura a continuación o envíelo por correo a la siguiente dirección:**

Jeff Gardner  
Coordinador de Título VI  
Akron Metropolitan Area Transportation Study (AMATS)  
1 Cascade Plaza / Suite 1300  
Akron, OH 44308 - 1136  
Phone: 330.375.2436  
E-Mail: amats@akronohio.gov

## Appendix G - Measures of Effectiveness Report

The *3P* is a living document that must evolve to meet the changing needs, not only of the Greater Akron area, but the nation and the world as well. A triennial review by AMATS of the *3P* regarding its timeliness and effectiveness is an essential component of this document’s evolution.

AMATS deems it necessary to evaluate the successes and failures of its various methods of public outreach. This evaluation assists agency personnel in identifying areas of improvement regarding public outreach and participation. Additionally, AMATS is required by federal regulation (23 CFR 450.316) to review periodically the effectiveness of the procedures and strategies contained in the *3P* to ensure a full and open process within the Greater Akron area.

Because public outreach is an ongoing activity, AMATS has a variety of strategies and tools for communicating and engaging the public. The agency is continually working to improve its outreach efforts to ensure inclusivity of all citizens, especially underserved populations. Below are tables presenting the Measures of Effectiveness of each Traditional and Digital outreach method utilized by AMATS.

The Traditional Methods Table presents: the method used by AMATS; the agency’s target goals for each method; and the actual results of each method.

Traditional Methods					
Public Participation Method	Target Goal*	2021	2022	2023	Goal Results
Face-to-Face/Virtual Meetings	12	39			
Project Workshops/Open Houses	1	1			
Bike-N-Brainstorm Events	2	4			
Jane’s Walk Events	2	6			
AMATS Public Events/Presentations (Move With The Mayors, public displays, speeches, etc.)	1	5			
a. Title VI / Non-discrimination Complaints Received	0				
b. Title VI / Non-discrimination Complaints Resolved	100%				

\* AMATS target goal numbers are simply a general target. Actual numbers for each category may fluctuate depending on the year due to the cycle of projects/plans, unforeseen circumstances, or states of emergency.

The Digital Methods Table quantifies the various electronic and social media tools that AMATS uses to inform and involve the public in transportation planning.

Digital Methods					
Digital Tool	Target Goal*	2021	2022	2023	Goal Results
AMATS Website Visitors *	75,000	87,699			
Switching-Gears Website	2,000	2,582			
Electronic Newsletter Subscribers	500	683			
Podcasts	4	3			
Press Releases	8	13			
MailChimp Email Campaigns	6	63			
MailChimp Email Campaigns – Open Rate	20%	29.2%**			
MailChimp Email Campaigns – Click Rate	10%	10.5%**			
Facebook Reach	500	578			
Twitter Impressions	25,000**	32,000			
YouTube Views (Annual)	200	484			

\* AMATS target goal numbers are simply a general target. Actual numbers for each category may fluctuate depending on the year due to the cycle of projects/plans, unforeseen circumstances, or states of emergency.

\*\* Based on Yearly Average

\* The total number of visitors to the AMATS website is based on totals provided by 427 Design, the agency’s website hosting firm. These totals span two months. From Sept. 12-Oct. 11, 2021, the firm recorded 3,717 visitors and, from Oct. 12-Nov. 11, 2021, the firm recorded 3,909 visitors. Based on these totals, AMATS and 427 Design estimate that there were 87,699 visitors to the agency website since January 2020. AMATS and 427 Design will refine how website visitors are tabulated in the coming year using better analytics.

\*\* Twitter impressions logged from July 1, 2020 to June 30, 2021.

## **Appendix C**

# **AIR QUALITY ANALYSIS**



## Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for the *AMATS Transportation Improvement Program FY 2024-2027*.

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

USEPA also designated seven counties and a township as a maintenance area under the 2006 annual PM<sub>2.5</sub> (particulate matter) standard. These areas include Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, and Ashtabula Township in Ashtabula County.

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

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

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

Before analysis began an interagency consultation call took place on December 13, 2022. The notes from this call are listed beginning on page C-8.

## Methodology

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

The ozone-related portion of this air quality analysis must demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain area. The budgets for the 2015 8-hour ozone standard are from the 2008 SIP, which were set on January 6, 2017. The budgets for the 2008 8-hour ozone standard are from the 1997 SIP and were set on March 19, 2013. The ozone analyses are shown in **Tables 1 and 2**.

Similarly, the PM<sub>2.5</sub>-related portion of the air quality analysis has to demonstrate that annual direct PM<sub>2.5</sub> and nitrogen oxides (NO<sub>x</sub>) emissions from mobile sources will not exceed those found in the budget established by the Ohio Environmental Protection Agency (OEPA). The budgets for the 2006 PM<sub>2.5</sub> standard were set on July 26, 2013 and are shown in **Table 3**.

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In December 2020, forecasted variables were approved as inputs to the model. In January 2023, AMATS updated its travel demand model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

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

In order to determine mobile source impacts on regional ozone and PM<sub>2.5</sub> levels, all non-exempt (in keeping with 40 CFR 93) TIP projects have been coded into the travel demand model for the analysis years of 2024, 2030, 2040, 2045, and 2050 for ozone and 2022, 2024, 2030, 2040, 2045, and 2050 for PM<sub>2.5</sub>. The projects coded in each network are listed in Exhibit C-1 through C-5. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES3. The output from MOVES3 includes VOC and NO<sub>x</sub> for ozone and direct PM<sub>2.5</sub> and NO<sub>x</sub> for PM<sub>2.5</sub>.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM<sub>2.5</sub> non-attainment area. The conformity analysis results for the entire region are available for public comment at the March 16, 2023, Transportation Improvement Program public meeting.

## **Performance Measures**

### *Congestion Reduction (PM3)*

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

### *CMAQ Traffic Congestion Performance Measures*

#### Peak Hour Excessive Delay (PHED)

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

providing flexibility to state DOTs and MPOs. The total excessive delay metric is weighted by vehicle volumes and occupancy.

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

Mode Share (Non-Single Occupancy Vehicle Travel)

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

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

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

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

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

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

### *Total CMAQ Emission Reduction Performance Measures*

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio's US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NO<sub>x</sub>), and Particulate Matter at 2.5 micrometers in

diameter (PM<sub>2.5</sub>). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four-year performance period.

### Emissions Reduction

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

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For nonattainment and maintenance areas, the applicable criteria pollutants are Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO<sub>x</sub>) and Particulate Matter having a diameter of less than 2.5 micrometers (PM<sub>2.5</sub>). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

The measures and targets are presented below:

<b>Total CMAQ Emission Reduction</b>				
<b>Total CMAQ Emission Reduction</b>	<b>2018 Target 2-Year</b>	<b>2018 Target 4-Year</b>	<b>5-Year Avg</b>	<b>Approved Target (2022 - 2026)</b>
Volatile Organic Compounds (VOC) Total Emission Reduction	69 kg/day	69 kg/day	70.823	<b>&gt; 60 kg/day</b>
Nitrous Oxide (NO <sub>x</sub> ) Total Emission Reduction	537 kg/day	537 kg/day	271.955	<b>&gt; 250 kg/day</b>
Particulate Matter (PM 2.5) Total Emission Reduction	36 kg/day	36 kg/day	34.507	<b>&gt; 30 kg/day</b>

The targets above reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2016 – 2020 project emissions data recorded in the Federal Highway Administration’s CMAQ Public Access Database and were averaged to form a trend analysis. AMATS is acting in support of ODOT’s targets. AMATS approval of air quality-related targets and a discussion of performance measures can be found in AMATS Resolution 2022-14, approved in August 2022. The AMATS performance measures narrative for the FY 2024-2027 Transportation Improvement Program can be found in Appendix H.

### **Results**

Table 1 shows the results of the MOVES3 analysis for the 2015 8-hour ozone standard for the Cleveland-Akron-Lorain marginal non-attainment area. This analysis must show that VOC and NO<sub>x</sub> emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO<sub>x</sub>.

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

Volatile Organic Compounds (VOC) (tons/day)						
2015 8-Hour Ozone Test	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA	14.35		9.62	7.26	7.04	6.72
AMATS	5.43		3.70	2.90	2.89	2.82
<b>TOTALS</b>	<b>19.78</b>	<b>30.80</b>	<b>13.32</b>	<b>10.16</b>	<b>9.92</b>	<b>9.54</b>
Nitrogen oxides (NOx) (tons/day)						
	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA	21.00		14.07	10.50	10.31	10.20
AMATS	7.59		5.47	4.52	4.49	4.54
<b>TOTALS</b>	<b>28.59</b>	<b>43.82</b>	<b>19.55</b>	<b>15.02</b>	<b>14.80</b>	<b>14.75</b>

Table 2 shows the results of the MOVES3 analysis for the 2008 8-hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NO<sub>x</sub> emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO<sub>x</sub>.

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

Volatile Organic Compounds (VOC) (tons/day)						
2008 8-Hour Ozone Test	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA	14.35		9.62	7.26	7.04	6.72
AMATS	5.43		3.70	2.90	2.89	2.82
Ashtabula County	0.74		0.50	0.65	0.40	0.40
<b>TOTALS</b>	<b>20.52</b>	<b>30.80</b>	<b>13.82</b>	<b>10.82</b>	<b>10.32</b>	<b>9.93</b>
Nitrogen oxides (NOx) (tons/day)						
	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA	21.00		14.07	10.50	10.31	10.20
AMATS	7.59		5.47	4.52	4.49	4.54
Ashtabula County	1.06		0.75	0.61	0.60	0.62
<b>TOTALS</b>	<b>29.66</b>	<b>43.82</b>	<b>20.30</b>	<b>15.63</b>	<b>15.40</b>	<b>15.36</b>



Table 3 shows the results of the MOVES3 analysis for the Cleveland-Akron-Lorain PM<sub>2.5</sub> maintenance area. This analysis must show that direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions from mobile sources will not exceed those found in the 2022 budget. Table 3 confirms emissions do not exceed the budgets for both direct PM<sub>2.5</sub> and NO<sub>x</sub>.

**TABLE 3  
Northeast Ohio Mobile Source PM<sub>2.5</sub> and Precursor Emissions Forecasts**

Direct PM <sub>2.5</sub> Emissions (tons/year)						
PM <sub>2.5</sub> 2006 Standard Test	2022 Budget	2024 Emissions	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA		254.08	215.39	187.25	186.66	185.42
AMATS		101.87	93.55	88.22	88.91	90.37
Ashtabula Twp		1.75	1.68	1.61	1.61	1.64
<b>TOTALS</b>	<b>880.89</b>	<b>357.70</b>	<b>310.62</b>	<b>277.07</b>	<b>277.18</b>	<b>277.44</b>
Nitrogen oxides (NOx) Precursor (tons/year)						
	2022 Budget	2024 Emissions	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
NOACA		7,098.56	4,756.64	3,547.51	3,484.84	3,447.75
AMATS		2,843.68	2,112.69	1,774.81	1,767.04	1,791.53
Ashtabula Twp		42.92	33.51	29.60	29.75	30.04
<b>TOTALS</b>	<b>17,263.65</b>	<b>9,985.16</b>	<b>6,902.84</b>	<b>5,351.92</b>	<b>5,281.62</b>	<b>5,269.32</b>

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

<http://www.epa.gov/air/ozonepollution/> (general ozone information)

<http://www.epa.gov/ttn/naaqs/ozone/ozonetech/> (technical ozone information)

<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)

<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)

[http://www.epa.gov/ttn/naaqs/standards/pm/s\\_pm\\_index.html](http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html) (technical particulate matter information)

**EXHIBIT C-1  
2024 NETWORK**

**The 2024 Network includes all existing facilities plus the following projects:**

<b>PROJECT</b>	<b>LOCATION &amp; TERMINI</b>	<b>TYPE OF WORK</b>
I-77	SPRINGFIELD TWP/AKRON - Arlington Rd to I-277	Widen to 8 lanes and interchange modifications
Tallmadge Rd	BRIMFIELD TWP - At I-76 Interchange	Reconfigure Interchange

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

I-76	AKRON - US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
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**EXHIBIT C-2  
2030 NETWORK**

**The 2030 Network includes all projects in the 2024 network plus the following projects:**

<b>PROJECT</b>	<b>LOCATION &amp; TERMINI</b>	<b>TYPE OF WORK</b>
E Main St	KENT - E. Main St/SR 59/Willow St to Horning Rd	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
I-77	BATH TWP/RICHFIELD/RICHFIELD TWP - Ghent Rd to Everett Rd	Widen to 6 lanes
I-77	BATH TWP/RICHFIELD/RICHFIELD TWP - Everett Rd to Cuyahoga County Line	Widen to 6 lanes
SR 8/I-76/I-77	AKRON - SR 8 from US 224 to Perkins St & Central Interchange	Add an additional lane in each direction on I-77/SR 8, reconfigure interchange at Central Interchange, Add two lane exit at Carroll NB exit
SR 8	AKRON - Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation
Arlington Rd	GREEN - Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements

**EXHIBIT C-3  
2040 NETWORK**

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

<b>PROJECT</b>	<b>LOCATION &amp; TERMINI</b>	<b>TYPE OF WORK</b>
SR 8 SB Braid	AKRON-Central Interchange to Perkins St	Ramp and service road improvements to increase safety and congestion
Steels Corners Rd	STOW - State Rd to Bridgeway Pkwy	Widening to 4 lanes
SR 91 (Darrow Rd)	TWINSBURG - Ravenna Rd to Tinkers Creek bridge	Widening to 4 lanes

EXHIBIT C-4  
**2045 NETWORK**

**The 2045 Network includes all projects in the 2040 with no additional projects.**

EXHIBIT C-5  
**2050 NETWORK**

**The 2050 Network includes all projects in the 2045 with no additional projects.**

**FY2024-2027 Transportation Improvement Program (TIP)  
Air Quality Conformity Interagency Consultation Conference Call Minutes**

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

*Logistics:* December 13, 2022, 1:00 p.m., Zoom Virtual Meeting

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### **Purpose**

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their SFY2024-2027 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs), for which the horizon years are 2045 (AMATS and ERPC) and 2050 (NOACA).

### **Discussion**

- The IAC call began at 1:00 p.m.
- All parties agreed on the geographic scope of the analysis, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit), and Ashtabula County
  - Ashtabula County not included in the nonattainment area for the 2015 ozone National Ambient Air Quality Standard (NAAQS), but it is part of the maintenance area for the 2008 NAAQS
  - All eight counties part of maintenance area for 2006 fine particulate matter (PM<sub>2.5</sub>) NAAQS, but only Cuyahoga and Lorain are part of maintenance area for 2012 PM<sub>2.5</sub> NAAQS
- Parties agreed on the applicable conformity tests and budgets
  - Ohio EPA completed a draft of the Attainment Demonstration for the Cleveland 2015 ozone nonattainment area, but U.S. EPA has not approved it yet
  - Based on U.S. EPA guidance, the MPOs will use the 2008 ozone budgets to analyze both the 2008 and 2015 ozone NAAQS
  - MPOs will use the budgets for the 2006 and 2012 PM<sub>2.5</sub> NAAQS for those analyses
- Parties settled upon the analysis years
  - NOACA recommended the following analysis years for ozone
    - Ozone: 2024 (attainment year for the 2015 NAAQS), 2030 (budget year for 2008 NAAQS), 2040 (interim year), and 2050 (NOACA plan horizon year)
    - NOACA asked if it needed to add 2045, as that is the plan horizon year for AMATS and ERPC; all parties agreed that it should.

- Parties agreed to 2024 (attainment year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
  - NOACA recommended the following analysis years for PM<sub>2.5</sub>
    - 2006 PM<sub>2.5</sub> NAAQS: 2024 (analysis year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
    - 2012 PM<sub>2.5</sub> NAAQS: 2022 (analysis year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
  - All parties agreed that these are the appropriate analysis years
- Parties confirmed the geographic division for the analysis
  - NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
  - ODOT and AMATS would work together to run the analysis for Portage and Summit Counties
  - ODOT will also do the additional analysis for Ashtabula County
  - As for previous conformity analysis, NOACA and AMATS/ODOT will model a single county to create regional emissions factors
    - NOACA will use Lorain County as its proxy
    - ODOT will use Summit County as its proxy for AMATS
  - NOACA confirmed that it will work with ODOT to complete post-processing
  - NOACA added that once post-processing is completed, NOACA will complete the conformity documentation
- U.S. EPA confirmed that MOVES3 is the version of record
  - NOACA noted that U.S. EPA had just released version 3.1
  - MPOs/ODOT will use MOVES3 to complete the emissions modeling
- There was a discussion about the networks for the analysis
  - NOACA stated that it is waiting to finalize three projects for the TIP, and it cannot program the networks until that occurs later in the week
  - AMATS stated that, due to the holiday, it would not be able to code its networks until the first week of 2023
  - ODOT added that it believed AMATS could use the existing network for 2030, as it had previously coded that year
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, who will provide for consideration by their Technical Advisory and Policy Committees for approval
- NOACA explained the need for approval from its Board of Directors on March 10, 2023
  - In order to meet this timeline, NOACA needs to get a recommendation for approval from its Planning and Programming Committee on January 27, 2023
- AMATS indicated that its Policy Committee meets on March 23
  - It also meets on January 26, but in order to get the conformity analysis on the agenda for that meeting, it would need to go to the Technical Advisory Committee on January 19
  - This would require having the results to AMATS by January 12
- ERPC indicated that its Policy Committee meets on April 27
- NOACA noted that ODOT scheduled the statewide public involvement period from March 10-April 10

- NOACA inquired as to whether AMATS and ERPC could get approval after this process had begun
- FHWA explained that the public needs access to the preliminary conformity analysis results when this period begins, the MPOs do not need to have approved them
- MPOs must approve the conformity determination before ODOT's May 1 deadline to include the TIP in the State Transformation Improvement Program (STIP)
- FHWA asked if any of the MPOs were also making amendments to their LRTPs
  - NOACA noted that it was planning to amend its LRTP to include a project to widen Interstate 90 in Lorain County
  - FHWA explained that NOACA needs to complete the conformity analysis for both its TIP and amended LRTP, since that project meets the threshold for a capacity addition that triggers conformity
- NOACA noted that it would complete the conformity documentation and submit it for approval
  - FHWA clarified that NOACA should submit the documentation to ODOT, as it would make the final submission to FHWA
  - Once FHWA received the paperwork from ODOT, it would make a determination, in concurrence with U.S. EPA
- The IAC call concluded at 1:38 p.m.



## **Appendix D**

# **ENVIRONMENTAL JUSTICE ANALYSIS**

## APPENDIX D

### ENVIRONMENTAL JUSTICE ANALYSIS

#### INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

Several new EOs regarding EJ were issued by the Biden Administration in 2021. These include:

EO #	EO Title	Description
13985	Advancing Racial Equity and Support for Underserved Communities through the Federal Government	Provides definitions of equity and underserved communities
13990	Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis	Directs agencies to prioritize EJ
14008	Tackling the Climate Crisis at Home and Abroad	Directs agencies to prioritize EJ by addressing, among other things, underinvestment in communities with EJ concerns.
14057	Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability	Recommends agencies incorporate EJ into climate planning and program implementation, including Justice40.

EO #13985 builds upon the definition of EJ by introducing equity. The EO defines Equity as:

*[T]he consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.*

The term “underserved communities” is also defined:

*[P]opulations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.”*

The focus of the remaining EOs is on climate action and the relationship between environmental vulnerability and disadvantaged populations. These EOs convey that climate change and vulnerability are fundamental considerations of EJ and equity.

**METHODOLOGY**

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

- What are low-income and minority populations?
- How should these populations be identified?
- Which environmental impacts should be considered?
- What are the potential impacts of recommended projects on low-income and minority populations?

- What is the overall level of accessibility in low-income and minority neighborhoods?
- What is the overall level of investment in transportation infrastructure in areas with above average concentrations of minority and low-income populations?

## Definitions

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

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

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

*Adverse effects* is defined as the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of US DOT programs, policies, or activities.

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

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

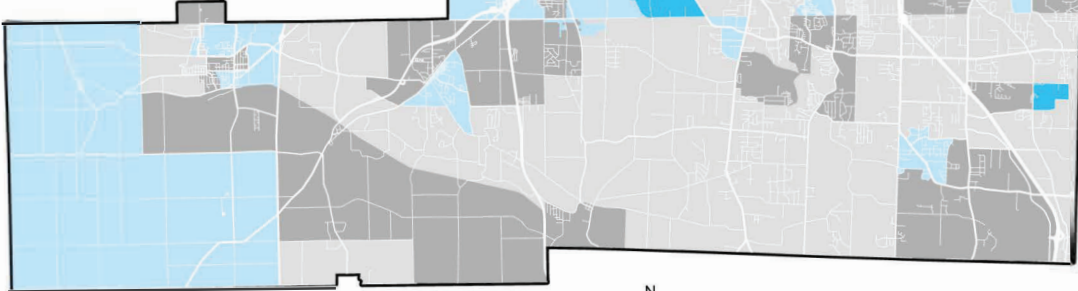
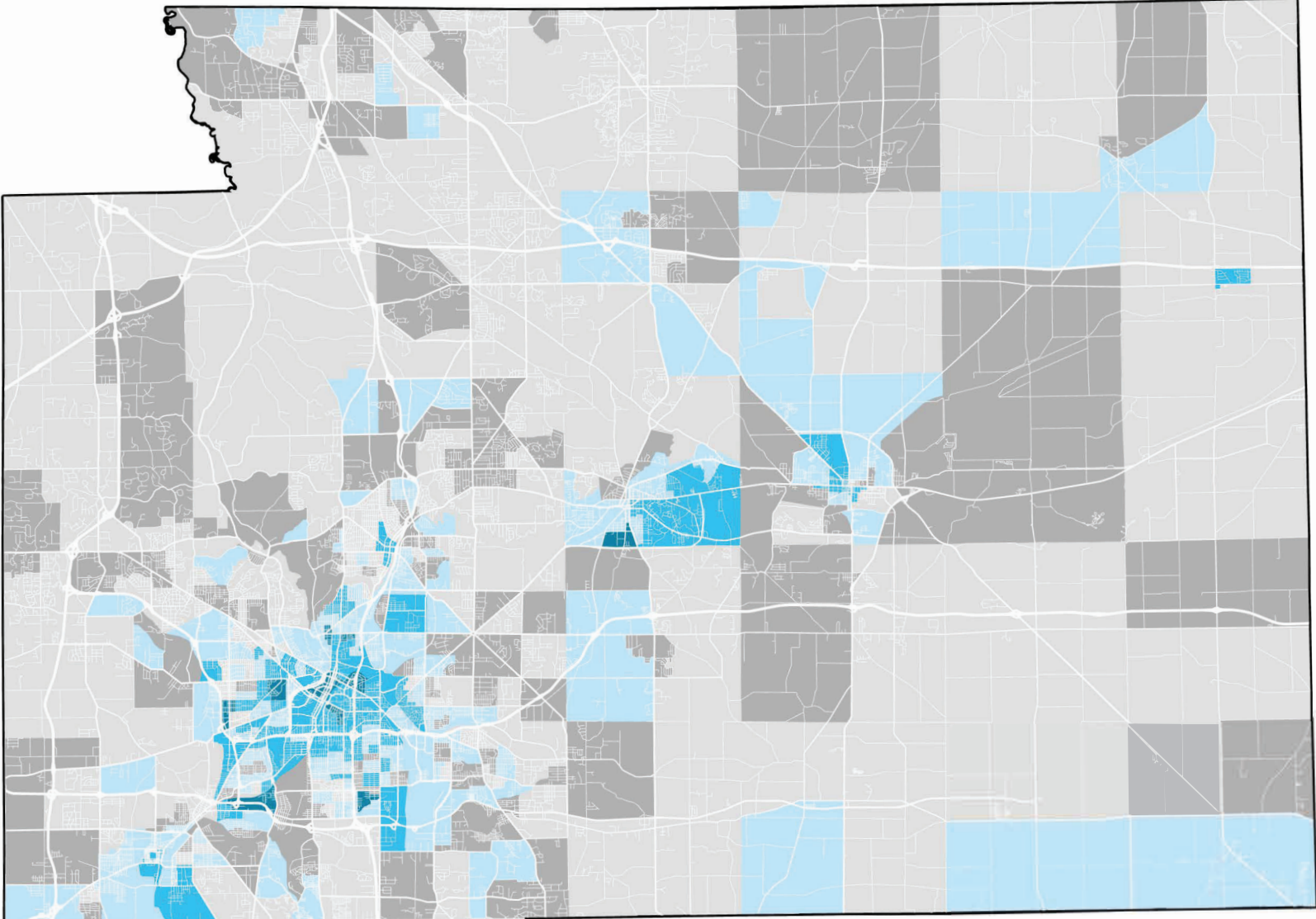
### **Identifying Concentrations of Low-Income and Minority Population**

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

- Concentrations of low-income population were identified by comparing the percentage of the population at or below the poverty level in each Census block group to the percentage of the population in the entire AMATS area. The data used in this analysis were obtained from the 2017-2021 American Community Survey (ACS) 5-year estimates. Overall, the AMATS region contains a low-income population of 12.26%. Census block groups with low-income rates above this regional figure are considered above-average concentrations of such populations. To avoid a binary threshold approach (i.e. areas are either considered low-income or not low-income) and provide a more meaningful analysis, five categories are shown on the maps. Three categories are over this regional average of 12.26%, while two are below. These Census block groups are shown on Map D-1.
- Concentrations of minority population were identified in a similar fashion, comparing the percentage of minorities living in each Census block group to the percentage of such persons living in the entire AMATS area. The data used in this analysis, however, were obtained from 2020 Decennial U.S. Census figures. The U.S. Census still collects data on race, and the margins of error are much lower than the ACS figures. The regional minority rate of 22.52% was used to establish the above and below average rates. As with the low-income data, five categories are displayed on the maps; three categories are above average and two are below. These census block groups are shown on Map D-2.



# Map D-1 | Low Income



**Percent Low Income Population by Census Block Group**

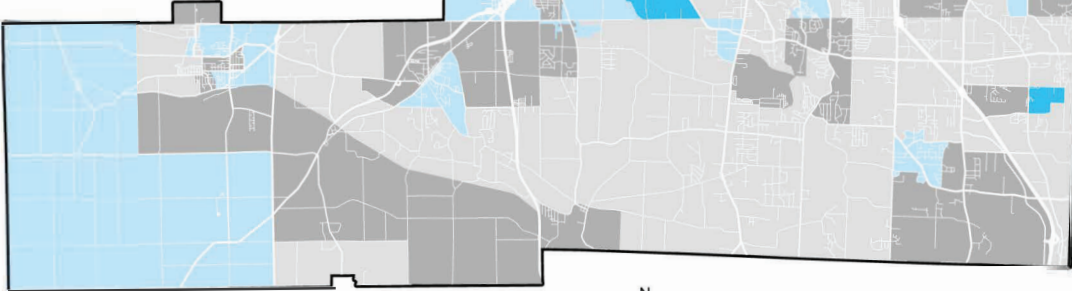
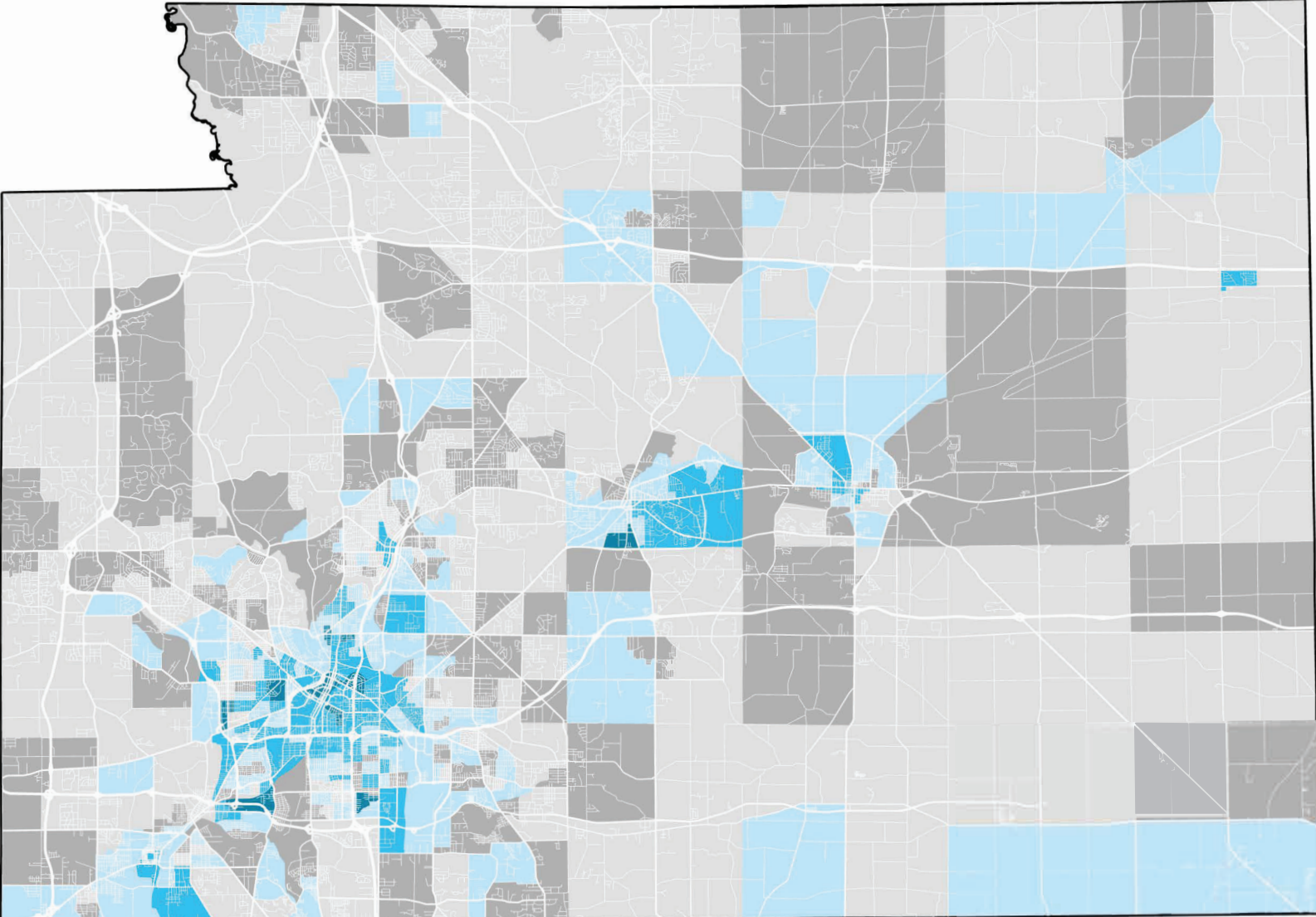
- At least 500% of the Regional Average
  - 250% - 499% of the Regional Average
  - 100% - 249% of the Regional Average
  - 50% - 99% of the Regional Average
  - Less than 50% of the Regional Average
- Regional Average - 12.2%



Source: American Community Survey (ACS) 2017/2021 5-Year Estimates (Table C17002)



# Map D-2 | Minority



### Percent Minority Population by Census Block Group

- At least 300% of the Regional Average
  - 150% - 299% of the Regional Average
  - 100% - 149% of the Regional Average
  - 50% - 99% of the Regional Average
  - Less than 50% of the Regional Average
- Regional Average - 22.52%



Source: 2020 Decennial Census - Redistricting Data (Table P1)

## **Environmental Impacts**

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

By reviewing environmental justice guidance developed by ODOT, the following ten variables have been identified as a means of qualitatively evaluating the environmental impacts of projects in the AMATS *Fiscal Year 2024-2027 Transportation Improvement Program* (TIP) that are located in low-income or minority areas:

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

## **ANALYSES**

Three analyses were developed to evaluate the potential adverse human health or environmental impacts of projects in the FY 2024-2027 TIP based upon minority population and low-income populations. These analyses examine: 1) the potential environmental impacts of projects; 2) transportation accessibility in low-income and minority neighborhoods; and 3) transportation investment in low-income and minority areas.

### **Potential Environmental Impacts of Projects—Benefits and Burdens Analysis**

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

**Step 1** - Projects were examined to determine whether they were fully or partially located in an area that was identified as containing an above average concentration of low-income population or minority population. Projects that were not located in these areas were exempted from further Benefits and Burdens analysis.

**Step 2** - The scope of work was reviewed for all remaining projects. Projects typically fall into the following categories: 1) major roadway capacity improvements; 2) realignment or reconfiguration of roadways; 3) roadway operational improvements; 4) roadway maintenance/asset management (paving); 5) bridge replacement or rehabilitation; 6) public transportation system preservation; 7) public transportation system expansion; 8) bikeway facilities; 9) pedestrian facilities; and 10) scenic/environmental enhancements.

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

- Roadway maintenance/asset management
- Bridge replacement or rehabilitation
- Public transportation system preservation

Projects belonging to these categories involve maintaining or managing existing assets and do not substantively change the function or form of the existing transportation network.

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

- major roadway capacity improvements
- realignment or reconfiguration of roadways
- roadway operational improvements
- public transportation system expansion
- bikeway facilities
- pedestrian facilities
- scenic/environmental enhancements

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

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

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

* KEY:				Disadvantaged Population(s)	Safety	Pollution	Natural Resources	Aesthetics	Community Cohesion	Economic Vitality	Accessibility	Displacement of Residents/Businesses	Traffic Congestion	Equal Access to Improvement
++	Significant Benefit Expected													
+	Minor Benefit Likely or Possible													
n	Neutral Impact													
-	Minor Burden Likely or Possible													
--	Significant Burden Expected													
Location	From	To	Description											
<b>HIGHWAY PROJECTS</b>														
SR SR 303/SR 14/Ranch			New Signal and remove WB slip ramp	Low Income/ Minority	+	+	n	n	n	+	+	n	+	n
SR 59 (E. Main St)	Willow St	Horning Rd	Roundabouts, Median, and Complete Streets	Low Income/ Minority	++	+	n	++	++	++	n	n	++	n
SR 261 (N Main St)	Olive St	Riverside Dr	Corridor Improvements	Low Income/ Minority	+	+	n	++	++	++	+	n	+	n
Wooster Rd W	31st St	2nd St NW	Possible Road Diet	Low Income/ Minority	++	n	n	n	+	n	n	n	-	n
Wyoga Lake Rd	E Steels Corners Rd	Seasons Rd	Two way left turn lanes, rt turn lanes, new signal	Low Income/ Minority	++	+	-	+	+	+	+	n	+	n
Ravenna Rd/Shepard Rd/Broadway Ave			Turn lanes,signal improvements, sidewalks	Minority	+	+	n	+	n	n	+	n	+	n
Highland Rd/Valley View Rd			Intersection Improvements	Minority	+	+	n	+	n	+	+	n	+	n
Valley View Rd/ Olde Eight Rd	Olde Eight Rd	SR 8	Intersection Improvements & Resurfacing	Minority	+	n	n	n	n	n	+	n	+	n
SR 91 (Darrow Rd)	Stow South Corp Limit	South of Norton Ave	Signal Improvements and Sidewalks	Low Income	+	+	n	+	+	+	++	n	+	n
Eastern Rd	SR 21	Cleve-Mass Rd	Road reconstruction & minor widening	Low Income	+	n	n	n	n	+	n	n	n	n
Old Forge AB	At Mogadore Rd		New Roundabout	Low Income	++	+	n	n	n	n	+	n	+	n
IR 77/SR 8	Waterloo Rd/Gage St	Lovers Lane/Market St	Noise Walls	Low Income/ Minority	n	n	n	+	n	n	n	n	n	n
SR 57	At SR 604		New Roundabout	Low Income	++	n	n	n	n	n	n	n	+	n
<b>TRANSPORTATION ALTERNATIVE PROJECTS</b>														
Ravenna Rd bridge	Over Norfolk Southern RR		Add bike lanes on new bidge	Low Income	+	n	n	n	+	n	n	n	n	n
Rubber City Heritage Trail Ph 2	Huntington Av	S Arlington St	Multi-modal Trail	Low Income/ Minority	+	+	n	n	+	n	n	n	+	n
Freedom Trail PH 4	Rosa Parks Blvd	Mill St	Multi-use Trail	Low Income/ Minority	+	+	n	+	+	+	+	n	+	n
Freedom Trail - Middlebury Connector	Portage Bike and Hike	Freedom Trail	Multi-use Trail	Low Income	++	+	n	n	+	n	+	n	n	n
Stow Hike & Bike Trail	SR 8 Pedestrian Bridge	Springdale Rd	Multi-use Trail	Low Income	+	+	n	n	+	n	+	n	n	n
Veteran's Rails to Trails	Springdale Rd	Barlow Rd	Multi-use Trail	Low Income	+	+	n	n	+	n	+	n	n	n

## Transportation Accessibility in Low-Income and Minority Neighborhoods

The *Infrastructure Investment and Jobs Act* (IIJA), also known as the *Bipartisan Infrastructure Law* (BIL), signed into law on November 15, 2021, provides provisions that support transportation programming, planning and funding. The IIJA/BIL builds upon 2015's Fixing America's Surface Transportation (FAST) Act, the previous federal transportation funding bill. These provisions provide increased opportunities to enhance pedestrian and bicycle safety and mobility, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity and create more complete transportation systems that foster healthier, more livable communities. New provisions of the IIJA/BIL consider the impact on the environment and climate, as well as Complete Streets. All of this is especially crucial in low-income and minority communities, which sometimes lack adequate access and mobility to recreational, shopping, and employment opportunities.

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

### Highway Accessibility Analysis

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

The second step in the analysis was to identify traffic analysis zones that contain major activity centers. Altogether, 14 traffic analysis zones containing major commercial, industrial, medical, educational, transportation and recreational facilities were identified:

- |                                  |                                      |
|----------------------------------|--------------------------------------|
| 1) Akron-Canton Airport          | 8) Northeast Ohio Medical University |
| 2) Downtown Akron Transit Center | 9) Chapel Hill Shopping Area         |
| 3) Akron Downtown Library        | 10) Summit Mall                      |
| 4) Akron City Hospital           | 11) Montrose Shopping Area           |
| 5) Akron General Hospital        | 12) Macedonia Commons                |
| 6) Akron Children's Hospital     | 13) University of Akron              |
| 7) Goodyear                      | 14) Kent State University            |

In the third step, the AMATS travel-demand model network, representing the highway system as it is planned to operate in 2030, was used to estimate the average vehicular travel time from each low-income and minority neighborhood to each of the 14 major activity centers. In order to provide a valid comparison, a similar analysis was conducted to estimate the average travel time to each major activity center from a sample of six traffic analysis zones, representing neighborhoods below average concentrations of low-income and minority population:

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

The results of the highway accessibility analysis are shown in Table D-2. According to this analysis, the highway projects in the FY 2024-2027 TIP provide low-income and minority



neighborhoods with slightly better accessibility to major activity centers located throughout the AMATS area, than non-low-income and non-minority neighborhoods. The average travel time to major activity centers is 16 minutes for low-income and minority neighborhoods, versus 20 minutes for non-low-income and non-minority neighborhoods.

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

Traffic Zone Number	Akron-Canton Airport 452	Downtown Akron Transit Center 46	Akron Downtown Library 15	Akron City Summa Hospital 8	Akron General Hospital 43	Akron Children's Hospital 24	Goodyear 96	Northeast Ohio Medical University 749	Chapel Hill Shopping 274	Summit Mall 522	Montrose 39	Macedonia Commons 566	University of Akron 32	Kent State 720	OVERALL AVERAGE (minutes)
<b>Low Income or Minority Zones</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>21</b>	<b>13</b>	<b>17</b>	<b>20</b>	<b>22</b>	<b>12</b>	<b>19</b>	<b>16</b>
East Akron (zone 93)	13	6	7	5	8	8	3	16	9	14	15	24	6	17	11
West Akron (zone 183)	18	4	5	6	2	3	8	21	10	11	11	25	5	22	11
North Akron (zone 222)	16	6	4	5	5	5	8	21	5	12	14	20	5	19	10
Barberton (zone 259)	17	13	15	15	13	13	15	28	18	17	17	32	14	29	18
Kent (zone 711)	25	16	17	16	18	18	13	12	12	24	25	26	17	3	17
Twinsburg Twp (343)	37	28	26	26	29	28	29	27	23	25	39	7	27	23	27
<b>Non-Low Income and Non-Minority Zones</b>	<b>26</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>26</b>	<b>16</b>	<b>23</b>	<b>23</b>	<b>16</b>	<b>19</b>	<b>21</b>	<b>20</b>
Cuyahoga Falls (zone 302)	19	10	8	8	11	10	11	22	5	14	16	18	9	18	13
Hudson (zone 368)	31	22	20	19	22	22	22	26	16	27	26	12	21	18	22
Stow (zone 375)	23	15	13	12	15	14	15	21	9	21	23	17	13	10	16
Green (zone 446)	7	12	13	12	15	14	12	25	15	21	21	31	13	26	17
Macedonia (zone 568)	34	26	24	23	26	25	26	32	20	22	19	3	24	28	24
Aurora (zone 612)	42	33	31	31	34	33	34	28	28	35	32	16	32	24	31
Analysis uses 2030 AQ network															

### Transportation Investment in Low-Income and Minority Areas

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of low-income and minority groups would receive an equitable share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway, public transportation and transportation enhancement projects in the FY 2024-2027 TIP. The results of the analysis of transportation investment in low-income and minority areas are shown in Table D-3 and described in the following section.



Table D-3  
**TRANSPORTATION INVESTMENTS IN LOW INCOME AND MINORITY AREAS**

	<b>Low-Income and/or Minority Areas</b>	<b>Non-Low- Income or Non- Minority Areas</b>	<b>Total</b>	<b>Pct. LI &amp; Min.</b>
Highway Expenditures	\$210,145,900	\$201,548,500	\$411,694,400	51%
-Debt Service Expenditures	\$19,056,800	\$0	\$19,056,800	100%
Public Transportation Expenditures	\$317,639,053	\$78,423,832	\$396,062,885	80%
Transportation Enhancement Expenditures	\$12,405,200	\$2,219,000	\$14,624,200	85%
<b>Total Expenditures</b>	<b>\$559,246,953</b>	<b>\$282,191,332</b>	<b>\$841,438,285</b>	<b>66%</b>
Other Misc. Expenditures*	N/A	N/A	\$55,037,600	N/A
Population	128,118	592,996	721,114	18%
Land Area (sq. miles)	232.3	764.6	996.9	23%

\* These expenditures include the OhioRideshare program, air quality advocacy program, and group projects without specific location.

Population figures are from the 2020 Decennial Census and 2021 American Community Survey (ACS)

#### Highway Investment Analysis

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

The highway expenditures are based on the funding allocated between FYs 2024 and 2027. In all, \$210.1 million, or 51%, of the total TIP highway expenditures will benefit areas with above average concentrations of low-income or minority groups. This does not include \$19.1 million in debt services, which are used to repay previous construction projects.

#### Public Transportation Investment Analysis

Public transportation includes preservation, operational and expansion projects. These projects are estimated based on what it will cost to preserve and maintain the existing transportation system between FYs 2024 and 2027.

In all, \$317.6 million, or 80%, of the total public transportation expenditures in the FY 2024-2027 TIP will benefit areas with above average concentrations of low-income and minority groups.

#### Transportation Alternative Investment Analysis

Transportation alternative expenditures were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income

households or minority population. The total cost of the transportation alternative expenditures recommended in low-income and minority areas is \$12.4 million, or 66% of the total.

### Summary

The analysis indicates that \$559.2 million, or 66% of the total project expenditures in the FY 2024-2027 TIP are located in areas with above average concentrations of low-income or minority groups.

## **CONCLUSION**

In keeping with the environmental justice requirements of Presidential Executive Order #12898 and the 2021 Executive Orders, the FY 2024-2027 TIP has been thoroughly analyzed to ensure that the projects will not have disproportionately high and adverse effects on low-income and minority groups.

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

### **Potential Environmental Impacts of Projects**

- None of the projects in the AMATS *Fiscal Year 2024-2027 Transportation Improvement Program* appear to have any fatal flaws from an environmental justice standpoint.
- It is recommended that all of the projects shown in Table D-1, be analyzed more closely as they move into future stages of development.
- Projects which were shown to have potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed, in order to determine whether these negative impacts will be disproportionately borne by low-income or minority individuals or communities.

### **Transportation Accessibility in Low-Income and Minority Neighborhoods**

- Highway projects in the AMATS *Fiscal Year 2024-2027 Transportation Improvement Program* provide low-income and minority neighborhoods with adequate and equitable accessibility to major activity centers located throughout the AMATS area.
- The region's public transit providers, METRO and PARTA, work to ensure that Summit and Portage counties are well served by public transportation. Both agencies utilize software that analyzes demographic characteristics to ensure that disadvantaged populations are prioritized in the routing of fixed route transit service. METRO and PARTA have close relationships with a variety of social service agencies and work together to update the regional Coordinated Transportation-Human Services plan.

### **Transportation Investment in Low-Income and Minority Areas**

- Low-income and minority areas will receive an equitable share of the benefits from planned transportation improvements recommended in the AMATS *Fiscal Year 2024-2027 Transportation Improvement Program*.
- It is likely that a much greater percentage of public transportation expenditures actually benefit low-income and minority persons than the analysis indicates, because the amount

of route miles does not accurately reflect the actual amount of service being provided. Specifically, trips to suburban employment centers also benefit low-income and minority persons.

**References:**

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; *Federal Register*, vol. 59 no. 32, February 16, 1994.

DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)); May 2, 2012.

FHWA, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (Order 6640.23A); June 14, 2012

FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012

ODOT, Guidance and Best Practices for Incorporating Environmental Justice into Ohio Transportation Planning and Environmental Processes, June 2016

ODOT Office of Environmental Services (OES), Underserved Populations Guidance, July 2019

Title VI Requirements in Metropolitan and Statewide Planning

Title VI of the 1964 Civil Rights Act

Title 23 of the U.S. Code (U.S.C.), Section 109(h)

Title 49 of the U.S. Code of Federal Regulations, part 21 (Department of Transportation Regulations for the implementation of Title VI of the Civil Rights Act of 1964

The Americans with Disabilities Act (ADA) of 1990, as amended

Title 29 of the U.S. Code of Federal Regulations, parts 1600-1699

Ohio Administrative Code § 123:1-49-02

Ohio Revised Code § 4112.02

## **Appendix E**

### **PUBLIC REVIEW**

# Ohio Senate votes to give governor control of state's public education

**Anna Staver**  
State Bureau  
USA TODAY NETWORK

Citing "abysmal" state testing scores and high rates of absenteeism, Republicans in the Ohio Senate passed a bill to change who is in charge of public education.

Senate Bill 1, which passed 26-7 on Wednesday, would take control of Ohio's Department of Education away from a partially elected statewide board and give it to the governor's office.

"The system that is in place right now is a system that is designed to be slow and bureaucratic," Sen. Andrew Brenner, R-Delaware, said. "We don't have time for bureaucracies when you've got passage rates in the low single digits on proficiency. When kids, hundreds of thousands of them, are behind."

The bill would rebrand the agency as the Department of Education and Workforce and create two, new deputy directors, one for traditional K-12 education and one for career technical education.

Republicans and Democrats are generally supportive of those ideas. Where they differ is who should get the top spot.

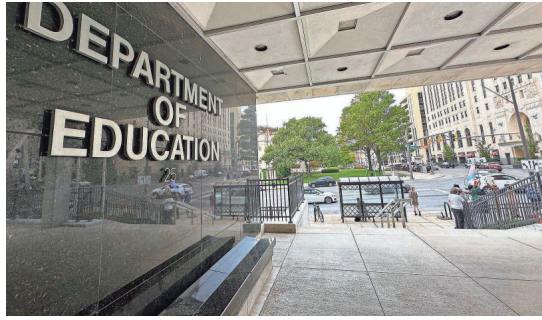
SB 1 would create a director position appointed by the governor and confirmed by the Senate. Currently, a State Board of Education elects a state superintendent to lead the department.

"I believe that if we put the executive branch in charge of the department, we help as members of the General Assembly hold him and the department accountable through checks and balances," Brenner said.

But Democrats like Sen. Catherine Ingram, D-Cincinnati, said taking control away from an elected body could erode the local control parents want from their school districts and limit their ability to comment on statewide policies. The state board currently holds monthly meetings where the public can testify.

"I'm disappointed. I'm not surprised," Ingram said. "Unfortunately, this bill will not do what is intended, and hopefully, when it does get to the House, additional amendments will be made."

SB 1 now heads to the Ohio House. Anna Staver is a reporter for the USA TODAY Network Ohio Bureau, which serves the Columbus Dispatch, Cincinnati Enquirer, Akron Beacon Journal and 18 other affiliated news organizations across Ohio.



Senate Bill 1, which passed 26-7 on Wednesday, would take control of Ohio's Department of Education away from a partially elected statewide board and give it to the governor's office. ADAM CAIRNS/COLUMBUS DISPATCH

## AMATS presents the future of Greater Akron area transportation

If you're interested in what the future holds for transportation in the Greater Akron area, then highlight **March 10** through **April 10** on your calendar. That's when the Akron Metropolitan Area Transportation Study (AMATS) will present the area's *Draft Transportation Improvement Program for Fiscal Years 2024 Through 2027* (TIP) for public review and comment.

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

The new TIP will be available for public comment from **March 10** through **April 10** at [amatsplanning.org](http://amatsplanning.org) and the AMATS Twitter and Facebook pages - [@AMATSPlanning](https://twitter.com/AMATSPlanning). The program will also be available for review at the AMATS office located in **Suite 1300** of the **PNC Center Building** located at **1 Cascade Plaza** in downtown Akron.

A virtual public meeting hosted by the AMATS Citizens Involvement Committee is scheduled for **6:30 p.m.** on **Thursday, March 16** to present the draft program. To participate in this virtual meeting, visit [amatsplanning.org/cic-webinar/](http://amatsplanning.org/cic-webinar/) to register before the meeting date or call **330-375-2436**.

AMATS and the City of Akron are committed to ensuring that individuals with disabilities are able to fully participate in public programs, services, and activities. Anyone who is in need of an accommodation from any City department is invited to contact Tammy Tucker, Director of Diversity, Equity and Inclusion (DEI) for the City of Akron, 166 South High Street, Akron, Ohio 44306, (voice) 330-375-2319 as soon as possible. If you require TDD phone service call Ohio Relay at 800-750-0750 and they will assist in contacting the DEI Director at (330) 375-2319.



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# Head-on crash sends two Portage men to hospital

**Diane Smith**  
Ravenna Record-Courier  
USA TODAY NETWORK

Two people were injured after a head-on crash Wednesday afternoon on state Route 88 in Freedom.

Trooper Brian Cannon of the Ravena post of the Ohio Highway Patrol said a Dodge Dakota and Saab 93 were trav-

eling in the opposite direction when they collided head-on.

The drivers of both vehicles, a 69-year-old Windham man and a 31-year-old Streetsboro man, were transported to University Hospitals Portage Medical Center with non-life threatening injuries.

The crash remains under investigation, Cannon said.



Emergency workers haul a truck that was in a crash on State Route 88 in Freedom on Wednesday, March 1. DIANE SMITH/RECORD-COURIER

## Ohio Supreme Court to decide if at-home workers eligible for tax refund

**Anna Staver**  
State Bureau  
USA TODAY NETWORK

Millions of Ohioans could be eligible for an income tax refund for 2020 if the state Supreme Court decides that cities didn't have the right to collect commuter taxes during the shutdowns.

"This is a pretty significant issue regarding due process," said Jay Carson, the plaintiff's attorney in the Schaad v. Alder case. "The Legislature can't just deem you to be working anywhere."

But that's essentially what happened. State lawmakers let local governments collect municipal income taxes from nonresidents during the COVID-19 pandemic shutdowns. Commuters who lived in one city and worked in another paid taxes as if they still went to the office.

Cities and state lawmakers said it was necessary to ensure local budgets didn't crater when everyone suddenly started working from home. And they believe the Legislature had the authority to do so.

Carson and plaintiff Josh Schaad, a Blue Ash man who tried and failed to get a tax refund from Cincinnati, do not.

"Just because something may cause budgeting difficulties, or a fiscal problem, doesn't mean you get to suspend the Constitution," Carson said. "Even during a pandemic, the constitution still applies."

On Wednesday, the two made their case to the Ohio Supreme Court.

### Need or greed?

Schaad's case was one of five filed around the state by Carson and other attorneys on behalf of the conservative Buckeye Institute.

Each one was a little different, but they all were an attempt to get Ohio's highest court to decide whether state lawmakers overstepped their bounds when they passed House Bill 197.

The pandemic legislation did many different things, but the section at the center of this lawsuit said all work performed



Cincinnati resident Josh Schaad is the plaintiff in a case before the Ohio Supreme Court about whether cities can keep commuter income taxes from the 2020 COVID shutdowns. JOSH SCHAAD

elsewhere during the health emergency would be taxed as if it had been done at the employee's principal place of work.

"Personally, I was always taught, there's no such thing as a free lunch," Schaad said. But he thinks that's exactly what Cincinnati got.

During 2020, he didn't work or live in Cincinnati. He didn't use its public services. He didn't vote for its city officials, and yet he paid city taxes.

"I'm blessed to be in a financial condition to not have to fret about the refund money I was wrongfully denied," Schaad said. "Many single mothers were not so lucky and had to pay these unconstitutional taxes on the backs of their families."

Cities had similar budgeting concerns, though.

Municipal income taxes can be a significant source of revenue in places like Lima, which collected about \$20 million of its approximately \$28 million general revenue fund from the municipal income tax in 2020.

Sixty percent of those dollars came from nonresidents. If Lima had refunded everyone working from home during the pandemic, it could have crippled the city.

"This case really challenges what the Legislature did during a unique moment in time. A period of time in which every nonessential worker was required by state order to work in a different location," Ohio Mayors Alliance Director Keary McCarthy said. "It created a massive amount of disruption all at once for indi-

viduals, for companies, and for local governments."

State lawmakers wanted to create stability, in his opinion, for police officers, firefighters and every local agency that relied upon those dollars.

"I believe the Buckeye Institute is trying to rewrite history here in a way that would be detrimental for our cities," McCarthy said.

### Lower court rulings

Schaad lost his case in both the local and appellate courts. A Franklin County judge also dismissed a similar lawsuit called *Buckeye v. Kilgore* in April 2021.

"Simply put, the Ohio General Assembly has long regulated municipal taxing authority, both temporarily and geographically, even before the exigent circumstances of the COVID-19 pandemic," Franklin County Court Judge Carl Aveni wrote.

Even in the Cleveland case, where Pennsylvania resident Dr. Manal Morsy won a refund, the judge noted those other opinions.

"While the Ohio General Assembly has jurisdiction over Ohio residents and authority to deal with exigencies of the pandemic, it cannot create jurisdiction to levy a tax on the income of persons who are not residents of Ohio, and that was earned for work performed outside of the State of Ohio," according to Cuyahoga County Court Judge Gary Yost's ruling.

Carson hoped the Supreme Court would disagree.

"There are only two instances where a municipality can tax someone: They live there or work there," Carson said. "The General Assembly can't deem you working in one place when you're not no more than they can deem a cop read someone their Miranda rights when they have not."

On Wednesday, Republican Justices Pat Fischer and Pat DeWine both questioned the state's attorney on how far cities could go when taxing nonresidents.

"Could Cincinnati pass a law to tax Youngstown residents," DeWine said.

The state's position was that such a law would need a rational basis for existing. DeWine then

asked whether a belief that Youngstown residents frequently visit Cincinnati would meet that definition.

asked whether a belief that Youngstown residents frequently visit Cincinnati would meet that definition.

**Potentially complicated refunds**

If Ohio's Supreme Court overturns the lower courts' rulings in Schaad's case, don't expect a check in the mail, Carson said.

Ohioans have traditionally had to file for municipal income tax refunds, and they would likely have to submit paperwork to claim this one too.

"The court would, I think, address a remedy. We have not asked for one," Carson said.

And that could get complicated.

And that could get complicated.

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**Pulay, Dave**

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**From:** stevestock330@gmail.com  
**Sent:** Sunday, March 19, 2023 10:04 AM  
**To:** Pulay, Dave  
**Subject:** AMATS

**This email originated outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

David, my comment regarding the 2024 AMATS report, concerns signal coordination or maybe the lack of signal coordination. I noticed only one project (PID#106539) that mentions signal coordination. There were other projects that call for the replacement of signals and maybe these projects will also include signal coordination. One example of the lack of traffic control coordination is on E. Waterloo Rd. between S. Main St. and I 77. Numerous vehicles can be stopped on Waterloo Rd. with no cross traffic for the entire length of the signal. And when the signal changes, it first changes to a left turn arrow even though there are no vehicles in the turn lanes. This issue happens through out the entire area. I only mention Waterloo Rd. because I live in this area and experience this situation quite often. The better traffic signal coordination using modern technology can not just save commuters travel time but can also reduce the use of fossil fuels and help improve the air quality of our area. I hope in the future that there will be more projects that address this issue. Thanks for giving me the opportunity to express my concerns.

Regards,  
Stephen Stock

## **Appendix F**

### **RESOLUTION OF APPROVAL**

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

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

**FROM:** AMATS Staff

**RE:** Resolution 2023-05 - Adopting the Transportation Improvement Program  
FY 2024-2027

**DATE:** May 4, 2023

The Transportation Improvement Program (TIP) FY 2024-2027 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2024-2027 was developed by the AMATS staff in conjunction with all AMATS committees, area transit operators, the Ohio Department of Transportation (ODOT) and US DOT.

The TIP incorporates more than \$938 million in highway, public transit, bike and pedestrian projects throughout the AMATS area. The program includes more than \$523.1 million for highway projects, \$399.4 million for public transit needs, and \$16 million for bike and pedestrian projects. These projects are scheduled in fiscal years 2024 through 2027.

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

Federal regulations derived from *The Bipartisan Infrastructure Law* (BIL) require that the TIP demonstrate financial balance and air quality conformity, and include opportunities for public comment. A summary of each of these activities follows:

#### Financial Balance

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

The fiscal constraint analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2024-2027.

### Air Quality Conformity

The air quality conformity analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in *Transportation Outlook 2045*, the area's Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and Particulate Matter<sub>2.5</sub> (PM<sub>2.5</sub>) pollutants. The results of the analysis demonstrate that the emissions of ozone and PM<sub>2.5</sub> particulates do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require an air quality analysis were included in the Air Quality Conformity Analysis. This analysis confirms that the TIP FY 2024-2027 is in conformity with the SIP.

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

### Performance Measures

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

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

### Public Comment

The public was given the opportunity to review and comment on the second draft of the TIP FY 2024-2027 from March 10 through April 10.

In addition, a virtual public meeting was held on March 16, 2023, a press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting.

In order to document the public's involvement, *Appendix E – Public Review of the TIP FY 2024-2027*, is included in the full TIP document.

### Staff Recommendation

Currently, the complete Draft TIP FY 2024-2027 is available on the “What’s New” section of AMATS website located at **amatsplanning.org**. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2023, the new TIP is expected to become official. With federal approval, the Final TIP FY 2024-2027 will be available on the “TIP” and “Reports” pages of the AMATS website.

Attached to this memo is Resolution Number 2023-05. This resolution adopts the Transportation Improvement Program FY 2024-2027. The Staff recommends approval.

**RESOLUTION NUMBER 2023-05**

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

**ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027**

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

**WHEREAS**, AMATS has, pursuant to 23 United States Code 134, and relevant federal regulations, prepared a Transportation Improvement Program for Fiscal Years 2024 through 2027; and

**WHEREAS**, AMATS has carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of March 10 through April 10 and conducted a virtual public meeting on March 16, 2023; and

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

**WHEREAS**, a fiscal constraint analysis was conducted demonstrating that adequate funding is available to finance the projects programmed in the Transportation Improvement Program; and

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

**WHEREAS**, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA and ODOT, that the Transportation Improvement Program Fiscal Years 2024 through 2027 is in conformity with respect to Ohio's State Implementation Plan (SIP) for attainment of the 2015 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 and 2012 PM<sub>2.5</sub> standards, where applicable; and

**WHEREAS**, a quantitative air quality analysis of the AMATS Transportation Improvement Program Fiscal Years 2024 through 2027 and *Transportation Outlook*, the area's 2045 Regional Transportation Plan, has been completed in accordance with the requirements specified by *The Bipartisan Infrastructure Law* (BIL) and the Clean Air Act Amendments of 1990; and



**RESOLUTION NUMBER 2023-05 (Continued)**

**WHEREAS**, the projects programmed in the AMATS Transportation Improvement Program Fiscal Years 2024 through 2027 are consistent with *Transportation Outlook*, the area's 2045 Regional Transportation Plan, and were included in the air quality analysis completed for the 2045 Plan and found to be in conformity with the State Implementation Plan; and

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

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

**WHEREAS**, AMATS supports ODOT efforts and targets for these performance measures as further discussed in *Appendix H: Performance Measures* in the *Transportation Improvement Program FY 2024-2027*.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2024 through 2027 and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program FY 2024-2027.
3. That this Committee affirms the consistency of the Transportation Improvement Program with available federal, state and local funding sources.
4. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all applicable transportation performance measures as described in the attached memorandum and *Appendix H: Performance Measures* of the TIP: safety, National Highway System (NHS) pavement conditions, interstate bridge conditions, level of travel time reliability and level of truck time reliability.
5. That this Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's current targets for each performance measure as described in *Appendix H: Performance Measures*, of the AMATS TIP.
6. That this Committee agrees to plan and program projects in support of air quality goals in coordination with ODOT, NOACA and ERPC.

**RESOLUTION NUMBER 2023-05 (Continued)**

7. That this Committee agrees to plan and program projects in support of METRO RTA and PARTA Transit Asset Management (TAM) plans.
8. That this Committee affirms the consistency between the Transportation Improvement Program FY 2024-2027, the area's Regional Transportation Plan (*Transportation Outlook 2045*) and the State Implementation Plan for air quality.
9. That this Committee approves the Transportation Improvement Program FY 2024-2027 document.
10. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.



---

Mayor Gerard Neugebauer, 2023 Chairman  
Metropolitan Transportation Policy Committee

May 28, 2023

---

Date

## **Appendix G**

### **AMENDMENTS**

## **Appendix H**

# **PERFORMANCE MEASURES**

## Performance Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

Table AH-1 below summarizes project funding by performance group category for the Transportation Improvement Program (TIP) FY 2024-2027. Highway, bicycle and pedestrian projects are programmed to receive approximately \$571.2 million in funds over the life of the TIP.

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

	2024	2025	2026	2027	Total
PM1	\$18,308	\$8,743	\$16,166	\$4,188	\$47,404
PM2	\$76,009	\$56,552	\$88,851	\$86,914	\$308,326
PM3	\$98,842	\$85,752	\$26,407	\$4,515	\$215,517
				TOTAL (\$000'S)	\$571,247

Notes:

Performance Measures Group One (PM1): Safety

Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges

Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality, Travel Time Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions, and Non-Single Occupancy Vehicle (Non-SOV) Travel

Transit Asset Management (TAM) – Projects are listed under the Transit Agencies (Vehicle Replacements and Capital Asset Rehab)

Projects may be listed with multiple PM categories. The summary above includes Line Item Projects. Line Items are a category of projects with federal funding sources which may be used for federal authorization purposes in place of an individual listing for each project.

### ***PM 1 - Safety***

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

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

In accordance with federal legislation, AMATS uses a five-year average to calculate baseline safety targets. These baseline targets are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area is found in the *Traffic Crashes and Safety Performance Measures 2019-2021 Report*, approved in December 2022. This technical memorandum also includes analyses of bicycle and pedestrian safety data.

AMATS is also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. AMATS supports the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2023-02, approved January 2023).

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

In accordance with federal regulations, AMATS used a five-year average to calculate the initial safety targets in 2018. These averages become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

Table AH-2 below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2018 averages are the benchmark values to which the 2021 values are compared. In terms fatalities and the fatality rate, AMATS has not contributed to the ODOT goal of reducing each category by one percent.

Table AH-2  
Safety Performance Data

Year	2017	2018	2019	2020	2021	2018 5- Year Ave	2019 5- Year Ave	2020 5- Year Ave	2021 5- Year Ave	Percent Change
<b>Number of Fatalities</b>	<b>60</b>	<b>35</b>	<b>44</b>	<b>69</b>	<b>70</b>	<b>48</b>	<b>48</b>	<b>52</b>	<b>56</b>	<b>21%</b>
1000 Daily VMT (from ODOT)	20,894.07	20,087.25	20,049.49	17,462.63	19,224.39					
100 Million VMT	76.26	73.32	73.18	63.74	70.17					
<b>Fatalities per 100M VMT</b>	<b>0.79</b>	<b>0.48</b>	<b>0.60</b>	<b>1.08</b>	<b>1.00</b>	<b>0.63</b>	<b>0.64</b>	<b>0.74</b>	<b>0.79</b>	<b>31%</b>
<b>Number of Serious Injuries</b>	<b>450</b>	<b>331</b>	<b>355</b>	<b>339</b>	<b>362</b>	<b>470</b>	<b>431</b>	<b>395</b>	<b>367</b>	<b>-61%</b>
1000 Daily VMT (from ODOT)	20,894.07	20,087.25	20,049.49	17,462.63	19,224.39					
100 Million VMT	76.26	73.32	73.18	63.74	70.17					
<b>Serious Injuries per 100M VMT</b>	<b>5.90</b>	<b>4.51</b>	<b>6.77</b>	<b>5.90</b>	<b>4.51</b>	<b>6.20</b>	<b>5.73</b>	<b>5.47</b>	<b>5.15</b>	<b>-51%</b>
<b>Number of Non-motorized Fatalities and Serious Injuries</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>46</b>	<b>51</b>	<b>50.8</b>	<b>48.8</b>	<b>45.2</b>	<b>45.0</b>	<b>-22%</b>

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

ODOT’s Calculated Safety Targets for CY 2023

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

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

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

- An additional \$50 million annually for ODOT’s Highway Safety Improvement Program, for a total annual budget of \$158 million
- Updates to the state’s distracted driving law

Below are Ohio's CY 2023 targets. The baseline years for setting CY 2023 targets are CY 2017-2021. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2023 targets in December 2024. States will be notified in March 2025.

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

CY 2023 Targets for Ohio are:

- 1,173 fatalities
- 7,649 serious injuries
- 1.04 fatality rate
- 6.777 serious injury rate
- 824 non-motorized fatalities and non-motorized serious injuries

The baselines used to set targets are (CY 2017-2021):

- 1,197.2 fatalities
- 7,805.6 serious injuries
- 1.06 fatality rate
- 6.91 serious injury rate
- 840.4 non-motorized fatalities and non-motorized serious injuries

Finalized safety data for CY 2022 will not be available until April 2023. However, ODOT is anticipating a lower number of fatalities statewide (1,237 estimated) for CY 2022, compared to 1,356 fatalities in CY 2021. A full discussion of AMATS area safety data is presented in the *Traffic Crashes 2019-2021 Technical Memorandum*, presented to TAC and Policy in December 2022.

Table AH-3 below shows AMATS investment in safety. AMATS has 43 projects in the FY 2024-2027 TIP that directly impact safety performance measures. AMATS emphasizes safety in its Funding Policy Guidelines providing additional points to projects that increase safety.

Table AH-3  
TIP Projects Improving Safety

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
13	\$31.5	30	\$32.9

The staff has recommended, and the Policy Committee has approved support for ODOT’s statewide 2 percent annual reduction target for all five safety performance measures in CY 2023 (See AMATS Policy Resolution 2023-02, approved January 26, 2023).

## ***PM 2 - Infrastructure Condition Performance Measures***

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

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of Ohio’s National Highway System (NHS) pavements and bridges. ODOT established 2-year

and 4-year statewide targets for both metrics within a four year performance period. Additionally, ODOT must establish only 4-year targets for interstate pavements. There are four targets for highways and two for bridges. These measures are listed in Table AH-4 as follows:

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

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

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

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

Table AH-5  
**AMATS Pavement Condition**

AMATS Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2016	42.93%	57.01%	0.06%	100%
2017	55.00%	44.50%	0.50%	100%
2018	54.65%	45.17%	0.19%	100%
2019	67.57%	32.22%	0.22%	100%
2020	62.70%	37.10%	0.00%	100%
2021	64.30%	35.70%	0.00%	100%
5-Year Average	60.84%	38.94%	0.18%	100%

AMATS Non-Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2016	28.70%	68.40%	2.90%	100%
2017	32.00%	64.00%	4.00%	100%
2018	30.66%	66.91%	2.42%	100%
2019	33.03%	63.42%	3.55%	100%
2020	41.20%	54.60%	4.20%	100%
2021	41.20%	54.60%	4.20%	100%
5-Year Average	33.12%	63.47%	3.41%	100%

AMATS Interstate and Non-Interstate pavement conditions are currently exceeding the targets set by ODOT. Table AH-6 below illustrates that 36 projects in the TIP directly relate to pavement condition improvement. AMATS places an emphasis in its funding policy not only for pavement condition but also for communities that take preventative maintenance measures for local pavement.

Table AH-6  
**TIP Projects Improving Pavements**

Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	11	187	\$132.2
Non-Interstate NHS	25	266	\$101.0

AMATS current NHS bridge ratings as of 2021 are listed in Table AH-7 as follows:

Table AH-7  
**AMATS National Highway System Bridges NBI (2021)**

Metric	Total	Percent of Total	Total Deck Area (Sq Ft)	Percent of Area
Good	196	56.65%	2,758,897	52.93%
Fair	148	42.77%	2,433,567	46.69%
Poor	2	0.58%	19,830	0.38%
Total	346	100.00%	5,212,294	100.00%



AMATS NHS bridge condition is currently exceeding the targets set by ODOT. Table AH-8 below identifies 25 projects in the TIP directly relate to bridge condition with a total investment of \$277 million.

Table AH-8  
**TIP Projects Improving NHS Bridges**

Number of Projects	Bridges Improved	Construction \$ (Millions)
23	145	\$21.9

The AMATS Policy Committee has previously approved support for ODOT’s statewide goals for pavement and bridge conditions. (See AMATS Policy Resolution 2022-14, approved August 2022).

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

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

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

Peak Hour Excessive Delay (PHED)

Current AMATS area congestion-related targets (PM3) were approved with Policy Resolution 2022-14 (August 11, 2022). A full discussion of air quality-related performance measures can be found in the AMATS CMAQ Performance Plan 2022-2026. The purpose of the AMATS CMAQ Performance Plan was to develop an updated baseline of targets and discuss intended air quality improvement to be made over the next four years. Air quality related targets and progress are monitored on an on-going basis and tracked in relation to CMAQ funded projects. These activities are performed in coordination with AMATS’ air quality partners in the area, along with ODOT.

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

Mode Share (Non-SOV Travel)

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

Table AH-9  
**Peak Hour Excessive Delay (PHED)**

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

The PHED and Non-SOV measures and targets are listed in Table AH-10 as follows:

Table AH-10  
Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Travel

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

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

The latest estimate (2021) of non-SOV travel is 17.3% for the Akron urbanized area (UZA). The five-year average (2017-2021) was 15.9%. Accordingly, a target of 16.0% is considered reasonable.

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

The Akron urbanized area and the Cleveland urbanized area performance is documented in Charts AH-1 and AH-2 below:

Chart AH-1

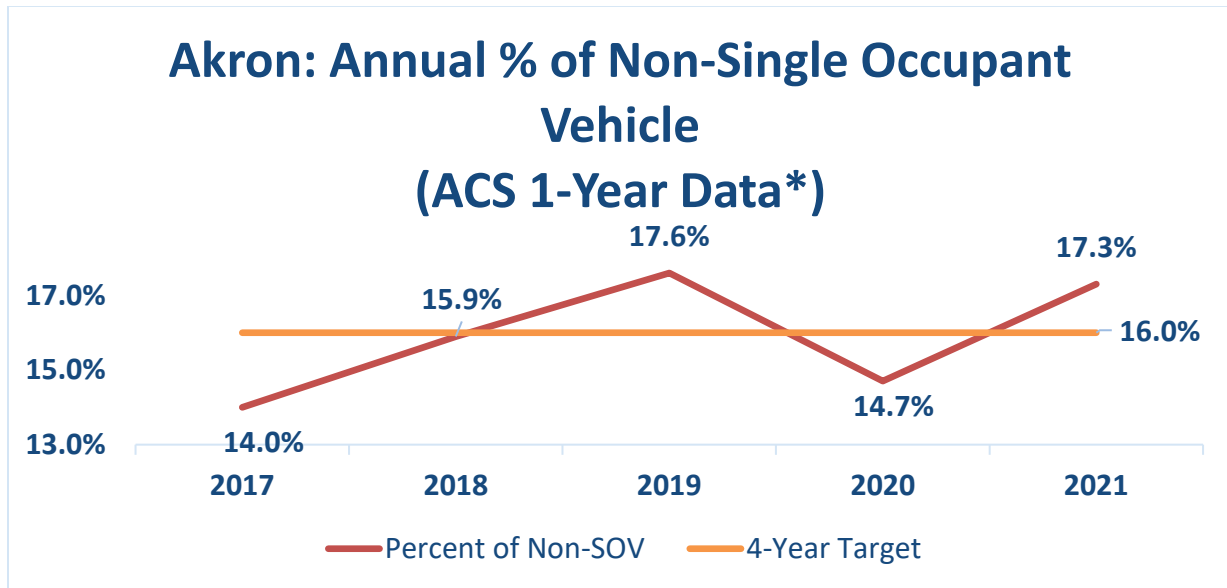
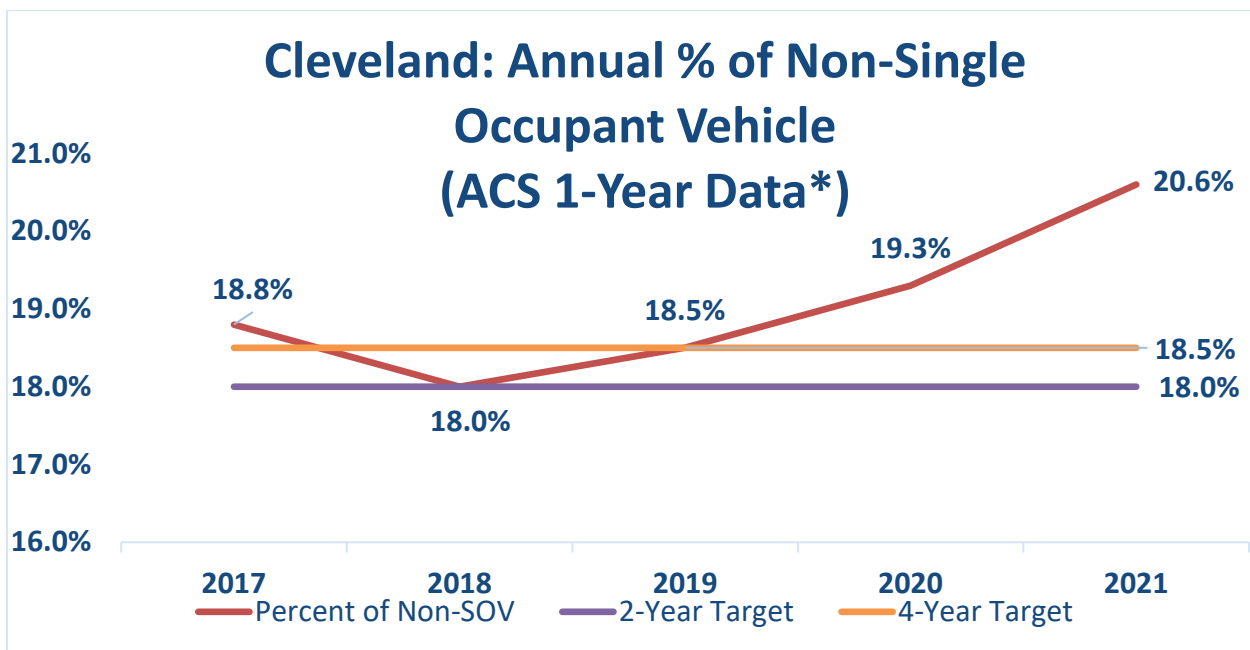


Chart AH-2



AMATS has identified 10 projects totaling \$17.7 million that will contribute to the non-SOV travel performance measure and 2 projects totaling \$117.8 million that will contribute to the PHED performance measure. These numbers are reflected in tables AH-11 and AH-12 below.

Table AH-11  
TIP Projects Improving Non-SOV Travel<sup>1</sup>

Projects funded with CMAQ \$	CMAQ \$ (Millions)	Projects funded without CMAQ \$	Non-CMAQ \$ (Millions)
10	\$17.7	9	\$11.5

Table AH-12  
TIP Projects Improving Peak Hour Excessive Delay<sup>1</sup>

Projects funded with CMAQ \$	CMAQ \$ (Millions)	Projects funded without CMAQ \$	Non-CMAQ \$ (Millions)
1	\$3.0	2	\$117.8

### *Travel Time Reliability and Freight Movement Performance Measures*

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four year performance period. The two measures are listed in Table AH-13 below:

Table AH-13  
ODOT Travel Time Reliability Targets

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

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

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

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

Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics.

AMATS current performance is documented in the following Table AH-14:

Table AH-14  
**AMATS Travel Time Reliability**

Level of Travel Time Reliability								
Year	2016	2017	2018	2019	2020	2021	Average	Target
Interstate TTR	97.6%	98.6%	98.5%	98.8%	100.0%	100.0%	99.2%	> 85.0%
Non-Interstate NHS TTR	59.9%	89.3%	90.4%	89.3%	97.7%	93.8%	92.1%	> 80.0%
Interstate TTTR Index	1.31	1.27	1.27	1.30	1.13	1.19	1.23	< 1.50

AMATS meets the performance targets for travel time reliability on the interstate system and on truck travel time. The AMATS system travel time reliability meets the target as of 2020. Overall state of Ohio performance is documented in table AH-15 below:

Table AH-15  
**Ohio Travel Time Reliability**

Level of Travel Time Reliability								
Year	2016	2017	2018	2019	2020	2021	Average	Target
Interstate TTR	90.9%	91.2%	89.3%	89.8%	99.5%	98.4%	93.6%	> 85.0%
Non-Interstate NHS TTR	66.1%	89.9%	90.0%	92.6%	95.7%	95.5%	92.7%	> 80.0%
Interstate TTTR Index	1.40	1.33	1.37	1.36	1.17	1.19	1.28	< 1.50

AMATS identifies 4 projects that will improve travel time reliability in the greater Akron area. These projects total \$160.4 million. These projects are also anticipated to benefit truck travel time reliability as well. See table AH-16 below.

Table AH-16  
**TIP Projects Improving Travel Time Reliability**

Road Type	Number of Projects	Construction \$ (Millions) <sup>2</sup>
Interstate	4	\$160.4
Non-Interstate NHS	0	\$0

### ***Total CMAQ Emission Reduction Performance Measures***

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio's US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile

Organic Compounds (VOCs), Nitrous Oxide (NO<sub>x</sub>), and Particulate Matter at 2.5 micrometers in diameter (PM<sub>2.5</sub>). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four year performance period.

Emissions Reduction

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

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For nonattainment and maintenance areas, the applicable criteria pollutants are Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO<sub>x</sub>) and Particulate Matter having a diameter of less than 2.5 micrometers (PM<sub>2.5</sub>). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

The measures and targets are listed as follows:

Table H-17  
**Total CMAQ Emission Reduction Targets**

<b>Total CMAQ Emission Reduction</b>				
<b>Total CMAQ Emission Reduction</b>	<b>2018 Target 2-Year</b>	<b>2018 Target 4-Year</b>	<b>5-Year Avg (2016-2020)</b>	<b>Target (2022 - 2026)</b>
Volatile Organic Compounds (VOC) Total Emission Reduction	69 kg/day	69 kg/day	70.823	<b>&gt; 60 kg/day</b>
Nitrous Oxide (NO <sub>x</sub> ) Total Emission Reduction	537 kg/day	537 kg/day	271.955	<b>&gt; 250 kg/day</b>
Particulate Matter (PM 2.5) Total Emission Reduction	36 kg/day	36 kg/day	34.507	<b>&gt; 30 kg/day</b>

The targets reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2016 – 2020 project emissions data recorded in the Federal Highway Administration’s CMAQ Public Access Database and were averaged to form a trend analysis. AMATS has approved support for ODOT’s targets. The state of Ohio’s past performance is reflected in tables AH-18, AH-19 and AH-20 below:



Table AH-18

**TIP Projects Improving Total VOC Emissions Reduction**

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2016	37.346		69.000
2017	166.329	77.622	69.000
2018	67.848	77.622	69.000
2019	58.209	77.622	69.000
2020	43.021	77.622	69.000
2021	52.704	77.622	69.000

Table AH-19

**TIP Projects Improving Total NO<sub>x</sub> Emissions Reduction**

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2016	252.641		537.000
2017	561.225	279.749	537.000
2018	331.533	279.749	537.000
2019	93.779	279.749	537.000
2020	158.541	279.749	537.000
2021	253.665	279.749	537.000

Table AH-20

**TIP Projects Improving Total PM<sub>2.5</sub> Emissions Reduction**

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2016	15.065		36.000
2017	18.296	39.107	36.000
2018	108.583	39.107	36.000
2019	53.592	39.107	36.000
2020	4.633	39.107	36.000
2021	10.432	39.107	36.000

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

In the current TIP, AMATS has programmed 10 projects totaling \$17.7 million that will contribute to the emission reductions in the region.

Table AH-21

**TIP Projects with CMAQ Funding**

Number of Projects	CMAQ \$ (Millions)
10	\$17.7

***Public Transit***

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

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

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

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

Transit Asset Management Planning – METRO RTA and PARTA

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

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

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

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

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

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

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

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

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

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

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

Asset Management Plan in accordance with 49 CFR part 625 (the current federal guidance, designated as “The TAM Rule”).

Table AH-22  
PARTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
<b>REVENUE VEHICLES</b>							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus						
	AO - Automobile						
	BR - Over-the-road Bus						
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	10%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van						
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
VN - Van	0%	0%	0%	0%	0%	0%	
<b>EQUIPMENT</b>							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobile	20%	20%	0%	0%	0%	0%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire Vehicles	25%	25%	10%	10%	10%	0%
	Equipment with Rubber Tires	50%	50%	25%	25%	25%	25%
<b>FACILITIES</b>							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%
	Storage Facilities	0%	0%	0%	0%	0%	0%

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

In addition to other funding and projects, the FY 2024-2027 TIP programs the following transit projects for PARTA, utilizing \$8.6 million in federal funds, which will contribute to the attainment of the PARTA capital targets:

- PID 111799: 4 Large Replacement Buses, FTA 5339-b funds, \$1,514,888
- PID 112244: 2 Large Replacement Buses, CMAQ funds, \$779,253
- PID 118325: 5 Large Diesel Buses, FTA 5339-c funds, \$3,201,270

- PID 118329: 5 Small Buses, FTA 5339 funds, \$500,000
- PID 118331: 5 Small Buses, FTA 5307 funds, \$520,000
- PID 116416: 3 Large CNG Buses, CMAQ funds, \$1,600,000
- PID 118332: 5 Small Buses, FTA 5307 funds, \$520,000

Table AH-23  
METRO RTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
<b>REVENUE VEHICLES</b>							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	0%	0%	0%	0%	0%	0%
	AO - Automobile						
	BR - Over-the-road Bus	0%	0%	0%	0%	0%	0%
	BU - Bus	20%	5%	0%	5%	0%	0%
	CU - Cutaway Bus	25%	0%	0%	10%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van	0%	0%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
VN - Van	0%	0%	0%	0%	0%	0%	
<b>EQUIPMENT</b>							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobile	25%	0%	0%	0%	0%	0%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	0%	0%	0%	0%	0%	0%
<b>FACILITIES</b>							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	8%	8%	8%	8%	8%	8%
	Maintenance	8%	8%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%

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

In addition to other funding and projects, the FY 2024-2027 TIP programs the following transit projects for METRO, utilizing \$37.0 million in federal funds, which will contribute to the attainment of the METRO capital targets:

- PID 104362: 13 Large Replacement Buses, FTA 5307 and 5339 funds, \$4,212,169
- PID 112245: 3 Large Replacement Buses, CMAQ funds, \$1,260,000
- PID 113110: 6 Large Replacement Buses, FTA 5307 funds, \$1,360,000

- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Admin & Maint Facility, FTA 5307 funds, \$7,782,542
- PID 117673: 2 Large Electric Buses, FTA 5307 and 5339c funds, \$1,532,281
- PID 111814: 3 Small Replacement Buses, FTA 5310 funds, \$423,686
  
- PID 104362: 15 Large Replacement Buses, FTA 5307 funds, \$2,000,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Admin & Maint Facility, FTA 5307 and 5339 funds, \$3,528,650
  
- PID 104362: 15 Large Replacement Buses, CNG, FTA 5307 funds, \$2,000,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000
- PID 104366: Admin & Maint Facility, FTA 5307 and 5339 funds, \$2,149,984
- PID 118594: 10 Large Replacement Buses, CNG, FTA 5307 funds, \$4,200,000
- PID 117253: 2 Large Replacement Buses, Electric, CMAQ funds, \$1,464,750
  
- PID 112221: 8 Large Replacement Buses, CNG, FTA 5307 funds, \$4,480,000
- PID 104365: Shelter, Benches and Bus Stops, FTA 5307 funds, \$160,000

Investment prioritization assists AMATS area stakeholders in making more informed investment decisions to improve the SGR of capital assets, and defines when assets need overhaul or replacement. The investment prioritization list contains the work plans and schedules of proposed METRO RTA and PARTA projects and programs, how METRO and PARTA estimates achieving their SGR goals, and ranks projects and programs based on implementation priority over the TAM Plan horizon period of four years. METRO is designated as a Tier I TAM agency. PARTA is designated Tier II. Each agency is tracking their own capital assets and setting targets in coordination with AMATS. The AMATS FY 2024-2027 TIP prioritizes transit funding for preventive maintenance, bus replacements, elderly and disabled transportation, and passenger amenities.

The FY 2024-2027 TIP, includes \$47.6 million in federal funds for capital projects, and \$19.3 million in federal funds for preventive maintenance expenditures. Of the federal funds programmed in the FY 2024-2027 TIP, the largest part is designated for the preservation of the existing system. PARTA's recent acquisition of CNG buses and fueling capability were an expansion of their existing capital assets. Going forward, PARTA will be acquiring a larger mix of CNG buses. By mode of travel, transit projects comprise 45% of total (federal, state and local) TIP programmed costs at approximately \$396 million.

Approximately \$4.6 million in federal funds for elderly and disabled transportation is made available from the FTA Section 5310 program. Projects intended to assist in the transportation of the elderly and disabled are derived from the AMATS Coordinated Public Transit Human Services Transportation Plan (approved May 2018). The goal of the plan is to better coordinate services among regional agencies in order to reduce costs, eliminate the duplication of services and provide assistance to those who are underserved. ODOT has recently awarded nearly \$1 million in federal funds to area social service agencies in coordination with METRO RTA and PARTA.

The RTAs, in coordination with AMATS, rank selected projects and programs to improve or manage the SGR of capital assets for which the RTAs have a direct capital responsibility. The

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

### ***Freight Movement and Economic Vitality***

Ultimately, the assessment of freight performance will be measured in terms of mobility and efficiency (travel time, delay and safety) and accessibility and connectivity. Bottlenecks and roadways (or corridors) with particularly high levels of freight movement may be singled out for more detailed analysis once performance measures and goals are adopted. The end result is to use performance measures to reach goals that are part of the Regional Transportation Plan. Projects that are essential to the movement of goods would then be programmed into the TIP as a part of an integral process. A full discussion of freight in the AMATS area can be found in the Freight Plan (approved in September 2020).

### ***Environmental Sustainability***

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

### ***Reduced Project Delivery Delays***

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

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



## APPENDIX I - Carry Forward List

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027

### HIGHWAY IMPROVEMENTS THAT MAY SLIP INTO THIS TIP BY DELAY AND WILL BE ADDED BY AMENDMENTS AS NEEDED

PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
100713	SUM-IR 76-5.99	4.16	AKRON US 224 TO IR 77 (KENMORE LEG)	WIDEN TO 6 LANES AND INTERCHANGE IMPROVEMENTS	FED STATE	R R	45,000 5,000				111.8	ODOT	ANALYZE
108240	SUM-WOOSTER RD WEST	1.76	BARBERTON 31ST ST TO HUDSON RUN RD HUDSON RUN RD TO 2ND ST NW	RESURFACING AND RECONSTRUCTION WITH POSSIBLE ROAD DIET	SAFETY-F SAFETY-S	R R	115,300 12,800				10,681.5	BARBERTON	EXEMPT
112026	POR-SR 59 (E MAIN ST)-2.14	0.89	KENT WILLOW ST TO HORNING RD	RECONSTRUCT TO INCLUDE RAISED MEDIANS, BUS PULL-OFFS, NEW SEWERS, 2 ROUNDABOUTS, UPGRADE LIGHTING AND REPLACE SIDEWALKS	SAFETY-F LOCAL SAFETY-F LOCAL	P P R R	1,350,000 150,000 990,000 110,000				18,698.3	KENT	EXEMPT
112788	SUM-CLEVELAND MASSILLON SIDEWALKS	0.44	BATH TOWNSHIP SR 18 TO SPRINGSIDE DR	SIDEWALK ON WEST SIDE OF ROADWAY	TASA LOCAL TASA LOCAL	P P R R	20,800 5,200 32,000 8,000				650.0	SUMMIT COUNTY ENGINEER	EXEMPT
113176	SUM-SWARTZ RD CR 155-0.00	0.65	COVENTRY TOWNSHIP S MAIN ST TO GLENMOUNT AVE	RESURFACING	STBG LOCAL	C C	500,000 478,700				990.0	SUMMIT COUNTY ENGINEER	EXEMPT
115353	POR/SUM-MOGADORE RD CR 10/45-0.00/3.33	0.80	MOGADORE GILCHRIST RD TO MARTIN RD	RESURFACING	STBG LOCAL	C C	506,000 241,300				759.9	MOGADORE	EXEMPT
116457	SUM-SPRINGSIDE DR CR 537-0.19	0.80	BATH TOWNSHIP SR 18 TO CLEVELAND MASSILLON RD	INSTALL NEW SIDEWALK	TASA LOCAL	P P	26,900 6,700				934.6	SUMMIT COUNTY ENGINEER	EXEMPT
116841	WAY-HEARTLAND TRAIL PH 4A	1.10	CHIPPEWA TOWNSHIP NORTH OF MARKET ST TO COAL BANK RD	CONSTRUCT MULTI-USE TRAIL	TASA LOCAL	P P	51,100 12,800				823.4	WAYNE COUNTY ENGINEER	EXEMPT
117063	SUM-CLEVELAND MASSILLON RD	1.27	FAIRLAWN/COPLEY & BATH TOWNSHIPS RIDGEWOOD RD (SOUTH INTERSECTION) TO KUMHO DR AND SPRINGSIDE DR TO GHENT RD	RESURFACING	STBG LOCAL	C C	787,500 223,600				1,030.4	FAIRLAWN	EXEMPT