Transportation Improvement Program

FY 2014-2017

AMATS

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2014-2017

May 2013

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
806 CITICENTER
146 SOUTH HIGH STREET
AKRON, OHIO 44308

This report is the product of a study financed (in part) by the U.S. Department of Transportation's Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

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 Township area of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.

TABLE OF CONTENTS

		Page
Chapter 1	Introduction	1
Chapter 2	Highway Improvements	3
Chapter 3	Transit Improvements	32
Chapter 4	Financial Assessment	39
Chapter 5	Maintaining and Operating the Existing Transportation System	42
Chapter 6	Summary	45
Appendix A	AMATS Funding Policy Guidelines	A-1
Appendix B	Public Participation Plan	B-1
Appendix C	Air Quality Analysis	C-1
Appendix D	Environmental Justice Scan	D-1
Appendix E	Public Review of the TIP FY 2014-2017	E-1
Appendix F	Resolution Approving the TIP FY 2014-2017	F-1
Appendix G	Amendments to the TIP FY 2014-2017	G-1

LIST OF TABLES

		Page
Table H-1	Highway Projects Sold or Obligated in FY 2012-2015	5
Table H-2	Highway Project Delays and Cancellations in FY 2012-2015	10
Table H-3	Highway Improvements	13
Table T-1	Summary of FY 2012-2015 Transit Project Activity	34
Table T-2	Transit Improvements	36
Table F-1	Fiscal Constraint Analysis	41
Table M-1	Funding Sources by Project Type	44

LIST OF MAPS

Highway Improvements - TIP FY 2014-2017 30

LIST OF FIGURES

TIP Expenditures by Type of Project 43

TIP Expenditures by Mode of Travel 45

TIP Expenditures by Funding Source 45

TIP Expenditures by Transit Operator 46

Chapter 1

INTRODUCTION

The Transportation Improvement Program (TIP) is a financially-constrained comprehensive listing of regional transportation projects and services that are scheduled for implementation within the next four years. The projects identified in the TIP are funded 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 the AMATS Policy Committee, which is the designated Metropolitan Planning Organization (MPO) for Summit and Portage Counties and the Chippewa Township area of Wayne County. The TIP was developed in cooperation with the Ohio Department of Transportation (ODOT) and area transit operators.

The TIP is important because it provides a schedule by which to coordinate projects among jurisdictions and transportation agencies, a guide for implementation of short and long range transportation planning, an aid to financial programming and administration, and a source of information for the public. No project can be implemented with federal transportation funds unless it is included in the TIP. Because of this provision, the AMATS Policy Committee has considerable control on the use of federal transportation funds in the AMATS study area.

Congress passed Moving Ahead for Progress in the 21st Century, also known as MAP-21, on July 5, 2012. This transportation bill guarantees funding for highway, highway safety and transit projects through the end of September 2014. MAP-21 eliminates earmarks and consolidates funding into four core programs: National Highway Performance System program, Surface Transportation Program, Highway Safety Improvement Program, and CMAQ program – plus metropolitan planning.

MAP-21 continues to emphasize fixing the existing transportation system before expanding it. It also encourages alternative forms of transportation such as public transit, pedestrian and bicycle facilities.

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

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 2012 and establishes the criteria to be used in selecting projects to be included in the TIP. In addition, the policy:

1. Establishes a standing subcommittee of the Technical Advisory Committee (TAC) that is responsible for monitoring TIP funding, reviewing project applications, and making recommendations to the Policy Committee.

2. Establishes the maximum amount of Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funding that can be allocated to any project for preliminary engineering, right-of-way or construction.

3. Requires a minimum of 20% local funding for STP, CMAQ or TAP funded projects.

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 projects listed in the TIP.

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

Appendix A:	AMATS Funding Policy Guidelines
Appendix B:	Public Participation Plan
Appendix C:	Air Quality Analysis
Appendix D:	Environmental Justice Scan
Appendix E:	Public Review of the Draft TIP FY 2014-2017
Appendix F:	Resolution Approving the TIP FY 2014-2017
Appendix G:	Amendments to the TIP FY 2014-2017

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 2014 through 2017. This Chapter is organized as follows:

Projects Sold or Obligated

During the previous TIP, which covered fiscal years 2012 through 2015, 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 H-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 2012-2015 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 2014-2017 is shown in Table H-2.

FY 2014-2017 Highway Improvements

Project Priorities

Highway projects and studies programmed for any phase of implementation during fiscal years 2014 through 2017 are shown in Table H-3. A map identifying these projects follows the table.

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 suballocated funds are evaluated using the criteria included in the *AMATS Funding Policy Guidelines* (see Appendix A). Separate criteria are used for projects submitted under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) Program, Transportation Alternatives/Enhancement Program (TAP) and the AMATS Resurfacing Program and include:

A. STP Criteria

1. Proposed Project Type
2. Project Readiness
3. Safety
4. Weighted Average Daily Traffic
5. Federal Functional Classification
6. Equitable Distribution of Funds

B. CMAQ Criteria

1. Project Type Effectiveness
2. Project Readiness
3. Annual Emissions Tonnage Reduction per $100,000 of Project Cost
4. Reduction in Vehicle Miles Traveled per Day
5. Multimodal Features
6. Existing Level of Service
7. Safety
8. Federal Functional Classification
9. Equitable Distribution of Funds
10. Intelligent Transportation System Component

C. TAP Criteria

Regional Transportation Plan priorities are considered as well as:

1. Safety
2. Level of Use
3. Gaps
4. Fair Share

D. AMATS Resurfacing Program Criteria

1. Equitable Distribution of Funds
2. Pavement Condition Rating (PCR)
3. Weighted Average Daily Traffic

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

Table H-1

HIGHWAY IMPROVEMENTS - Funds Obligated

FY 2012-2015

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED IN FISCAL YEAR
94282	POR-N. CHESTNUT ST-SIDEWALKS	RAVENNA/RAVENNA TWP RAVENNA HIGH SCHOOL TO ROBINSON HOSPITAL TO LOOMIS PKWY	CONSTRUCT SIDEWALKS	ENG	2013
92656	POR-CRAIN AVE-Resurfacing	KENT CRAIN AVE FROM EAST OF LAKE ST TO NORTH WILLOW ST	RESURFACING	CONST	2013
85330	POR-HOPKINS RD	NELSON TOWNSHIP HOPKINS ROAD OVER EAGLE CREEK	BRIDGE REPLACEMENT	CONST	2012
88357	POR-WEST MAIN ST-0.93 (CR 500)	KENT WEST MAIN ST OVER CUYAHOGA RIVER AND CSX RAILROAD	BRIDGE REHABILITATION	CONST	2012
88517	POR-THE PORTAGE HIKE & BIKE (KSU GATEWAY SECTION)	KENT THE PORTAGE FROM SR 59 TO LINCOLN ST THE PORTAGE EXTENSION	CONSTRUCT 24 FOOT WIDE MULTI-PURPOSE TRAIL	CONST	2013
84984	POR-THE PORTAGE HIKE & BIKE (TANNERY PARK SECTION)	KENT FRED FULLER PARK/WATER RECLAIMATION FACILITY TO JOHN BROWN TANNERY PARK	CONSTRUCT MULTI-PURPOSE TRAIL	CONST	2012
79009	POR-PROSPECT ST (POR-CR 74-6.46)	RAVENNA TOWNSHIP PROSPECT ST FROM SUMMIT RD TO HAYES RD	TURN LANES AND SIGNALS	ENG RW CONST	2012 2012 2013
88596	POR-RANDOLPH RD	MOGADORE RANDOLPH RD FROM CLEVELAND AVE TO EAST CORP LINE	RESURFACING	CONST	2012
88372	POR-ROCK SPRING RD-2.78 (CR 52)	CHARLESTOWN TOWNSHIP ROCK SPRING RD OVER WEST BRANCH RESERVOIR	BRIDGE REHABILITATION	CONST	2012
92710	POR-TALLMADGE RD-Resurfacing	ROOTSTOWN TWP TALLMADGE RD FROM NEW MILFORD RD TO INDUSTRY RD	RESURFACING	CONST	2013
92275	POR-SR 5-0.55	ROOTSTOWN AND RAVENNA TOWNSHIPS SR 5 FROM TONSING RD TO JUST EAST OF THE SR 59 INTERSECTION	RESURFACING MINOR BRIDGE WORK	CONST	2012
85296	POR-SR 5-3.22	RAVENNA TOWNSHIP SR 5 AT NEW MILFORD RD	RECONFIGURE INTERSECTION LANE RESTRICTIONS	RW CONST	2012 2013
82907	POR-SR 14-1.72	STREETSBORO SR 14 FROM OHIO TURNPIKE RAMPS TO SUPERIOR AVE	RESURFACING WORK ON TWO BRIDGES	CONST	2013
81573	POR-SR 44/88-24.22/11.12	MANTUA AND GARRETTSVILLE TOWNSHIPS VILLAGE OF GARRETTSVILLE SR44 FROM SR 82 TO GEAUGA COUNTY LINE SR 88 FROM LIBERTY ST TO GEAUGA CO LINE	RESURFACING BRIDGE WORK CULVERT WORK	CONST	2012
88501	POR-SR 59 SIDEWALKS	FRANKLIN TOWNSHIP SR 59 FROM WEST FRANKLIN TWP LINE TO RHODES RD	SIDEWALK PEDESTRIAN SIGNALS	RW CONST	2012 2013
76348	POR-IR 76-1.51	BRIMFIELD AND ROOTSTOWN TOWNSHIPS IR 76 FROM 0.21 MILES EAST OF TALLMADGE RD TO 0.23 MILES WEST OF NEW MILFORD RD	MINOR REHABILITATION RESURFACING	CONST	2013
91094	POR-IR 76-3.93, 4.74	BRIMFIELD TOWNSHIP I-76 AT SHERMAN RD AND SANDY LAKE RD	RECONSTRUCT DECKS PAINT BRIDGES	ENG CONST	2012 2012
92144	POR-IR 76-20.10	PALMYRA TOWNSHIP I-76 EB NEAR PARKMAN RD	SLIDE REPAIR	ENG CONST	2012 2013
82919	POR-US 224-0.00	SUFFIELD/RANDOLPH/ATWATER TOWNSHIPS US 224 FROM SUMMIT COUNTY LINE TO SR 183	MINOR REHABILITATION BRIDGE WORK INTERSECTION IMPROVEMENTS	CONST	2013

Table H-1

HIGHWAY IMPROVEMENTS - Funds Obligated

FY 2012-2015

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED IN FISCAL YEAR
25236	POR-SR 303-5.75	SHALERSVILLE TOWNSHIP SR 303 OVER CUYAHOGA RIVER	BRIDGE DECK & SUPERSTRUCTURE REPLACEMENT SUB-STURCTURE REPAIRS	CONST	2012
93303	STA/SUM SIGNALS FY2013 (Uninterruptible Power Supply)	STARK AND SUMMIT COUNTIES 69 SIGNALIZED INTERSECTIONS AT VARIOUS LOCATIONS	ADD BATTERY BACK-UP POWER	CONST	2013
84395	SUM-31st ST	BARBERTON 31st ST BRIDGE OVER HUDSON RUN	RECONSTRUCT BRIDGE WITH INCREASED LANE AND SHOULDER WIDTHS	CONST	2012
92457	SUM-AKRON PENINSULA RD-PART 2	BOSTON TOWNSHIP CUYAHOGA FALLS NCL TO QUICK RD	RESURFACING SHOULDER RESTORATION GUARDRAIL PAVEMENT MARKINGS	CONST	2013
94276	SUM-ARLINGTON RD (CR 15)-0.00	GREEN ARLINGTON RD FROM GREEN SOUTH CORP LINE TO E. NIMISILA RD	RESURFACING	CONST	2013
92665	SUM-BARLOW-TEREX RD-Resurfacing	HUDSON BARLOW-TEREX RD FROM SR 91 TO RR TRACKS	RESURFACING	CONST	2013
92592	SUM-BRITTAIN RD-Resufacing	AKRON BRITTAIN RD FROM EVANS AVE TO TALLMADGE AVE	RESURFACING	CONST	2013
91004	SUM-CALL RD	STOW CALL RD / VARIOUS SAFE ROUTES TO SCHOOL	NEW SIDEWALKS SPEED MONITORS AT CROSSWALKS	ENG CONST	2012 2012
89306	SUM-CANTON RD SIGNAL	SPRINGFIELD TOWNSHIP, VILLAGE OF LAKEMORE CANTON RD AT SPRINGFIELD LAKE DRIVE	NEW TRAFFIC SIGNAL	ENG RW CONST	2012 2012 2012
88535	SUM-CHAMBERLIN RD	TWINSBURG CHAMBERLIN RD FROM SR 82 TO RAVENNA RD	RESURFACING	CONST	2012
93818	SUM-CLEVELAND MASSILLON RD	NEW FRANKLIN CLEVELAND MASSILLON RD FROM NEW FRANKLIN NORTH CORP LINE TO NEW FRANKLIN SOUTH CORP LINE	RESURFACING	CONST	2013
84498	SUM-CLEVELAND MASSILLON RD (CR 17-7.44)	NORTON CLEVELAND-MASSILLON RD FROM SHANNON RD TO I-76	PRELIMINARY ENGINEERING FOR SAFETY & CAPACITY IMPROVEMENTS	ENG	2012
92666	SUM-COMMERCE DR-Resurfacing	STOW COMMERCE DR FROM HUDSON DR TO DARROW RD	RESURFACING	CONST	2013
83577	SUM-DART AVE	AKRON DART AVE RAMP	BRIDGE REPLACEMENT	CONST	2012
94274	SUM-EVERETT RANGER PARKING LOT	BOSTON TOWNSHIP EVERETT RANGER STATION, 4683 RIVERVIEW RD	RESURFACE EXISTING GRAVEL PARKING LOT WITH ASPHALT	ENG CONST	2013 2013
92667	SUM-GHENT RD/CLEVE-MASS RD	BATH TWP GHENT RD FROM SOUREK RD TO CLEVE-MASS RD CLEVE-MASS RD FROM SR 18 TO SPRINGSIDE DR	RESURFACING	CONST	2013
92216	SUM-GHENT HISTORIC WAYSIDE ACQUISITION	BATH TOWNSHIP 1200' NORTH OF GRANGER RD ON WEST SIDE OF ROADWAY	AQUISITION OF 7.5 ACRES DEVELOPMENT OF A VISITOR INFORMATION WAYSIDE	RW	2013
94277	SUM-GREENSBURG RD EAST (CR 133)	GREEN GREENSBURG RD FROM ETTER DR TO GREEN EAST CORP LINE	RESURFACING	CONST	2013
92669	SUM-GREENSBURG RD WEST (CR 133)	GREEN GREENSBURG RD FROM ARLINGTON RD TO SHRIVER RD	RESURFACING	CONST	2013

Table H-1

HIGHWAY IMPROVEMENTS - Funds Obligated

FY 2012-2015

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED IN FISCAL YEAR
92671	SUM-HINES HILL RD-Resurfacing	HUDSON HINES HILL RD FROM WEST CORP LINE TO PROSPECT ST	RESURFACING	CONST	2013
92252	SUM-N HOWARD ST	AKRON NEAR THE INTERSECTION OF N HOWARD ST AND W NORTH ST	PROPERTY ACQUISITION REMOVAL OF THREE BILLBOARDS	RW	2013
92675	SUM-HUDSON DR-Resurfacing	STOW HUDSON DR FROM MCCULLEY/HIBBARD TO SEASONS/NORTON RD	RESURFACING	CONST	2013
93760	SUM-LIBERTY RD TRAIL	TWINSBURG POST RD TO SOLON	CONSTRUCT MULTIPURPOSE TRAIL	ENG	2013
92676	SUM-MAYFAIR RD-Resurfacing	GREEN MAYFAIR RD FROM SOUTH CORP LINE TO RR TRACKS	RESURFACING	CONST	2013
92924	METRO RTA-BUS PURCHASE	NORTHERN SUMMIT CO	PURCHASE 6 THIRTY FOOT CNG BUSES	PURCHASE	2013
92924	METRO RTA-BUS PURCHASE	SOUTHERN SUMMIT CO	PURCHASE 6 THIRTY FOOT CNG BUSES	PURCHASE	2013
92712	SUM-MOGADORE RD-Resurfacing	MOGADORE MOGADORE RD FROM WEST CORP LINE TO GILCHRIST RD	RESURFACING	CONST	2013
92713	SUM-NEWTON ST-Resurfacing	TALLMADGE NEWTON ST FROM WEST CORP LINE TO SOUTHEAST AVE	RESURFACING	CONST	2013
88552	SUM-NORTHSIDE TRAIN STATION CONNECTOR	AKRON NORTHSIDE TRAIN STATION CONNECTOR FROM BEECH ST TRAIL HEAD TO NORTHSIDE TRAIN STATION	CONSTRUCT MULTI-PURPOSE TRAIL WITH BRIDGE	CONST	2013
92716	SUM-NORTHWEST AVE-Resurfacing	TALLMADGE NORTHWEST AVE FROM TALLMADGE CIRCLE TO WEST CORP LINE	RESURFACING	CONST	2013
88544	SUM-NORTON RD	HUDSON/STOW NORTON RD FROM SR 91 TO STOW RD	RESURFACING	CONST	2013
92690	SUM-RIVERVIEW RD-Resurfacing	BOSTON TWP RIVERVIEW RD FROM CUYAHOGA FALLS NORTH CORP LINE TO PENINSULA SOUTH CORP LINE	RESURFACING	CONST	2013
84907	SUM-SEIBERLING WAY PHASE II	AKRON SEIBERLING WAY FROM EAGLE ST TO MASSILLON RD	CONSTRUCT NEW STREET MODERN ROUNDABOUT AT EAGLE ST	CONST	2012
92704	SUM-SHEPARD RD-Resurfacing	TWINSBURG AND MACEDONIA SHEPARD RD FROM I-480 BRIDGE TO RAVENNA RD	RESURFACING	CONST	2013
81605	SUM-STATE RD	CUYAHOGA FALLS STATE RD FROM BATH RD TO STEELS CORNERS RD	TURN LANE UPGRADE SIGNALS BIKE LANE IMPROVE DRAINAGE	CONST	2013
88545	SUM-STOW RD	HUDSON STOW RD FROM NORTON RD TO SR 303	RESURFACING	COSNT	2012
92705	SUM-STOW RD-Resurfacing	STOW STOW RD FROM CALL RD TO NORTON RD	RESURFACING	CONST	2013
84995	SUM-TALLMADGE TRAIL	TALLMADGE TALLMADGE TRAIL FROM SOUTHWEST AVENUE TO HOWE RD CONTINUING TO KENT	UPGRADE EXISTING TRAIL FROM SOUTHWEST AVE TO HOWE RD CONSTRUCT NEW MULTI-PURPOSE TRAIL FROM HOWE RD TO KENT	CONST	2012

Table H-1

HIGHWAY IMPROVEMENTS - Funds Obligated

FY 2012-2015

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED IN FISCAL YEAR
92706	SUM-TALLMADGE RD-Resurfacing	CUYAHOGA FALLS TALLMADGE RD FROM NEWBERRY ST TO CLYDE AVENUE	RESURFACING	CONST	2013
92726	SUM-SOUTH THOMAS RD-Resurfacing	TALLMADGE SOUTH THOMAS RD FROM WEST CORP LINE TO WEST AVE	RESURFACING	CONST	2013
89456	SUM-THORNTON ST BRIDGE	AKRON THORNTON ST FROM BROADWAY TO WOLF LEDGES	ASPHALT OVERLAY REPAIRS TO EXPANSION JOINTS, WINGWALLS, SIDEWALKS AND CURBS	CONST	2013
88529	SUM-TOWPATH TRAIL-PARK EAST	AKRON TOWPATH TRAIL FROM THORNTON ST TO BARTGES ST	CONSTRUCT MULTI-PURPOSE TRAIL WITH BRIDGE, LIGHTING AND SIGNS	CONST	2013
92727	SUM-WOOSTER RD NORTH-Resurfacing	BARBERTON WOOSTER RD NORTH FROM PARK AVE TO HOPOCAN AVE	RESURFACING	CONST	2013
77880	SUM-SR 8-0.00/2.13	AKRON SR 8 FROM HIGH LEVEL BRIDGE TO AKRON NORTH CORP LINE	RESURFACING MISCELLANEOUS BRIDGE WORK SIGN UPGRADE	CONST	2012
87783	SUM-SR 18-10.65	AKRON EAST MARKET ST FROM GOODKIRK ST TO FIRESTATION 2 AND GOODKIRK ST/ FOUNTAIN ST FROM EXCHANGE ST TO PERKINS AVE	UPGRADE SIGNAL SYSTEM INTERCONNECT PRE-EMPTION	CONST	2013
76351	SUM-IR 76/277/US 224-5.90/0.00/10.22	AKRON AND COVENTRY TOWNSHIP US 224 FROM AKRON WEST CORP LINE TO 0.19 MILES EAST OF KELLY AVE	MINOR REHABILITATION RESURFACING MISCELLANEOUS BRIDGE WORK	CONST	2012
86977	SUM-IR 76-6.72	AKRON KENMORE LEG OF SUM IR-76	CONCRETE OVERLAY ON THREE BRIDGES	CONST	2012
77269	SUM-IR 76/77-10.00	AKRON IR 76/77 AT THE MAIN/BROADWAY AND WOLF LEDGES/GRANT INTERCHANGES	RECONFIGURE MAIN/BROADWAY AND GRANT/WOLF LEDGES INTERCHANGES	ENG ENG	2012 2013
92901	SUM-IR 76/77-10.76 (WB RAMP)	AKRON IR-76/77 AT WOLF LEDGES PARKWAY	WESTBOUND RAMP CLOSURE	CONST	2012
77270	SUM-IR 76/77/SR 8-11.00	AKRON CENTRAL INTERCHANGE IR 77/IR 76/SR 8	RECONFIGURE GEOMETRY INCREASE RAMP CAPACITY ENVIRONMENTAL STUDY FROM MAIN ST TO INMAN ST	ENG	2013
93749	SUM-IR 76/77-11.44/15.18	AKRON I-76/77 FROM CENTRAL INTERCHANGE TO COPLEY ROAD	RESURFACING MINOR CONCRETE REPAIRS	CONST	2013
88533	SUM-I 76-MARTHA AVE CORRIDOR STUDY	AKRON ARLINGTON RD TO EAST MARKET ST	STUDY CORRIDOR INTERSTATE MODIFICATION STUDY	ENG	2012
92775	SUM/POR IR 76-15.42/0.00	AKRON / SUMMIT CO./ TALLMADGE IR 76 FROM GILCHRIST RD TO EAST OF CR 18 (TALLMADGE RD)	GRIND SURFACE OF CONCRETE PAVEMENT	CONST	2012
93028	SUM-IR 77-VARIOUS	AKRON I-77 AT CATAWBA AVE, COLE AVE, LOVERS LANE, AND LAFOLLETTE ST	BRIDGE PAINTING	CONST	2012
80630	SUM-IR 77-17.20	AKRON, FAIRLAWN, COPLEY TWP IR 77 FROM COPLEY RD TO SR 21	LANDSCAPING	CONST	2012
76403	SUM-IR 77-24.29	BATH TOWNSHIP IR 77 FROM CLEVELAND MASSILLON RD TO RICHFIELD CORP LINE	REDECK SEVEN BRIDGES	ENG CONST	2012 2012
89113	SUM-SR 91-0.00	SPRINGFIELD TOWNSHIP INTERSECTION OF CANTON RD (SR 91) AND US 224 AND FROM ARCADIA TO LINWOOD	TURN LANES ACCESS MANAGEMENT PROFILE ADJUSTMENTS	ENG	2012

Table H-1

HIGHWAY IMPROVEMENTS - Funds Obligated

FY 2012-2015

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED IN FISCAL YEAR
87756	SUM-SR 91-9.06	STOW SR 91 SOUTH OF SR 59	BRIDGE REPLACEMENT	CONST	2013
90944	SUM-SR 91-19.11 (DARROW RD)	TWINSBURG SR 91 UNDER I-480 BRIDGES	RESURFACING	CONST	2012
94630	SUM-SR 91-19.38 (DARROW RD)	TWINSBURG SR 91 (DARROW RD) AT CREEKSIDE DR	SIGNAL UPGRADE ADD LEFT TURN LANES ON NORTH AND SOUTH LEGS OF SR 91	CONST	2013
76437	SUM-SR 93-6.92	COVENTRY TOWNSHIP SR 93 (MANCHESTER RD) FROM SOUTH OF ROBINSON AVE TO NORTH OF CORMANY RD	WIDEN TO FIVE LANES INTERSECTION IMPROVEMENTS	CONST	2013
76436	SUM-SR 93/SR 619	NEW FRANKLIN SR 93 AT SR 619	TURN LANES SIGNAL UPGRADE	RW CONST	2012 2013
25552	SUM-SR 162-0.00	COPLEY TOWNSHIP AND AKRON SR 162 (COPLEY RD) FROM MEDINA COUNTY LINE TO IR 77	MINOR REHABILITATION RESURFACING	ENG CONST	2012 2013
18710	SUM-IR 271-2.33	RICHFIELD AND RICHFIELD TOWNSHIP IR 271 FROM 0.42 MILES SOUTH OF SR 176 TO THE OHIO TURNPIKE BRIDGE	PAVEMENT REPLACEMENT BRIDGE WORK WIDEN BERM ON BRIDGE FOR BIKES	CONST	2013
76406	SUM-IR 271-11.41	NORTHFIELD CENTER TWP AND MACEDONIA IR 271 FROM 0.19 MILES NORTH OF OLDE EIGHT RD TO CUYAHOGA COUNTY LINE	MINOR REHABILITATION RESURFACING WORK TO SIX BRIDGES	CONST	2012
82914	SUM-SR 303-10.54	HUDSON SR 303 FROM WEST CORP LINE TO EAST CORP LINE	RESURFACING MINOR WORK TO THREE BRIDGES	CONST	2013
86928	SUM-SR 532-1.56 (CLEVELAND AVE)	MOGADORE CLEVELAND AVE AT MOGADORE RD	UPGRADE SIGNAL WITH 12 INCH HEADS AND BACKPLATE	CONST	2013
81599	SUM-SR 619-6.44	GREEN SR 619 FROM NEW FRANKLIN EAST CORP LINE TO STARK COUNTY LINE	RESURFACING BRIDGE REPLACEMENT	ENG RW CONST	2012 2012 2013
86725	WAY-SR 57-0.00	CHIPPEWA TOWNSHIP SR 57 FROM US 30 TO ORRVILLE SOUTH CORP LINE AND FROM ORRVILLE NORTH CORP LINE TO RITTMAN SOUTH CORP LINE	RESURFACING	CONST	2012
89529	WAY-SR 585-17.62	CHIPPEWA TOWNSHIP SR 585 AT GATES ST	CONSTRUCT OFFSET TURN LANES MODIFY SIGNAL	CONST	2012

Table H-2

HIGHWAY IMPROVEMENTS - Delayed or Cancelled

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS					
				FY 2012-2015			FY 2014-2017		
				PE	ROW	CONST	PE	ROW	CONST
94287	POR-CLEVELAND RD	RAVENNA CLEVELAND RD FROM HIGHLAND AVE/SYCAMORE ST TO RAVENNA NORTH CORP LINE	RESURFACING			2014			2015
90582	POR-FRED FULLER PARK DR	KENT FRED FULLER PARK	BRIDGE REPLACEMENT			2013			2014
92707	POR-HIGHLAND AVE/DIAMOND ST Resurfacing	RAVENNA HIGHLAND AVE FROM SYCAMORE/CLEVELAND ST TO DIAMOND ST DIAMOND ST FROM HIGHLAND AVE TO MILL ST	RESURFACING			2013			2015
93393	POR-JOHNNYCAKE RD-BRIDGE (CR 72)	RANDOLPH TOWNSHIP JONNYCAKE RD BRIDGE OVER FEEDER CANAL	BRIDGE REPLACEMENT			2014			2017
93759	POR-THE PORTAGE HIKE & BIKE TRAIL-SR 59 SEGMENT	KENT TANNERY PARK SEGMENT TO SR 59/ERIE ST	CONSTRUCT BIKE TRAIL			2015			2017
87664	POR-SUMMIT RD-3.85 (CR 148)	FRANKLIN TOWNSHIP SUMMIT RD AT POWDER MILL RD	CONSTRUCT ROUNDABOUT			2013			2014
93441	POR-WEST SIDE SIGNALS-Ravenna	RAVENNA HIGHLAND AVE & DIAMOND ST/SYCAMORE ST AND DIAMOND ST & CLEVELAND AVE	SIGNAL COORDINATION WITH PREEMPTION PEDESTRIAN SIGNALS CURB RAMPS			2015			2016
93442	POR-SR 43-10.26 (S. Water St)	KENT SR 43 FROM SR 261 TO SUMMIT ST	TURN LANES SIGNAL UPGRADE SIGNAL INTERCONNECT SIDEWALK RAMPS		2015			2016	
86963	POR-SR 43/82-20.77/0.00	AURORA SR 43 FROM SOUTH CORP LIMIT TO SR 82 AND BANK ST TO GEAUGA COUNTY LINE SR 82 FROM SUMMIT COUNTY LINE TO SR 43	RESURFACING BRIDGE DECK OVERLAY			2015			2016
81636	POR-IR 76-9.59	ROOTSTOWN/EDINBURG TOWNSHIPS IR 76 FROM 0.14 MILES WEST OF NEW MILFORD RD TO 0.07 MILES WEST OF ROCK SPRING RD	RESURFACING MISCELLANEOUS BRIDGE WORK			2015			2016
86923	SUM-31st ST	BARBERTON 31st ST FROM WOOSTER RD TO SHANNON AVE	ADD MEDIAN TURN LANE SIGNAL UPGRADE AT SHANNON AVE		2013	2014		2014	2015
88009	SUM-BANK ST-0.47	AKRON BANK ST OVER LITTLE CUYAHOGA RIVER	REPLACE BRIDGE SUPERSTRUCTURE MODIFY EXISTING ABUTMENTS RECONSTRUCT APPROACHES			2013			2015
93780	SUM-CONFLUENCE CONNECTOR TRAIL	COVENTRY TWP/AKRON MANCHESTER RD TO WARNER RD PARKING LOT	CONSTRUCT FEEDER TRAIL BRIDGES AND BOARDWALK PARKING LOT			2015			CANCELLED
80684	SUM-EVANS AVE GRADE SEPARATION	AKRON EVANS AVENUE OVER CSX RAIL LINE	RAILROAD GRADE SEPARATION			2014			CANCELLED
93437	SUM-E. EXCHANGE ST SIGNALS	AKRON E. EXCHANGE ST FROM MAIN ST TO FOUNTAIN ST	SIGNAL COORDINATION USING FIBEROPTIC ROAD DIET SIDEWALK AND BIKE FACILITIES			2015			2017
93760	SUM-LIBERTY RD TRAIL	TWINSBURG POST RD TO SOLON	CONSTRUCT MULTIPURPOSE TRAIL	2013			2014		
85161	SUM-NORTH ST	AKRON NORTH ST BRIDGE OVER LITTLE CUYAHOGA RIVER	BRIDGE REPLACEMENT			2013			2014
82787	SUM-RAVENNA RD/OLD MILL RD (CR 12/109)	TWINSBURG TOWNSHIP RAVENNA RD AT OLD MILL RD AND OLD MILL RD AT STOW RD	RECONSTRUCT RAVENNA RD BRIDGE OVER TINKERS CREEK RECONSTRUCT RAVENNA RD/OLD MILL/STOW RD INTERSECTIONS			2015			CANCELLED

Table H-2

HIGHWAY IMPROVEMENTS - Delayed or Cancelled

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS					
				FY 2012-2015			FY 2014-2017		
				PE	ROW	CONST	PE	ROW	CONST
85159	SUM-RAVENNA RD-0.05 (CR 12)	TWINSBURG TOWNSHIP RAVENNA RD OVER TINKERS CREEK	BRIDGE REPLACEMENT			2013			2015
86053	SUM-STATE ST BRIDGE	AKRON STATE ST BRIDGE OVER OHIO CANAL	BRIDGE REPLACEMENT			2013			2014
92721	SUM-STATE ST NORTH-Resurfacing	BARBERTON STATE ST FROM WOOSTER RD TO ELMWOOD AVE	RESURFACING			2013			2014
92719	SUM-STATE ST SOUTH-Resurfacing	BARBERTON STATE ST FROM ROBINSON AVE TO HIGHLAND AVE	RESURFACING			2013			2014
91003	SUM-STEESE RD	GREEN STEESE RD FROM MASSILLON RD TO SHRIVER RD	STANDARD LANES RESURFACING TURN LANES SIDEWALKS			2014			CANCELLED
22077	SUM-SUMMIT RD	NORTON SUMMIT RD BRIDGE OVER WOLF CREEK	BRIDGE REHABILITATION			2015			CANCELLED
93890	SUM-SR 261-11.52 (TALLMADGE AVE)	AKRON TALLMADGE AVE (SR 261) FROM DAYTON ST TO SR 8	RECONSTRUCT AND REDUCE TO THREE STANDARD LANES UPGRADE TRAFFIC SIGNALS UPGRADE SIDEWALK			2015			2016
93434	SUM-WATERLOO RD SIGNALS	AKRON WATERLOO RD FROM MAIN ST TO ARLINGTON RD	SIGNAL COORDINATIION USING FIBEROPTIC			2015			2017
92729	SUM-WOOSTER RD WEST-Resurfacing	BARBERTON WOOSTER RD WEST FROM TAYLOR RD TO KRANCZ DR	RESURFACING			2013			2014
93436	SUM-SR 18 SIGNALS (PORTAGE PATH TO HAWKINS AVE)	AKRON WEST MARKET ST FROM HAWKINS AVE TO PORTAGE PATH	SIGNAL COORDINATION USING FIBEROPTIC ELIMINATE SIGNAL AT KENILWORTH AND ELMDALE			2015			2016
93435	SUM-SR 18 SIGNALS (SUMMIT ST TO PORTAGE PATH)	AKRON MARKET ST FROM PORTAGE PATH TO SUMMIT ST	UPGRADE SIGNALS WITH VIDEO DETECTION AND FIBER OPTICS			2015			2016
93433	SUM-SR 18/SR 91 (CANTON RD SIGNAL)	AKRON CANTON RD AT E. MARKET ST INTERSECTION	TURN LANES GEOMETRIC IMPROVEMENTS SIGNAL UPGRADE			2015			2016
77876	SUM-IR 76-11.80	AKRON IR 76 FROM INMAN ST TO GILCHRIST RD	PAVEMENT REHABILITATION MULTIPLE BRIDGE DECK OVERLAYS			2015			2016
76391	SUM-IR 77-4.05	GREEN AND COVENTRY TOWNSHIP IR 77 FROM SR 241 TO KILLIAN RD	MINOR REHABILITATION RESURFACING			2014			2016
81632	SUM-IR 77-28.37	RICHFIELD IR 77 FROM RICHFIELD SOUTH CORP LINE TO CUYAHOGA COUNTY LINE	RESURFACING MISCELLANEOUS BRIDGE WORK			2015			2017
84570	SUM-SR 91/93-1.42/9.78	AKRON SR 91 FROM WEDGEWOOD DR TO SR 18 SR 93 FROM 0.06 MILES SOUTH OF LAKEVIEW AVE TO EAST AVE	RESURFACING			2014			CANCELLED
82910	SUM-SR 91-5.01/5.52/0.00	SPRINGFIELD TOWNSHIP, TALLMADGE SR 91 FROM US 224 TO MCELWAIN DR, TALLMADGE CIRCLE, 0.04 MI NORTH OF OVERDALE DR TO 0.06 MI SOUTH OF HOWE RD	RESURFACING			3013			DELAYED
93438	SUM-SR 91 SIGNALS (DARROW RD)	AKRON DARROW RD FROM GILCHRIST RD TO EASTWOOD AVE	SIGNAL COORDINATIION USING FIBEROPTIC			2015			2017

Table H-2

HIGHWAY IMPROVEMENTS - Delayed or Cancelled

PID #	CO-RTE -SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS					
				FY 2012-2015			FY 2014-2017		
				PE	ROW	CONST	PE	ROW	CONST
88548	SUM-SR 91/PROSPECT ST (MAIN ST)	HUDSON MAIN ST AT PROSPECT ST	TURN LANES UPDATE SIGNAL CURB AND GUTTER			2014			2015
92032	SUM-SR 91 (PHASE 2)	TWINSBURG SR 91 (DARROW RD) FROM NORTH OF GLENWOOD BLVD TO THE TWINSBURG NORTH CORP LINE	WIDEN TO FOUR LANES ROUNDABOUT DRAINAGE SIDEWALK		2015			2016	
90415	SUM-SR 241-4.10 (MASSILLON RD)	GREEN RABER RD TO SR 619	WIDEN TO FIVE LANES			2015			2016
88556	SUM-SR 261-11.47 (TALLMADGE AVE)	AKRON TALLMADGE AVE AT DAYTON ST	REALIGN INTERSECTION		2014	2015		2015	2016
82915	SUM-SR 261D/764-1.13/0.00 (HIGH ST/WILBETH RD)	AKRON HIGH ST (SR 261D) FROM CHURCH ST TO EXCHANGE ST WILBETH RD (SR 764) FROM SR 93 TO S. MAIN ST	RESURFACING BRIDGE DECK OVERLAY			2013			DELAYED
93445	SUM-IR 271/SR 8 NOISE WALL	MACEDONIA IR 271 AT SR 8	NEW NOISE WALL			2013			DELAYED

Table H-3

HIGHWAY IMPROVEMENTS

CODES AND ABBREVIATIONS

Map No. Number identifying project on map following Table H-3.

PID No. The Project Identification Number assigned to a project by ODOT.

Co-Rte-Section The official project title assigned by ODOT consisting of a three letter county

Length The project length to the nearest hundredth of a mile.

Location and Termini Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.

Type of Work A brief description of the type of work.

FY State Fiscal Year (FY 2014 begins July 1, 2013)

Funding Type

BR - Bridge Replacement/Rehabilitation
CMAQ - Congestion Mitigation/Air Quality
DISC - Discretionary Funding/High Priority
HSIP - Highway Safety Improvement Program
IM - Interstate maintenance
LOCAL - Local Funding
NHPP - National Highway Performance Program
NHS - National Highway System
NPS - National Park System
OTC - Ohio Turnpike Commission
SRTS - Safe Routes to School
STP - Surface Transportation Program
STATE - State/ODOT Funding
TAP - Transportation Alternatives Program

Suffixes Accompaning Funding Type

A - AMATS Federal Funding Allocation

Phase

P - Preliminary Engineering
R - Right of Way purchase
C - Construction

Total Cost (000's) Total cost of all project phases in current dollars and rounded off to the nearest thousands.

Project Sponsor The unit of government or agency that initiated the project, implementation responsibility and assigned local share.

Table H-3
HIGHWAY IMPROVEMENTS

CODES AND ABBREVIATIONS (continued)

Air Quality Status

Analyze - Projects included as part of the air quality analysis (see Appendix C).

Exempt - Project included under 40 CFR 93.126, 93.127 and 93.128 as exempt from the requirement that a conformity determination be made and/or exempt from regional emissions analysis. The following classifications are used to describe exempt status:

SAFETY

Railroad/highway crossing

Hazard elimination program

Safer non-Federal-aid system roads

Shoulder improvements

Increasing sight distance

Safety improvement distance

Traffic control devices & operating assistance other than signalization projects

Railroad/highway crossing warning devices

Guardrails, median barriers, crash cushions

Pavement resurfacing and/or rehabilitation

Pavement marking demonstration

Emergency relief (23 U.S.C. 125)

Fencing

Skid treatments

Safety roadside rest areas

Adding medians

Truck climbing lanes outside the urbanized area

Lighting improvements

Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Emergency truck pullovers

MASS TRANSIT

Operating assistance to transit agencies

Purchase of support vehicles

Rehabilitation of transit vehicles

Purchase of office, shop and operating equipment for existing facilities

Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)

Construction or renovation of power, signal, and communications systems

Construction of small passenger shelters and information kiosks

Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

Rehabilitation or reconstruction of track structures, track and track bed in existing rights-of-way

Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771

AIR QUALITY

Continuation of ride-sharing & van-pooling promotion activites at current levels

Bicycle and pedestrian facilities

OTHER

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical services
- Grants for training and research programs
- Planning activities conducted pursuant to titles 23/49 U.S.C.
- Federal-aid systems revisions

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action

Noise attenuation

Advance land acquisitions (23 CFR part 712)

Acquisition of scenic easements

Plantings, landscaping, etc.

Sign removal

Directional and informational signs

Transportation alternatives activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

EXEMPT from REGIONAL EMISSIONS ANALYSES

Intersection channelization projects

Intersection signalization projects at individual intersections

Interchange reconfiguration projects

Changes in vertical and horizontal alignment

Truck size and weight inspection stations

Bus terminals and transfer points

Traffic signal synchronization projects

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
1	93078	**POR-CENTER RD** (CR 293)	1.89	NELSON TOWNSHIP BROSIUS RD TO PARKMAN RD	RESURFACING SHOULDER IMPROVEMENT	HSIP LOCAL	C C			960.0 240.0		1,200.0	PORTAGE COUNTY ENGINEER	EXEMPT
2	94287	**POR-CLEVELAND RD**	0.70	RAVENNA CLEVELAND RD FROM HIGHLAND AVE/ SYCAMORE ST TO RAVENNA NORTH CORP LINE	RESURFACING	STP-A LOCAL	C C			223.2 55.8		279.0	RAVENNA	EXEMPT
3	93806	**POR-N DEPEYSTER ST**	0.30	KENT N. DEPEYSTER ST FROM E. MAIN ST TO CRAIN AVE	RESURFACING	STP-A LOCAL	C C	142.6 35.7				178.3	KENT	EXEMPT
4	93805	**POR-FAIRCHILD AVE**	0.44	KENT FAIRCHILD AVE FROM MAJOR'S LANE TO HUDSON RD	RESURFACING	STP-A LOCAL	C C	149.0 37.3				186.3	KENT	EXEMPT
5	93809	**POR-FRANKLIN AVE**	0.61	KENT FRANKLIN AVE FROM CHERRY ST TO SUMMIT ST	RESURFACING	STP-A LOCAL	C C	211.6 52.9				230.0	KENT	EXEMPT
6	90582	**POR-FRED FULLER PARK DR**	0.01	KENT FRED FULLER PARK	BRIDGE REPLACEMENT	BR LOCAL	C C	926.6 231.6				1,165.2	KENT	EXEMPT
7	92561	**POR-FROST RD**	1.77	STREETSBORO FROST RD FROM I-480 TO SR 43	RECONSTRUCT TURN LANES SIGNAL INTERCONNECT BRIDGE WIDENING	HSIP LOCAL CMAQ-A LOCAL	P P C C	971.2 107.9		3,969.2 992.3		7,069.4	STREETS-BORO	EXEMPT
8	95376	**POR-HIGH ST BRIDGE**	0.01	MANTUA HIGH ST BRIDGE OVER CUYAHOGA RIVER	BRIDGE REPLACEMENT	BR LOCAL	C C			1,112.8 278.2		1,391.0	PORTAGE COUNTY ENGINEER	EXEMPT
9	92707	**POR-HIGHLAND AVE/DIAMOND ST** Resurfacing	0.90	RAVENNA HIGHLAND AVE FROM SYCAMORE/CLEVELAND ST TO DIAMOND ST DIAMOND ST FROM HIGHLAND AVE TO MILL ST	RESURFACING	STP-A LOCAL	C C		118.7 29.7			148.4	RAVENNA	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
10	93823	**POR-HIRAM HIKE AND BIKE**	0.47	HIRAM WINROCK RD TO SR 305	CONSTRUCT MULTI-USE TRAIL	TAP-A LOCAL TAP-A LOCAL TAP-A LOCAL	P P R R C C	61.6 15.4	 22.4 5.6 	 	 616.0 154.0	952.0	HIRAM	EXEMPT
11	93825	**POR-HIRAM VILLAGE SIDEWALKS**	1.10	HIRAM VARIOUS LOCATIONS ALONG SR 82, SR 305 AND SR 700	CONSTRUCT NEW SIDEWALKS	TAP-A LOCAL TAP-A LOCAL	P P C C	18.4 4.6	 252.8 63.2	 	 	339.0	HIRAM	EXEMPT
12	93393	**POR-JOHNNYCAKE RD-**Bridge (CR 72)	0.01	RANDOLPH TOWNSHIP JONNYCAKE RD BRIDGE OVER FEEDER CANAL	BRIDGE REPLACEMENT	BR LOCAL	C C				510.4 127.6	638.0	PORTAGE COUNTY ENGINEER	EXEMPT
13	93894	**POR-MCCLINTOCKSBURG RD-**1.89 (CR 135)	0.01	PALMYRA TOWNSHIP MCCLINTOCKSBURG RD OVER KALE CREEK	BRIDGE REPLACEMENT	BR LOCAL	C C	850.3 44.8				895.0	PORTAGE COUNTY ENGINEER	EXEMPT
14	93391	**POR-PARKMAN RD-**Bridge	0.01	WINDHAM TOWNSHIP PARKMAN RD OVER EAGLE CREEK	BRIDGE REPLACEMENT	BR LOCAL	C C	1071.6 56.4				1,128.0	PORTAGE COUNTY ENGINEER	EXEMPT
15	93759	**POR-THE PORTAGE HIKE & BIKE TRAIL-**SR 59 Segment	0.27	KENT TANNERY PARK SEGMENT TO SR 59/ERIE ST	CONSTRUCT BIKE TRAIL	TAP-A LOCAL	C C				700.0 436.2	1,136.2	KENT	EXEMPT
16	84546	**POR-E SUMMIT ST**	1.75	KENT EAST SUMMIT ST FROM SOUTH LINCOLN ST TO LOOP RD	SIGNAL COORDINATION NEW CENTER MEDIAN IMPROVE LINCOLN ST INTERSECTION	CMAQ-A LOCAL CMAQ-A HSIP LOCAL	R R C C C	436.0 109.0	 5,564.0 3,222.8 2,196.7	 	 	12,370.8	KENT	ANALYZE
17	87664	**POR-SUMMIT RD**-3.85 (CR 148)	0.01	FRANKLIN TOWNSHIP SUMMIT RD AT POWDER MILL RD	CONSTRUCT ROUNDABOUT	HSIP LOCAL	C C	501.1 125.3				636.0	PORTAGE COUNTY ENGINEER	EXEMPT
18	93441	**POR-WEST SIDE SIGNALS-**Ravenna	0.90	RAVENNA HIGHLAND AVE & DIAMOND ST/SYCAMORE ST AND DIAMOND ST & CLEVELAND AVE	SIGNAL COORDINATION PREEMPTION PEDESTRIAN SIGNALS CURB RAMPS	CMAQ-A LOCAL	C C				1,308.3 327.1	1,635.4	RAVENNA	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
19	84596	**POR-SR 5**-4.51	10.78	RAVENNA/CHARLESTOWN/PARIS TOWNSHIP SR 5 FROM RIDDLE RD TO TRUMBULL CO LINE	RESURFACING WORK ON SIX BRIDGES	NHS STATE	C C	2,060.0 515.0				2,575.0	ODOT	EXEMPT
20	82916	**POR-SR 14**-11.22	6.38	RAVENNA AND EDINBURG TOWNSHIPS SR 14 FROM RAVENNA CORP LINE TO TALLMADGE RD	MINOR REHABILITATION	STP LOCAL	C C	1,764.4 441.1				2,205.5	ODOT	EXEMPT
21	78278	**POR-SR 14**-12.55	0.68	RAVENNA TOWNSHIP SR 14 AT SR 59 / NEWTON FALLS RD	INTERSECTION IMPROVEMENTS ELIMINATE NEWTON FALLS LEG	STP-A HSIP STATE	C C C		3,000.0 573.3 813.7			8,146.4	ODOT	EXEMPT
22	88893	**POR-SR 43**-00.00	7.82	SUFFIELD AND BRIMFIELD TOWNSHIP SR 43 FROM THE STARK COUNTY LINE TO TALLMADGE RD AND AT I-76	RESURFACING MINOR BRIDGE WORK	NHPP STATE	C C			1,812.8 453.2		2,266.0	ODOT	EXEMPT
23	93442	**POR-SR 43-**10.26 (S Water St)	1.30	KENT SR 43 FROM SR 261 TO SUMMIT ST	TURN LANES SIGNAL UPGRADE SIGNAL INTERCONNECT SIDEWALK RAMPS	CMAQ-A LOCAL	R R				120.0 30.0	2,950.0	KENT	EXEMPT
24	86930	**POR-SR 43/59/261**-13.24/5.87/3.08	6.04	BRIMFIELD/FRANKLIN/RAVENNA TOWNSHIPS RAVENNA AND KENT SR 43 FROM KENT NORTH CORP LINE TO ALTA ST SR 59 FROM MENOUGH RD TO SR 5, SR 261 FROM 0.77 MILES WEST OF SUMMIT RD TO SR 59	RESURFACING WORK ON SIX BRIDGES	NHPP NHS STP STATE LOCAL	C C C C C	280.0 991.2 376.8 395.5 16.5				2,060.0	ODOT	EXEMPT
25	86963	**POR-SR 43/82**-20.77/0.00	5.86	AURORA SR 43 FROM SOUTH CORP LIMIT TO SR 82 AND BANK ST TO GEAUGA COUNTY LINE SR 82 FROM SUMMIT COUNTY LINE TO SR 43	RESURFACING BRIDGE DECK OVERLAY	NHS STP STATE LOCAL	C C C C			906.4 412.0 20.6 309.0		1,648.0	ODOT	EXEMPT
26	82913	**POR-SR 44-**19.16	2.98	SHALERSVILLE TWP, VILLAGE OF MANTUA SR 44 FROM SR 303 TO MILL ST	MINOR REHABILITATION BRIDGE REPAIRS	STATE STP BR TAP-A STATE LOCAL	R C C C C C	14.1 505.6 560.0 45.0 266.4 89.7				1,680.1	MANTUA	EXEMPT
27	81636	**POR-IR 76**-9.59	3.96	ROOTSTOWN/EDINBURG TOWNSHIPS IR 76 FROM 0.14 MILES WEST OF NEW MILFORD RD TO 0.07 MILES WEST OF ROCK SPRING RD	RESURFACING MISCELLANEOUS BRIDGE REPAIRS	IM STATE	C C			3,986.1 442.6		4,429.0	ODOT	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
28	84592	**POR-SR 82**-10.68	13.51	MANTUA/HIRAM/WINDHAM TOWNSHIPS VILLAGES OF HIRAM AND GARRETTSVILLE SR 82 FROM SPENCER PARK RD TO TRUMBULL COUNTY LINE	RESURFACING MISCELLANEOUS BRIDGE WORK CULVERT WORK	STP STATE	C C	2,615.8 654.0				3,270.3	ODOT	EXEMPT
29	88339	**POR-SR 88-14.42-**Slide	0.10	NELSON TOWNSHIP SR 88 0.75 MILES NORTH OF SR 305	EROSION CORRECTION	STP STATE	C C	176.0 44.0				262.4	ODOT	EXEMPT
30	88894	**POR-US 224/SR 183**-12.99/0.00	3.00	ATWATER TOWNSHIP SR 183 FROM STARK CO. LINE TO NORTH INTERSECTION WITH US 224	RESURFACING MINOR BRIDGE WORK	STP STATE	C C			664.6 166.2		832.0	ODOT	EXEMPT
31	88955	**POR-SR 261**-1.19	0.01	BRIMFIELD TOWNSHIP SR 261 BETWEEN SUMMIT COUNTY LINE AND MOGADORE RD	OVERLAY AND PAINTING OF TWO STRUCTURES	NHPP STATE	C C			2,824.8 706.2		3,531.0	ODOT	EXEMPT
32	93854	**POR-SR 303**-0.67	0.01	STREETSBORO SR 303 APPROX. 0.7 MILES EAST OF THE WEST CORP LINE	REPLACE CULVERT	STP-A STATE	C C			411.8 113.3		649.2	STREETS-BORO	EXEMPT
33	88895	**POR-SR 303-**4.99	3.72	SHALERSVILLE TOWNSHIP SR 303 FROM THE STREETSBORO EAST CORP LINE TO SR 44	RESURFACING MISCELLANEOUS BRIDGE WORK	STP STATE	C C				1,483.2 370.8	1,854.0	ODOT	EXEMPT
34	86932	**POR-SR 303**-8.72	4.32	SHALERSVILLE/FREEDOM TOWNSHIPS SR 303 FROM SR 44 TO SR 700	RESURFACING BRIDGE REPLACEMENT	STP STATE	C C		1,071.2 267.8			1,339.0	ODOT	EXEMPT
35	81639	**POR-US 422**-0.00	1.94	NELSON TOWNSHIP US 422 FROM GEAUGA CO. LINE TO TRUMBULL CO LINE	RESURFACING MINOR BRIDGE WORK	NHPP STATE	C C				1,483.2 370.8	1,854.0	ODOT	EXEMPT
N/A	94616	**POR-SUM DIST 4 ENVIRONMENTAL TASK ORDER**	N/A	PORTAGE AND SUMMIT COUNTY	CONTRACT FOR ENVIRONMENTAL SERVICES AS NEEDED	STATE	P	750.0				750.0	ODOT	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
N/A	94600	**POR-SUM DIST 4 FENCING**	N/A	PORTAGE AND SUMMIT COUNTY	CONTRACT TO REPAIR OR MAINTAIN FENCING ALONG VARIOUS ROUTES	STATE	C	335.0				335.0	ODOT	EXEMPT
N/A	94548	**POR-SUM DIST 4 GUARDRAIL**	N/A	PORTAGE AND SUMMIT COUNTY	CONTRACT TO REPAIR OR REPLACE EXISTING GUARDRAIL	STATE	C	825.0				825.0	ODOT	EXEMPT
N/A	95448	**POR-SUM DIST 4 GUARDRAIL END TERMINI TREATMENT**	N/A	PORTAGE AND SUMMIT COUNTY	UPGRADE TOP 100 GUARDRAIL END TERMINALS	HSIP	C	440.0				440.0	ODOT	EXEMPT
N/A	94576	**POR-SUM DIST 4 PAVEMENT MARKINGS**	N/A	PORTAGE AND SUMMIT COUNTY	WORK ORDER TO APPLY PAVEMENT MARKINGS	STATE	C	285.0				285.0	ODOT	EXEMPT
N/A	94626	**POR-SUM DIST 4 RAISED PAVEMENT MARKINGS**	N/A	PORTAGE AND SUMMIT COUNTY	REPLACEMENT OF RAISED PAVEMENT MARKINGS	STATE	C	165.0				165.0	ODOT	EXEMPT
N/A	95260 95257 95258 95259	**AMATS AIR QUALITY ADVOCACY PROGRAM**	N/A	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA TOWNSHIP OF WAYNE COUNTY	PROMOTION OF ACTIVITIES TO IMPROVE AIR QUALITY SUCH AS BIKING AND WALKING	CMAQ-A LOCAL	P P	60.0	48.0 12.0	48.0 12.0	48.0 12.0	240.0	AMATS	EXEMPT
N/A	90473 90474 95255 95256	**RIDESHARE**	N/A	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA TOWNSHIP OF WAYNE COUNTY	PROMOTION OF CARPOOLING	CMAQ-A	P	40.0	40.0	40.0	40.0	160.0	AMATS	EXEMPT
N/A	82326	**AMATS ANNUAL PROJECT COST INCREASE FUNDING**	N/A	SUMMIT AND PORTAGE COUNTIES AND CHIPPEWA TOWNSHIP OF WAYNE COUNTY	ANNUAL FUNDING INCREASES FOR ELIGIBLE AMATS PROJECTS	STP-A CMAQ-A	C C	300.0 100.0	300.0 100.0	300.0 100.0	300.0 100.0	1,600.0	VARIOUS	EXEMPT
N/A	82326	**AMATS PAVEMENT REPAIR & SIDEWALK RAMP FUNDING**	N/A	SUMMIT AND PORTAGE COUNTY VARIOUS LOCATIONS	PAVEMENT REPAIR AND SIDEWALK RAMPS ON ODOT RESURFACING PROJECTS	STP-A	C	200.0	200.0	200.0	200.0	800.0	VARIOUS	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
36	86923	**SUM-31st ST**	0.66	BARBERTON 31st ST FROM WOOSTER RD TO SHANNON AVE	ADD MEDIAN TURN LANE SIGNAL UPGRADE AT SHANNON AVE	STP-A LOCAL HSIP STP-A LOCAL	R R C C C	320.0 80.0 1,115.1 1,576.8 562.1				4,337.0	BARBERTON	EXEMPT
37	86154	**SUM-AKRON CLEVELAND RD**	0.01	BOSTON HEIGHTS AKRON-CLEVELAND RD BRIDGE OVER METROPARKS TRAIL	BRIDGE REPLACEMENT	BR LOCAL	C C	2,500.0 1,138.0				4,718.5	BOSTON HEIGHTS	EXEMPT
N/A	95710	**SUM-AKRON DISTRICT WIDE SRTS** Akron School Travel Plan	N/A	AKRON AKRON PUBLIC SCHOOLS, GRADES K-8	DEVELOP A SCHOOL TRAVEL PLAN FOR 41 SCHOOL BUILDINGS SERVING GRADES K-8.	TAP SRTS LOCAL	P P P	100.0 125.0 25.0				250.0	AKRON	EXEMPT
38	88528	**SUM-ARLINGTON RD**	2.07	COVENTRY AND SPRINGFIELD TOWNSHIPS ARLINGTON RD FROM CHENOWETH RD TO THE AKRON SOUTH CORP LINE	SIDEWALK AND RAMPS NB TURN LANE AT WARNER RD INTERCONNECT TRAFFIC SIGNALS RESURFACE FROM KILLIAN RD TO KRUMROY RD	CMAQ-A LOCAL CMAQ-A LOCAL	R R C C	160.0 40.0	880.0 511.0			1,591.0	SUMMIT COUNTY ENGINEER	EXEMPT
39	88009	**SUM-BANK ST**-0.47	0.01	AKRON BANK ST OVER LITTLE CUYAHOGA RIVER	REPLACE BRIDGE SUPERSTRUCTURE MODIFY EXISTING ABUTMENTS RECONSTRUCT APPROACHES	BR-C LOCAL	C C		894.5 223.6			1,118.2	SUMMIT COUNTY ENGINEER	EXEMPT
40	91975	**SUM-BLACKBERRY DR-**Bridge	0.01	HUDSON BLACKBERRY DR OVER BRANDYWINE CREEK	BRIDGE REHABILITATION HYDRAULIC IMPROVEMENTS	BR LOCAL	C C		300.0 75.0			375.0	HUDSON	EXEMPT
41	91974	**SUM-BRANDYWINE DR.-**Bridge	0.01	HUDSON BRANDYWINE DR OVER BRANDYWINE CREEK	BRIDGE REHABILITATION HYDRAULIC IMPROVEMENTS	BR LOCAL	C C		300.0 75.0			375.0	HUDSON	EXEMPT
42	93432	**SUM-BRITTAIN RD SIGNALS**	1.58	AKRON BRITTAIN RD FROM E. MARKET ST TO EASTWOOD AVE	SIGNAL COORDINATION FIBEROPTIC	CMAQ-A LOCAL	C C		920.0 230.0			1,150.0	AKRON	EXEMPT
43	82594	**SUM-CANTON RD** (CR 66)	0.98	SPRINGFIELD TOWNSHIP, VILLAGE OF LAKEMORE CANTON RD FROM SANITARIUM RD TO WATERLOO RD	STANDARD LANE WIDTH ADD CONCRETE MEDIAN CORRECT VERTICAL CURVE	HSIP LOCAL	C C			1,783.0 2,401.2		4,684.1	SUMMITT COUNTY ENGINEER	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
44	85076	**SUM-CLEVELAND MASSILLON RD** (Phase 1)	1.20	NORTON CLEVELAND MASSILLON RD FROM WEBER DR TO I-76/US 224	MEDIAN TURN LANE INTERSECTION WIDENING SIGNAL UPGRADE	HSIP LOCAL STP-A LOCAL	R R C C	2,735.2 457.3		4,740.8 1,185.2		9,424.5	NORTON	ANALYZE
45	93817	**SUM-CLEVELAND MASSILLON RD**	2.51	BATH TOWNSHIP CLEVELAND MASSILLON RD FROM GHENT RD TO IRA RD	RESURFACING	STP-A LOCAL	C C	800.0 200.0				1,000.0	SUMMIT COUNTY ENGINEER	EXEMPT
46	84396	**SUM-ENGLEWOOD ST**	0.48	AKRON ENGLEWOOD ST FROM INNOVATION WAY TO MASSILLON RD	RECONSTRUCTION EXTEND TO MASSILLON RD	STP-A LOCAL	C C	2,372.4 4,102.0				6,634.4	AKRON	ANALYZE
47	88990	**SUM-W EXCHANGE ST/CEDAR ST**	2.00	AKRON WEST EXCHANGE/CEDAR ST FROM DELIA AVE TO BOWERY ST	UPGRADE SIGNAL SYSTEM INTERCONNECT VIDEO	CMAQ-A LOCAL	C C			2,400.0 600.0		3,000.0	AKRON	EXEMPT
48	88550	**SUM-FREEDOM SECONDARY TRAIL**-Northside	4.10	AKRON AND TALLMADGE FREEDOM SECONDARY RAIL TRAIL FROM NORTHSIDE TRAIN STATION TO SOUTHWEST AVE	CONSTRUCT MULTI-PURPOSE TRAIL BRIDGE AND LOOP RAMP	TAP-A LOCAL	C C	700.0 4,382.5				5,082.5	SUMMIT COUNTY METRO-PARKS	EXEMPT
49	84977	**SUM-GRAHAM RD**	1.21	STOW AND CUYAHOGA FALLS GRAHAM RD FROM BATH RD TO SR 8	TURN LANES SIGNAL COORDINATION RESURFACING	CMAQ-A HSIP STP-A LOCAL	C C C C	2,976.2 1,200.0 473.8 995.8				5,645.8	STOW CUYAHOGA FALLS	EXEMPT
50	93819	**SUM-HOWE AVE**	0.69	CUYAHOGA FALLS HOWE AVE FROM MAIN ST TO BUCHHOLZER BLVD	PAVEMENT RECONSTRUCTION	STP-A LOCAL STP-A LOCAL	R R C C		480.0 120.0			4,194.5	CUYAHOGA FALLS	EXEMPT
51	92674	**SUM-HUDSON DR**-Resurfacing	1.17	HUDSON HUDSON DR FROM NORTON RD TO TEREX RD	RESURFACING	STP-A LOCAL	C C	460.0 115.0				575.0	HUDSON	EXEMPT
52	95709	**SUM-QUICK RD**-Resurfacing (CR 41)	3.58	BOSTON TOWNSHIP CUYAHOGA FALLS CORP LINE TO AKRON PENINSULA RD	RESURFACING	DISC LOCAL	C C	930.0 100.0				1,030.0	SUMMIT COUNTY ENGINEER	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
53	80665	**SUM-LAUBY RD**	1.15	GREEN LAUBY RD FROM AKRON CANTON AIRPORT DR TO GREENSBURG RD	STANDARD LANE WIDTH IMPROVE LAUBY RD/GREENSBURG RD INTERSECTION	DISC HSIP LOCAL	C C C	899.6 316.5 35.2				1,549.2	GREEN	EXEMPT
54	93760	**SUM-LIBERTY RD SIDEWALK**	0.68	TWINSBURG POST RD TO SOLON	CONSTRUCT SIDEWALK	TAP-A LOCAL	C C		320.0 80.0			447.6	TWINSBURG	EXEMPT
55	85161	**SUM-NORTH ST**	0.01	AKRON NORTH ST BRIDGE OVER LITTLE CUYAHOGA RIVER	BRIDGE REPLACEMENT	BR LOCAL	C C	1,071.6 402.5				1,474.2	SUMMIT COUNTY ENGINEER	EXEMPT
56	85159	**SUM-RAVENNA RD**-0.05 (CR 12)	0.01	HUDSON RAVENNA RD OVER TINKERS CREEK	BRIDGE REPLACEMENT	BR LOCAL	C C		982.3 245.6			1,227.8	SUMMIT COUNTY ENGINEER	EXEMPT
57	92240	**SUM-RAVENNA RD-**6.33 (CR 12)	0.01	TWINSBURG TOWNSHIP RAVENNA RD OVER TINKERS CREEK	BRIDGE REPLACEMENT	BR LOCAL	C C	1,281.9 320.5				1,702.3	SUMMIT COUNTY ENGINEER	EXEMPT
58	92677	**SUM-RAVENNA ST**-Resurfacing	1.25	HUDSON RAVENNA ST FROM STOW RD TO EAST CORP LINE	RESURFACING	STP-A LOCAL	C C	414.0 103.5				517.5	HUDSON	EXEMPT
59	93815	**SUM-RIVERVIEW RD-**Phase 2	0.96	BOSTON TWP RIVERVIEW RD FROM PENINSULA NORTH CORP LINE TO BOSTON MILLS RD	RESURFACING	STP-A LOCAL	C C	440.0 110.0				550.0	SUMMIT COUNTY ENGINEER	EXEMPT
60	93816	**SUM-RIVERVIEW RD-**Phase 3	1.17	BOSTON TWP RIVERVIEW RD FROM BOSTON MILLS RD TO CUYAHOGA CO. LINE	RESURFACING	STP-A LOCAL	C C	425.0 106.3				531.3	SUMMIT COUNTY ENGINEER	EXEMPT
61	84397	**SUM-SEIBERLING WAY-**Phase I	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD ST TO EAGLE ST	CONSTRUCT NEW ROAD NEW BRIDGE OVER LITTLE CUYAHOGA RIVER	STP-A STP-A STP-A LOCAL	P R C C	335.0 500.0		4,124.8 1,390.7		6,090.1	AKRON	ANALYZE

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
62	95566	**SUM-SEIBERLING WAY**-RW Purchase	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD AVE TO EAGLE ST	PURCHASE OF RIGHT-OF-WAY	STP-A	R	1,000.0				1,000.0	AKRON	EXEMPT
63	86053	**SUM-STATE ST BRIDGE**	0.01	AKRON STATE ST BRIDGE OVER OHIO CANAL	BRIDGE REPLACEMENT	BR LOCAL	C C		2,407.5 4,550.2			7,457.7	AKRON	EXEMPT
64	92721	**SUM-STATE ST NORTH**-Resurfacing	0.61	BARBERTON STATE ST FROM WOOSTER RD TO ELMWOOD AVE	RESURFACING	STP-A LOCAL	C C	293.4 73.3				366.7	BARBERTON	EXEMPT
65	90642	**SUM-SWINEHART AVE BRIDGE**	0.01	AKRON SWINEHART AVE BRIDGE OVER MUD RUN DITCH	BRIDGE REPLACEMENT	BR LOCAL	C C	480.0 120.0				600.0	AKRON	EXEMPT
66	90890	**SUM-WHITE POND DR-**Phase 3	1.00	AKRON AND COPLEY TOWNSHIP WHITE POND DR FROM I-77 TO SR 162 COPLEY RD	RESURFACING INTERSECTION IMPROVEMENTS	DISC LOCAL	C C		728.0 877.0			3,038.7	AKRON	EXEMPT
67	92729	**SUM-WOOSTER RD WEST**-Resurfacing	0.51	BARBERTON WOOSTER RD WEST FROM TAYLOR RD TO KRANCZ DR	RESURFACING	STP-A LOCAL	C C	309.9 77.5				387.4	BARBERTON	EXEMPT
68	86937	**SUM-SR 8**-20.27	1.05	VILLAGE OF NORTHFIELD SR 8 FROM NORTHFIELD CORP LINE TO CUYAHOGA COUNTY LINE	RESURFACING	STP STATE	C C		416.0 104.0			520.0	ODOT	EXEMPT
69	81633	**SUM-SR 18**-0.00	4.88	COPLEY AND BATH TOWNSHIPS, FAIRLAWN SR 18 FROM MEDINA COUNTY LINE TO AKRON WEST CORP LINE	RESURFACING MISCELLANEOUS BRIDGE WORK	NHS STATE LOCAL	C C C		2,762.8 514.7 280.0			3,557.5	ODOT	EXEMPT
70	92653	**SUM-SR 18-**0.54	0.01	COPLEY AND BATH TOWNSHIPS SR 18 OVER YELLOW CREEK	BRIDGE REPLACEMENT	NHS STATE	C C		704.0 176.0			880.0	ODOT	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
71	83067	**SUM-SR 18-**1.20	1.23	COPLEY TOWNSHIP SR 18 AT MONTROSE WEST AVE / HERITAGE WOODS DR	RELOCATE MONTROSE WEST AVE TO HERTIAGE WOODS DR CONTRUCT ECLUSIVE EB RIGHT TURN LANE TO I-77 SB RAMP ON SR 18	HSIP STATE LOCAL HSIP STATE LOCAL	R R R C C C	1,767.3 196.3 2,000.0		1,350.0 150.0 5,450.0		11,609.4	ODOT	ANALYZE
72	93436	**SUM-SR 18 SIGNALS** (W Market St-Portage Path to Hawkins Ave)	1.32	AKRON WEST MARKET ST FROM HAWKINS AVE TO PORTAGE PATH	SIGNAL COORDINATION FIBEROPTIC ELIMINATE SIGNAL AT KENILWORTH AND ELMDALE	CMAQ-A LOCAL	C C				1,600.0 400.0	2,000.0	AKRON	EXEMPT
73	93435	**SUM-SR 18 SIGNALS** (Market St-Summit St to Portage Path)	2.09	AKRON MARKET ST FROM PORTAGE PATH TO SUMMIT ST	UPGRADE SIGNALS VIDEO DETECTION AND FIBER OPTICS	CMAQ-A LOCAL	C C				1,120.0 280.0	1,400.0	AKRON	EXEMPT
74	86996	**SUM-SR 18**-13.02 (E Market St)	0.01	AKRON BRITTAIN RD OVER SR 18	DECK REPLACEMENT PAINT ONE STRUCTURE	NHS BR STATE LOCAL	C C C C		770.4 582.1 192.6 196.5			2,048.1	ODOT	EXEMPT
75	76388	**SUM-SR 21**-19.57 (Brecksville Rd)	1.20	VILLAGE OF RICHFIELD SR 21 (BRECKSVILLE RD) FROM IR 77 TO CUYAHOGA COUNTY LINE	MINOR REHABILITATION RESURFACING	STP STATE	C C	1,236.0 309.0				1,545.0	ODOT	EXEMPT
76	76849	**SUM-SR 59**-0.00	3.44	AKRON SR 59 FROM IR 76/77 TO EAST MARKET ST	MINOR REHABILITATION MISC. WORK TO EIGHTEEN BRIDGES	IM STP STATE LOCAL	C C C C	49.5 5,564.0 1,493.5 103.0				7,284.4	ODOT	EXEMPT
77	93501	**SUM-IR 76**-0.00	5.80	NORTON/BARBERTON I-76 FROM THE MEDINA COUNTY LINE TO WOOSTER RD	COMPLETE PAVEMENT REPLACEMENT FROM MEDINA CO. LINE TO SR 21 COMPLETE PAVEMENT REPLACEMENT AND WIDENING TO SIX LANES FROM SR 21 TO SR 619	STATE NHPP STATE	P C C	465.0		118,522.1 17,746.9		137,274.0	ODOT	ANALYZE
78	84629	**SUM-IR 76**-3.62/4.97	0.02	NORTON CLARK MILL RD BRIDGE AND SUMMIT RD BRIDGE OVER IR 76	REPLACE TWO BRIDGES	BR IM STATE LOCAL	C C C C	2,808.5 4.5 312.0 2.0				3,745.1	ODOT	EXEMPT
79	84655	**SUM-IR 76**-6.31	2.11	AKRON IR 76 FROM IR 277 TO IR 77 (KENMORE LEG)	RESURFACING	NHPP STATE	C C			2,039.4 226.6		2,266.0	ODOT	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
80	77269	**SUM-IR 76/77-**10.00 (MAIN/BROADWAY INTERCHANGE)	1.00	AKRON IR 76/77 WEST OF THE MAIN/BROADWAY AND GRANT/WOLF LEDGES INTERCHANGES	RECONSTRUCT MODIFY ACCESS POINTS AND GEOMETRY	IM STATE	R R	6,975.0 775.0				102,955.6	ODOT	ANALYZE
81	86979	**SUM-IR 76/77-**11.27/12.22	0.53	AKRON IR 76/77 FROM BROWN ST TO CENTRAL INTERCHANGE	BRIDGE REPLACEMENT REMOVE THREE BRIDGES RELOCATE JOHNSTON ST BETWEEN SPICER ST AND BROWN ST	STATE IM BR STATE LOCAL	P C C C C		15.0 11,271.6 5,828.4 1,915.0 55.0			23,783.6	ODOT	EXEMPT
82	88953	**SUM-IR 76**-11.48/11.65	0.01	AKRON NEAR SR 8 (CENTRAL INTERCHANGE)	BRIDGE DECK REPLACEMENT	BR STATE	C C			675.0 75.0		750.0	ODOT	EXEMPT
83	77876	**SUM-IR 76**-11.80	3.62	AKRON IR 76 FROM INMAN ST TO GILCHRIST RD	PAVEMENT REHABILITATION MULTIPLE BRIDGE DECK OVERLAYS	IM BR STATE	C C C			3,325.5 2,700.0 669.5		6,695.0	ODOT	EXEMPT
84	76391	**SUM-IR 77**-4.05	3.39	GREEN AND COVENTRY TOWNSHIP IR 77 FROM SR 241 TO KILLIAN RD	MINOR REHABILITATION RESURFACING	IM STATE	C C			4,733.1 745.0		5,479.0	ODOT	EXEMPT
85	83036	**SUM-IR 77-** 9.84	2.32	AKRON IR 77 FROM WATERLOO RD TO THE CENTRAL INTERCHANGE	MINOR PAVEMENT REHABILITATIION MISCELLANEOUS BRIDGE WORK	NHPP STATE	C C	7,230.6 803.4				8,034.0	ODOT	EXEMPT
86	83045	**SUM-IR 77-**22.32	1.88	COPLY TWP/BATH TWP IR 77 FROM SR 21 TO GHENT RD	MINOR PAVEMENT REHABILITATIION MISCELLANEOUS BRIDGE WORK	IM STATE	C C				2,700.0 309.0	3,090.0	ODOT	EXEMPT
87	81632	**SUM-IR 77**-28.37	5.25	RICHFIELD IR 77 FROM RICHFIELD SOUTH CORP LINE TO CUYAHOGA COUNTY LINE	RESURFACING MISCELLANEOUS BRIDGE WORK	IM STATE	C C				5,376.6 597.4	5,974.0	ODOT	EXEMPT
N/A	N/A	**SUM-IR 80**	7.31	SUMMIT AND PORTAGE COUNTIES	MAINTENANCE	OTC	C				X		OHIO TURNPIKE COMMISSION	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
88	84563	**SUM-SR 82**-0.14 (Aurora Rd)	3.91	SAGAMORE HILLS/NORTHFIELD CENTER TOWNSHIPS AND MACEDONIA SR 82 FROM CUYAHOGA COUNTY LINE TO I-271	RESURFACING CONTINUOUS LEFT TURN LANE FROM HOLZHAUER RD TO BOYDEN RD	HSIP HSIP STP STATE LOCAL	R C C C C	250.0	 1,755.0 1,112.4 181.5 123.5			3,438.3	ODOT	EXEMPT
89	81656	**SUM-SR 82**-4.65 (Aurora Rd)	1.30	MACEDONIA AND TWINSBURG AURORA RD FROM EAST OF CROW DR TO CHAMBERLIN RD	RECONSTRUCTION TURN LANES BIKE LANE	STP-A LOCAL STP-A HSIP STP STATE LOCAL	R R C C C C C	354.2 88.5	 3,516.0 800.4 320.0 80.0 1,029.5			6,188.6	MACEDONIA	EXEMPT
90	93444	**SUM-SR 91-**5.12 (North Ave)	0.65	TALLMADGE NORTH AVE FROM TALLMADGE CIRCLE TO GARWOOD DR	RECONSTRUCTION TURN LANES DRAINAGE SIDEWALKS	CMAQ-A LOCAL CMAQ-A LOCAL	R R C C		325.0 81.3		 3,800.0 950.0	5,156.3	TALLMADGE	EXEMPT
91	93433	**SUM-SR 91/SR 18 SIGNAL** (Canton Rd/E Market St)	0.01	AKRON SR 91 (CANTON RD) AT THE INTERSECTION WITH SR 18 (E. MARKET ST)	TURN LANES GEOMETRIC IMPROVEMENTS SIGNAL UPGRADE	CMAQ-A LOCAL	R R			400.0 100.0		1,500.0	AKRON	EXEMPT
92	82956	**SUM-SR 91/303**-11.95/10.26 (Darrow Rd/Streetsboro Rd)	0.25	STOW AND BOSTON HEIGHTS SR 91 FROM FISHCREEK RD TO NORTON RD SR 303 BRIDGE OVER HIKE/BIKE TRAIL	TURN LANES NEW SIGNAL REPLACE THREE SPAN BRIDGE WITH A PRECAST STRUCTURE	CMAQ-A LOCAL STP CMAQ-A STATE LOCAL	R R C C C C	85.6 21.4	 1,922.4 560.0 480.6 150.0			3,873.3	STOW	EXEMPT
93	93452	**SUM-SR 91/NORTON RD** (Darrow Rd)	0.40	HUDSON AND STOW SR 91 (DARROW RD) AT NORTON RD	TURN LANES STANDARD LANES RESURFACING SIDEWALKS	STP-A LOCAL STP-A LOCAL	R R C C		80.0 20.0		 1,600.0 400.0	2,100.0	HUDSON	EXEMPT
94	93820	**SUM-SR 91-14.67** (N Main St-Downtown)	0.16	HUDSON SR 91 (N. MAIN ST) FROM SR 303 TO CLINTON ST/AURORA ST	RESURFACING SIGNALIZATION UPGRADE CROSS WALKS	STP-A LOCAL STP-A LOCAL	R R C C		36.0 9.0	 440.0 110.0		595.0	HUDSON	EXEMPT
95	88548	**SUM-SR 91/PROSPECT ST** (Main St)	0.01	HUDSON MAIN ST AT PROSPECT ST	TURN LANES UPDATE SIGNAL CURB AND GUTTER	STP-A LOCAL STP-A LOCAL	R R C C	92.0 23.0	 480.0 120.0			700.0	HUDSON	EXEMPT
96	93822	**SUM-SR 91-15.67** (Darrow Rd)	0.70	HUDSON SR 91 (DARROW RD) FROM VALLEYVIEW RD TO HINES HILL RD	TURN LANES RESURFACING BIKE LANES SIDEWALKS	STP-A LOCAL STP-A LOCAL	R R C C		67.2 16.8		 1,512.0 378.0	1,974.0	HUDSON	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	FISCAL YEAR 2015	FISCAL YEAR 2016	FISCAL YEAR 2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
97	86954	**SUM-SR 91**-17.21 (Darrow Rd)	3.73	TWINSBURG AND TWINSBURG TOWNSHIP SR 91 FROM HUDSON NORTH CORP LINE TO 0.05 MILES SOUTH OF POST RD	RESURFACING MISCELLANEOUS WORK TO TWO BRIDGES	STP BR STATE LOCAL	C C C C		1,070.0 83.0 61.8 226.6			1,442.0	ODOT	EXEMPT
98	85078	**SUM-SR 91**-21.11 (Darrow Rd)	0.54	TWINSBURG SR 91 FROM POST RD TO GLENWOOD AVE	RECONSTRUCTION TURN LANES	STP-A LOCAL STP-A LOCAL	R R C C	552.0 138.0	 3,908.1 977.0			6,253.9	TWINSBURG	EXEMPT
99	92032	**SUM-SR 91-**Phase 2 (Darrow Rd)	0.56	TWINSBURG SR 91 (DARROW RD) FROM NORTH OF GLENWOOD BLVD TO THE TWINSBURG NORTH CORP LINE	WIDEN TO FOUR LANES ROUNDABOUT DRAINAGE SIDEWALK	STP-A LOCAL	R R			160.0 40.0		4,505.0	TWINSBURG	ANALYZE
100	86938	**SUM-SR 93**-0.00 (Manchester Rd)	8.03	NEW FRANKLIN AND COVENTRY TOWNSHIP SR 93 FROM STARK COUNTY LINE TO 0.18 MILES SOUTH OF STATE ST, BRIDGE OVER TUSC RIVER TO AKRON SOUTH CORP LINE (CARNEGIE AVE) SR 619 FROM BARBERTON S. CORP TO SR 93	RESURFACING MISCELLANEOUS WORK TO FOUR BRIDGES	STP STATE LOCAL	C C C		1,730.4 143.5 289.1			2,163.0	ODOT	EXEMPT
101	88968	**SUM-SR 162** (Copley Rd/Maple St)	3.64	AKRON COPLEY RD FROM COLLIER RD TO GLENDALE AVE	UPGRADE SIGNAL SYSTEM INTERCONNECT VIDEO	CMAQ-A LOCAL	C C			2,100.0 525.0		2,625.0	AKRON	EXEMPT
102	88911	**SUM-SR 176/SR 303-**0.25/0.00 (Broadview Rd)	6.41	RICHFIELD/RICHFIELD TOWNSHIP SR 176 FROM IR 77 TO IR 271 SR 303 FROM THE MEDINA COUNTY LINE TO THE PENINSULA WEST CORP LINE	RESURFACING MISCELLANEOUS BRIDGE WORK	BR NHPP STP STATE	C C C C			103.0 247.2 1,668.6 504.7		2,523.5	ODOT	EXEMPT
103	90415	**SUM-SR 241-**4.10 (Massillon Rd)	0.50	GREEN RABER RD TO SR 619	WIDEN TO FIVE LANES	STP-A LOCAL	R R				1,600.0 400.0	2,400.0	GREEN	ANALYZE
104	88556	**SUM-SR 261**-11.50 (Tallmadge Ave) Combined with PID 93890	0.40	AKRON TALLMADGE AVE (SR 261) FROM DAYTON ST TO SR 8 INCLUDING INTERSECTION WITH DAYTON ST	REALIGN DAYTON ST INTERSECTION RECONSTRUCT AND REDUCE TO THREE STANDARD LANES UPGRADE TRAFFIC SIGNALS UPGRADE SIDEWALK	STP-A LOCAL	R R		320.0 80.0			3,125.0	AKRON	EXEMPT
105	93439	**SUM-SR 261 SIGNALS** (Tallmadge Ave)	1.19	AKRON TALLMADGE AVE FROM HOME AVE TO BRITTAIN RD	SIGNAL COORDINATION FIBEROPTIC	CMAQ-A LOCAL	C C		760.0 190.0			950.0	AKRON	EXEMPT

Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR 2014	2015	2016	2017	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
106	76404	**SUM-IR 271-**0.00	2.33	BATH TWP/RICHFIELD TWP/RICHFIELD IR 271 FROM THE MEDINA COUNTY LINE TO JUST NORTHEAST OF THE RICHFIELD CORP LINE	RESURFACING	IM STATE	C C				5,292.0 588.0	5,880.0	ODOT	EXEMPT
107	94464	**SUM-IR 271-**0.03 Slide	0.01	RICHFIELD TWP IR 271 JUST EAST OF THE MEDINA CO LINE	SLIDE REPAIR ERROSION CORRECTION	STATE	C			412.5		412.5	ODOT	EXEMPT
108	93445	**SUM-IR 271/SR 8** Noise Wall	0.05	MACEDONIA IR 271 AT SR 8	CONSTRUCT NEW NOISE WALL	IM STATE	C C	4,950.0 550.0				5,500.0	ODOT	EXEMPT
109	94493	**SUM-SR 303**-10.29 (Streetsboro Rd)	0.01	BOSTON HEIGHTS SR 303 OVER HIKE AND BIKE TRAIL	NEW BRIDGE DECK PAINTING	STATE STP STATE	R C C	12.0		1,056.0 264.0		1,483.0	ODOT	EXEMPT
110	83015	**SUM-IR 480**-4.09	0.01	TWINSBURG IR 480 NEAR SR 82	SLIDE REPAIR	IM STATE	C C	297.0 33.0				389.5	ODOT	EXEMPT
111	90310	**SUM-SR 619-0.12** (Wooster Rd)	0.02	BARBERTON I-76 INTERCHANGE AT WOOSTER RD (SR 619)	INTERCHANGE UPGRADE TURN LANES BRIDGE WIDENING SIGNALIZATION	HSIP LOCAL STP-A LOCAL STP-A HSIP LOCAL	P P R R C C C	99.9 11.1	256.0 64.0	1,538.0 735.6 493.1		3,606.0	BARBERTON	EXEMPT
112	87710	**WAY-SR 21-**0.00	5.86	CHIPPEWA TOWNSHIP SR 21 FROM THE STARK CO LINE TO THE SUMMIT CO LINE	RESURFACING	NHPP STATE	C C				1,589.2 397.3	1,986.5	ODOT	EXEMPT
113	86840	**WAY-SR 57**-10.80	2.42	MILTON AND CHIPPEWA TOWNSHIPS SR 57 FROM RITTMAN SOUTH CORP LINE TO MEDINA COUNTY LINE	RESURFACING	STP STATE LOCAL	C C		616.2 66.9 152.2			835.4	ODOT	EXEMPT
114	86728	**WAY-SR 94**-14.16	12.39	BAUGHMAN/CHIPPEWA TOWNSHIPS SR 94 FROM ABANDON RR SOUTH OF MARSHALLVILLE TO MEDINA COUNTY LINE SR 585 FROM SR 94 (N. INT) TO SUMMIT CO LINE	RESURFACING	STP STATE	C C		2,593.8 648.5			3,242.3	ODOT	EXEMPT

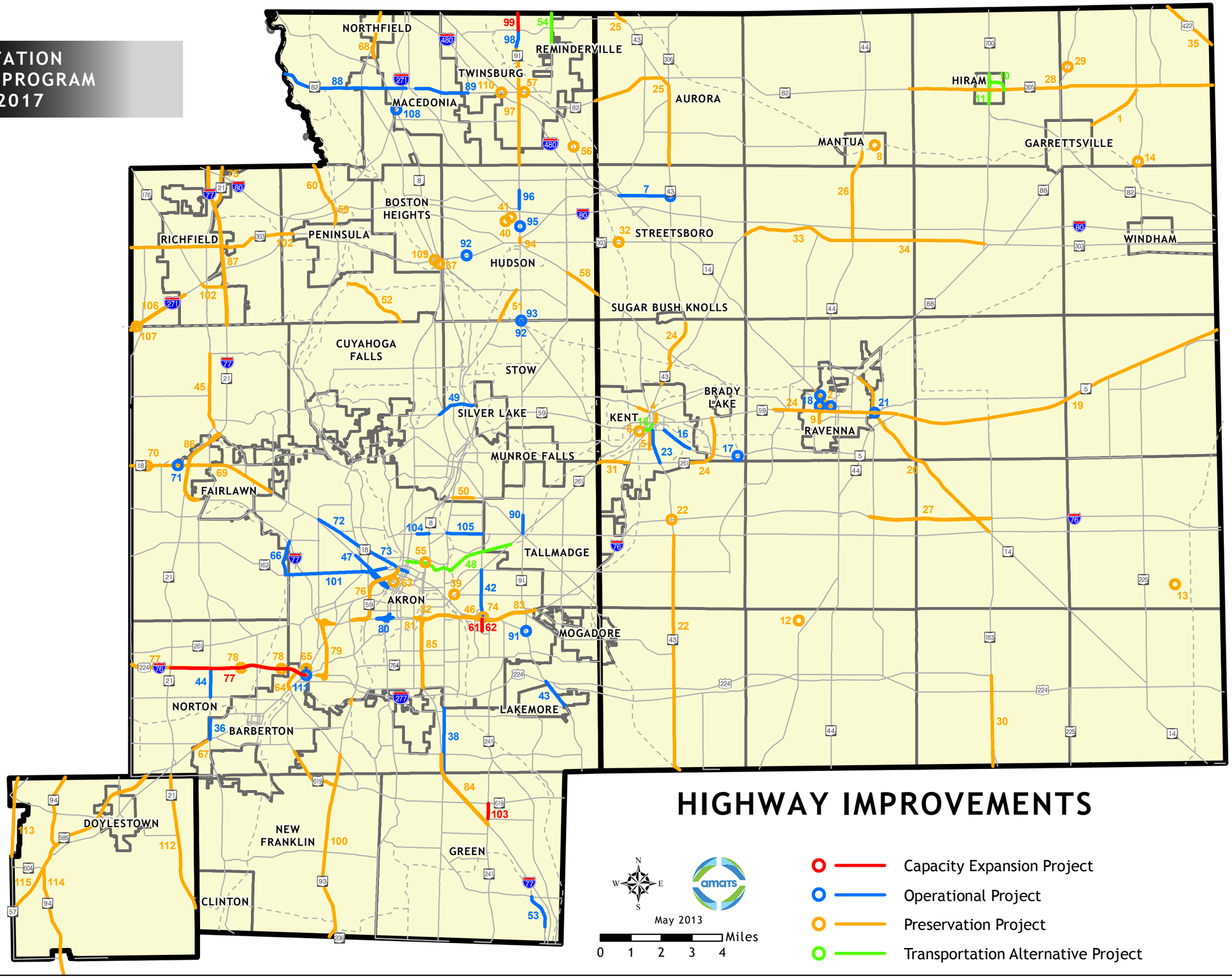
Table H-3

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR				TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
								2014	2015	2016	2017			
115	88797	**WAY-SR 585**-11.96	1.91	MILTON AND CHIPPEWA TOWNSHIPS SR 585 FROM 0.21 MILES SOUTH OF SR 57 TO SR 604	RESURFACING	STP STATE	C C		373.3 93.3			466.6	ODOT	EXEMPT

TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017



HIGHWAY IMPROVEMENTS

N
W E
S

amats

May 2013

0 1 2 3 4 Miles

- Capacity Expansion Project
- Operational Project
- Preservation Project
- Transportation Alternative Project

Table H-3

State Transportation Improvement Program (STIP)

FY 2014-2017

County-Route-Section	Statewide Line Items*
All Systems	AMISH BUGGY
All Systems	APPALACHIAN DEVELOPMENT LOCAL ACCESS
All Systems	BRIDGE INSPECTION
All Systems	BRIDGE MAINTENANCE ACTIVITIES
All Systems	BRIDGE REHABILITATION, RECONSTRUCTION & REPLACEMENT
Local Systems	CEAO PROGRAM ADMINISTRATION
All Systems	EMERGENCY RELIEF PROJECTS (CATEGORY A, B & C)
All Systems	ENVIRONMENTAL MITIGATION
All Systems	FEDERAL DISCRETIONARY PROGRAMS
All Systems	FEDERAL LANDS ACCESS PROGRAM
All Systems	GEOLOGIC SITE ASSESSMENT
All Systems	HIGHWAY MAINTENANCE ACTIVITIES
All Systems	HIGHWAY RESURFACING, REHABILITATION & IMPROVEMENTS
All Systems	HIGHWAY SAFETY PROGRAM
Local Systems	LOCAL GOVERNMENT PROGRAMS
All Systems	LOCAL PLANNING AGENCIES
All Systems	NATIONAL RECREATIONAL TRAILS PROGRAM
All Systems	OHIO DEPARTMENT OF PUBLIC SAFETY - 402 SAFETY PROGRAM ACTIVITIES
All Systems	RAIL GRADE SEPARATION PROGRAM
All Systems Except Interstate	RAIL HIGHWAY CROSSING SAFETY PROGRAM
All Systems	RIDESHARE PROGRAM
All Systems	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING
All Systems	SAFE ROUTES TO SCHOOL
All Transit Systems	SPECIALIZED TRANSPORTATION PROGRAMS
All Systems	TRANSPORTATION ALTERNATIVES PROGRAM
N/A	DEISEL EMISSIONS REDUCTION GRANT PROGRAM
All Systems	NOISE WALL PROGRAM

*For fund type, descriptions and amounts see State Transportation Improvement Program.

Chapter 3

TRANSIT IMPROVEMENTS

The transit portion of the AMATS TIP FY 2014-2017 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 2012-2013 Transit Project Activity

The following tables, labeled as T-1, provide status reports for the transit projects that were programmed for the fiscal years 2012 and 2013 of the TIP. Most of these projects were sponsored by METRO and PARTA, and utilized funding from the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program for the purchase of replacement buses.

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 Program funds, administered through the Federal Highway Administration (FHWA).

Also shown in the tables are the projects that were awarded through the Specialized Transportation Program, the Job Access/Reverse Commute (JARC) Program, and the New Freedom Program. The JARC and New Freedom Programs were discontinued following the enactment of MAP-21, the current federal transportation legislation.

FY 2014-2017 Transit Improvements

Project Priorities

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* (see Appendix A). Priorities are based on AMATS Regional Goals and Objectives. The projects are then programmed by year in the TIP based on the evaluations, timing of the projects, and the availability of funding.

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

In addition, the FTA Section 5339 Bus and Bus Facilities Formula Program provides capital assistance for new and replacement buses and related equipment and facilities. Transit-related discretionary projects are administered under the Section 5309 Program. Presently, METRO and PARTA are the only transit operators utilizing Section 5339 funds from the Akron Urbanized Area's apportionment.

Programmed Transit Projects for FY 2014-2017

The FY 2014-2017 TIP includes capital, maintenance, planning, and operating expenditures for METRO and PARTA. 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 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, currently administered by ODOT. These funds are awarded on an annual basis as part of the implementation of the 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 tables labeled as T-2 list all of the transit projects that are programmed for implementation for the FYs 2014 through 2017. A summary table follows. The FY TIP 2014-2017 includes $16.6 million in federal funds for capital projects, and $16.4 million in federal funds for preventive maintenance expenditures. No Section 5307 or 5339 funds are programmed for planning activities. Planning activities for both METRO and PARTA are presently being funded through local sources.

Table T-1

AMATS

TRANSIT PROJECTS ACTIVITY - FY 2012

PROJECT DESCRIPTION	GRANT NUMBER	TOTAL PROJECT COST	FEDERAL TRANSIT FUNDING AMOUNT	FEDERAL TRANSIT FUNDING SOURCE	GRANT/PROJECT STATUS
METRO REGIONAL TRANSIT AUTHORITY					
FY 2012 Projects					
Capital					
10 Large Buses	OH-90-X761-00	$4,420,000	$3,536,000	Sec. 5307	Awarded
15 Small Buses	OH-90-X761-00	$1,250,000	$1,000,000	Sec. 5307	Awarded
4 Large CNG Buses	OH-04-0086-00	$2,500,000	$2,000,000	Sec. 5309	Awarded
16 Small CNG Buses	OH-04-0086-00	$1,840,000	$1,472,000	Sec. 5309	Awarded
Rehab - Maintenance Facility	OH-95-X112-00	$2,500,000	$2,000,000	STP-S	Awarded
		$12,510,000	**$10,008,000**		
Operating-Related					
Preventive Maintenance		$1,977,969	$782,375	STP-S	Pending
Preventive Maintenance	OH-90-X761-00	$4,000,000	$4,000,000	Sec. 5307	Awarded
		$5,977,969	**$4,782,375**		
Planning					
Operational Planning		$360,000	$0	N/A	N/A
Akron North-South Corridor Alt Analysis	OH-39-0006-00	$337,500	$270,000	Sec. 5339	Awarded
		$697,500	**$270,000**		
2012 METRO TOTALS		**$19,185,469**	**$15,060,375**		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
FY 2012 Projects					
Capital					
Bus Shelters		$37,500	$30,000	Sec. 5307	Pending
Wash Bay		$250,000	$200,000	Sec. 5307	Pending
Facility Improvements - Admin		$30,000	$24,000	Sec. 5307	Pending
Facility Improvements - Paving	OH-90-X754-00	$350,000	$251,000	Sec. 5307	Awarded
Electronic Fareboxes		$403,000	$322,400	STP-S	Pending
		$1,070,500	**$827,400**		
Operating-Related					
Preventive Maintenance	OH-90-X754-00	$750,000	$600,000	Sec. 5307	Awarded
		$750,000	**$600,000**		
Planning					
Operational Planning		$75,000	$0	N/A	N/A
		$75,000	**$0**		
2012 PARTA TOTALS		**$1,895,500**	**$1,427,400**		
Coordinated Human Services Transportation Programs					
FY 2012 Projects					
Specialized Transportation Program		$205,190	$192,346	Sec. 5310	Awarded
TOTAL PROJECT COST		**$21,286,159**	**$16,680,121**		

Table T-1

AMATS

TRANSIT PROJECTS ACTIVITY - FY 2013

PROJECT DESCRIPTION	GRANT NUMBER	TOTAL PROJECT COST	FEDERAL TRANSIT FUNDING AMOUNT	FEDERAL TRANSIT FUNDING SOURCE	GRANT/PROJECT STATUS
METRO REGIONAL TRANSIT AUTHORITY					
FY 2013 Projects					
Capital					
2 CNG Articulated Buses		$1,800,000	$1,440,000	Sec. 5307	Pending
10 Large Buses		$3,970,000	$3,176,000	Sec. 5307	Pending
15 Small CNG Buses		$1,867,500	$1,494,000	Sec. 5309	Pending
Passenger Shelters		$106,250	$85,000	Sec. 5307	Pending
		$7,743,750	**$6,195,000**		
Operating-Related					
Job Access & Reverse Commute Service		$210,000	$168,000	Sec. 5316	Awarded
Preventive Maintenance		$5,622,102	$4,000,000	Sec. 5307	Pending
		$5,832,102	**$4,168,000**		
Planning					
Operational Planning		$360,000	$0	N/A	N/A
		$360,000	**$0**		
2013 METRO TOTALS		**$13,935,852**	**$10,363,000**		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
FY 2013 Projects					
Capital					
9 Small Buses		$700,313	$560,250	Sec. 5309	Pending
Coordination Software and Equipment		$280,500	$224,400	Sec. 5309	Pending
5 Small Buses		$375,000	$275,000	Sec. 5307	Pending
		$1,355,813	**$1,059,650**		
Operating-Related					
Preventive Maintenance		$750,000	$600,000	Sec. 5307	Pending
		$750,000	**$600,000**		
Planning					
Operational Planning		$75,000	$0	N/A	N/A
Coordinated Human Services Plan		$50,000	$50,000	Sec. 5312	Pending
		$125,000	**$50,000**		
2013 PARTA TOTALS		**$2,230,813**	**$1,709,650**		
Coordinated Human Services Transportation Programs					
FY 2013 Projects					
Job Access & Reverse Commute Service		$589,831	$471,865	Sec. 5316	Pending
New Freedom Program		$502,470	$401,976	Sec. 5317	Pending
		$1,092,301	**$873,841**		
TOTAL PROJECT COST		**$17,258,966**	**$12,946,491**		

Table T - 2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

TRANSIT IMPROVEMENTS
METRO Regional Transit Authority

Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding $	Federal Funding Source	State Funding $	State Funding Source	Local Funding $	Local Funding Source	Total Project Cost $
Operating	89895			Exempt	Operating	2014	Yes					$37,000,000	Dedicated Local Tax	$37,000,000
Local Capital-Park & Ride Lot	89896		Expansion	Exempt	Capital	2014	Yes					$4,000,000	Operating Revenue	$4,000,000
Planning	89897			Exempt	Planning	2014	Yes					$400,000	Dedicated Local Tax	$400,000
Preventive Maintenance	89883			Exempt	Capital	2014	Yes	$4,000,000	5307	$675,000	UTP (STP-S)	$1,175,000	Dedicated Local Tax	$5,850,000
Large Buses	89878	6	Replacement	Exempt	Capital	2014	Yes	$2,126,400	5307			$531,600	Operating Revenue	$2,658,000
Support Equip-Shelters, Benches	94890			Exempt	Capital	2014	Yes	$65,000	5307			$16,250	Operating Revenue	$81,250
Operating	89901			Exempt	Operating	2015	Yes					$36,000,000	Dedicated Local Tax	$36,000,000
Local Capital Project	89902			Exempt	Capital	2015	Yes					$4,000,000	Operating Revenue	$4,000,000
Planning	89903			Exempt	Planning	2015	Yes					$400,000	Dedicated Local Tax	$400,000
Preventive Maintenance	89900			Exempt	Capital	2015	Yes	$3,500,000	5307	$675,000	UTP (STP-S)	$1,050,000	Dedicated Local Tax	$5,225,000
Large Buses	89898	6	Replacement	Exempt	Capital	2015	Yes	$2,126,400	5307			$531,600	Operating Revenue	$2,658,000
Small Buses - CNG	89899	12	Replacement	Exempt	Capital	2015	Yes	$998,400	5307			$249,600	Operating Revenue	$1,248,000
Support Equip-Shelters, Benches	94938			Exempt	Capital	2015	Yes	$65,000	5307			$16,250	Operating Revenue	$81,250
Large Buses	95695	2	Replacement	Exempt	Capital	2015	Yes	$720,000	5339			$180,000	Dedicated Local Tax	$900,000
Operating	94955			Exempt	Operating	2016	Yes					$38,000,000	Dedicated Local Tax	$38,000,000
Local Capital Project	94958			Exempt	Capital	2016	Yes					$4,000,000	Operating Revenue	$4,000,000
Planning	94959			Exempt	Planning	2016	Yes					$400,000	Operating Revenue	$400,000
Preventive Maintenance	94947			Exempt	Capital	2016	Yes	$3,500,000	5307	$675,000	UTP (STP-S)	$1,050,000	Dedicated Local Tax	$5,225,000
Large Commuter Buses	94941	2	Replacement	Exempt	Capital	2016	Yes	$1,360,000	5307			$340,000	Operating Revenue	$1,700,000
Small Buses	94942	12	Replacement	Exempt	Capital	2016	Yes	$1,008,000	5307			$252,000	Operating Revenue	$1,260,000
Support Equip-Shelters, Benches	94952			Exempt	Capital	2016	Yes	$65,000	5307			$16,250	Operating Revenue	$81,250
Large Buses	95695	2	Replacement	Exempt	Capital	2016	Yes	$720,000	5339			$180,000	Dedicated Local Tax	$900,000
Operating	94969			Exempt	Operating	2017	Yes					$39,000,000	Dedicated Local Tax	$39,000,000
Local Capital Project	94971			Exempt	Capital	2017	Yes					$4,000,000	Operating Revenue	$4,000,000
Planning	95136			Exempt	Planning	2017	Yes					$400,000	Operating Revenue	$400,000
Preventive Maintenance	94966			Exempt	Capital	2017	Yes	$3,000,000	5307	$675,000	UTP (STP-S)	$925,000	Dedicated Local Tax	$4,600,000
Large Buses	94960	6	Replacement	Exempt	Capital	2017	Yes	$2,160,000	5307			$540,000	Dedicated Local Tax	$2,700,000
Small Buses	94962	12	Replacement	Exempt	Capital	2017	Yes	$1,008,000	5307			$252,000	Operating Revenue	$1,260,000
Support Equip-Shelters, Benches	94967			Exempt	Capital	2017	Yes	$65,000	5307			$16,250	Operating Revenue	$81,250
Large Buses	95695	2	Replacement	Exempt	Capital	2017	Yes	$720,000	5339			$180,000	Dedicated Local Tax	$900,000
TOTALS								**$27,207,200**		**$2,700,000**		**$175,101,800**		**$205,009,000**

Table T - 2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

TRANSIT IMPROVEMENTS
Portage Area Regional Transportation Authority

Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding $	Federal Funding Source	State Funding $	State Funding Source	Local Funding $	Local Funding Source	Total Project Cost $
Operating	89814			Exempt	Operating	2014	Yes			$122,000	E & D Fare Assist	$3,300,000	Operating Revenue	$3,422,000
Planning	89831			Exempt	Planning	2014	Yes					$50,000	Dedicated Local Tax	$50,000
Preventive Maintenance	89819			Exempt	Capital	2014	Yes	$600,000	5307	$260,000	UTP (GRF)	$25,000	Operating Revenue	$885,000
Small Buses	89822	5		Exempt	Capital	2014	Yes	$275,000	5307			$100,000	Dedicated Local Tax	$375,000
CNG Fueling Station	95695			Exempt	Capital	2014	Yes	$732,000	5339			$183,000	Dedicated Local Tax	$915,000
Operating	89814			Exempt	Operating	2015	Yes			$122,000	E & D Fare Assist	$3,300,000	Operating Revenue	$3,422,000
Planning	89831			Exempt	Planning	2015	Yes					$50,000	Dedicated Local Tax	$50,000
Preventive Maintenance	89819			Exempt	Capital	2015	Yes	$600,000	5307	$260,000	UTP (GRF)	$25,000	Dedicated Local Tax	$885,000
Large Buses	89830	1	Replacement	Exempt	Capital	2015	Yes	$275,000	5307			$100,000	Dedicated Local Tax	$375,000
Operating	94643			Exempt	Operating	2016	Yes			$122,000	E & D Fare Assist	$3,300,000	Operating Revenue	$3,422,000
Planning	94645			Exempt	Planning	2016	Yes					$50,000	Dedicated Local Tax	$50,000
Preventive Maintenance	94648			Exempt	Capital	2016	Yes	$600,000	5307	$260,000	UTP (GRF)	$25,000	Dedicated Local Tax	$885,000
Small Buses	94649	5	Replacement	Exempt	Capital	2016	Yes	$275,000	5307			$100,000	Dedicated Local Tax	$375,000
Operating	94644			Exempt	Operating	2017	Yes			$122,000	E & D Fare Assist	$3,300,000	Operating Revenue	$3,422,000
Planning	94646			Exempt	Planning	2017	Yes					$50,000	Dedicated Local Tax	$50,000
Preventive Maintenance	94650			Exempt	Capital	2017	Yes	$600,000	5307	$260,000	UTP (GRF)	$25,000	Dedicated Local Tax	$885,000
Small Buses	94651	5	Replacement	Exempt	Capital	2017	Yes	$275,000	5307			$100,000	Dedicated Local Tax	$375,000
CNG Fueling Station	92923		Expansion	Exempt	Capital	2017	Yes	$1,600,000	CMAQ			$400,000	Dedicated Local Tax	$2,000,000
TOTALS								$5,832,000		$1,528,000		$14,483,000		$21,843,000

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

Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Accessible	State FY	Fiscally Constrained	Federal Funding $	Federal Funding Source	State Funding $	State Funding Source	Local Funding $	Local Funding Source	Total Project Cost $
Competitively Selected Projects				Exempt	Yes	2014	Yes	$537,852	5310	$0		$134,463	Other	$672,315
Competitively Selected Projects				Exempt	Yes	2015	Yes	$537,852	5310	$0		$134,463	Other	$672,315
Competitively Selected Projects				Exempt	Yes	2016	Yes	$537,852	5310	$0		$134,463	Other	$672,315
Competitively Selected Projects				Exempt	Yes	2017	Yes	$537,852	5310	$0		$134,463	Other	$672,315
TOTALS								**$2,151,408**		**$0**		**$537,852**		**$2,689,260**

Table T-2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

Transit Projects

Summary Sheet

METRO RTA

(In Thousands of Dollars)

	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
FY	Capital	Operating	Planning	Capital[1]	Operating	Planning	Capital[2]	Operating	Planning	Capital	Operating	Planning
2014	$12,589	$37,000	$400	$6,191	$0	$0	$675	$0	$0	$5,723	$37,000	$400
2015	$14,112	$36,000	$400	$7,410	$0	$0	$675	$0	$0	$6,027	$36,000	$400
2016	$13,166	$38,000	$400	$6,653	$0	$0	$675	$0	$0	$5,838	$38,000	$400
2017	$13,541	$39,000	$400	$6,953	$0	$0	$675	$0	$0	$5,913	$39,000	$400
Total	**$53,409**	**$150,000**	**$1,600**	**$27,207**	**$0**	**$0**	**$2,700**	**$0**	**$0**	**$23,502**	**$150,000**	**$1,600**

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

[2] State UTP funds are derived from state - attributable Surface Transportation Program funds

PARTA

(In Thousands of Dollars)

	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
FY	Capital	Operating	Planning	Capital[1]	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2014	$2,175	$3,422	$50	$1,607	$0	$0	$260	$122	$0	$308	$3,300	$50
2015	$1,260	$3,422	$50	$875	$0	$0	$260	$122	$0	$125	$3,300	$50
2016	$1,260	$3,422	$50	$875	$0	$0	$260	$122	$0	$125	$3,300	$50
2017	$3,260	$3,422	$50	$2,475	$0	$0	$260	$122	$0	$525	$3,300	$50
Total	**$7,955**	**$13,688**	**$200**	**$5,832**	**$0**	**$0**	**$1,040**	**$488**	**$0**	**$1,083**	**$13,200**	**$200**

[1] 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)

	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
FY	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2014	$672	$0	$0	$538	$0	$0	$0	$0	$0	$134	$0	$0
2015	$672	$0	$0	$538	$0	$0	$0	$0	$0	$134	$0	$0
2016	$672	$0	$0	$538	$0	$0	$0	$0	$0	$134	$0	$0
2017	$672	$0	$0	$538	$0	$0	$0	$0	$0	$134	$0	$0
Total	**$2,689**	**$0**	**$0**	**$2,151**	**$0**	**$0**	**$0**	**$0**	**$0**	**$538**	**$0**	**$0**

Chapter 4

FINANCIAL ASSESSMENT

MAP-21 requires that the Transportation Improvement Program include a financial plan demonstrating that the TIP can be implemented with the financial resources that are expected to be available to the AMATS area. The development of this financial component is based on a comprehensive, cooperative and continuing planning process that involves ODOT, AMATS and area transit operators. Federal funding for transportation projects and programs are channeled through this planning process.

This chapter summarizes highway and transit revenues anticipated to be available and compares them to the estimated project costs for the FY 2014-2017 TIP. Highway cost information has been drawn from Table H-3 in Chapter 2 and transit cost information has been drawn from Table T-2 in Chapter 3. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

It should be noted that projections of federal funds involve a measure of uncertainty due to the fact that the current legislation authorizing federal transportation funds will expire in September 2014.

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. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

ODOT allocated funds

The majority of the projects listed in the highway portion of the TIP are financed through ODOT-managed funding sources. The fiscal constraint analysis for these projects are recorded in the *Financial Analysis* chapter of the State Transportation Improvement Program for FY 2014-2017 and also included in Table F-1.

AMATS allocated funds

ODOT suballocates federal funding to AMATS for the STP, CMAQ and TAP funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2014 through 2017. Per ODOT's guidance, it has been assumed that there will be no annual increase for the STP, CMAQ and TAP funding programs.

AMATS uses a competitive application process to award these funds to project sponsors as outlined in the Funding Policy Guidelines contained in Appendix A. 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 F-1 compares forecasted annual revenues with expenditures for highway funding programs controlled by the AMATS Policy Committee (STP, CMAQ and TAP). Due to the nature of project programming and development, it can be seen that, in any particular year, project costs may exceed available revenue. The resulting negative funding balance is corrected by trading funds among funding programs.

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

The AMATS forecasted revenues, as shown in Table F-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 Specialized Transportation Program (FTA Section 5310 Enhanced Mobility for the Elderly and Disabled) have been programmed in each year of the TIP based on estimates derived from the FY 2013 partial 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 Specialized Transportation projects is recorded in the Financial Analysis chapter of the State Transportation Improvement Program for FY 2014-2017. The forecast of AMATS managed Section 5307 funds is based on FTA's actual allocations for the program for federal fiscal year 2012. Per ODOT's guidance, it has been assumed that there will be no increase in Section 5307 funds for FY 2014 through 2017. The forecast of Section 5339 funds is based on FTA's partial allocations for FY 2013. The partial allocation was expanded to a full year, and remains constant through the four-year TIP period.

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

Total TIP Revenues and Costs

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

Table F-1

FISCAL CONSTRAINT ANALYSIS

AMATS FY 2014-2017 TIP

($000)

Fund Type	2014			2015			2016			2017		
	Estimates	Budget	Balance	Estimates	Budget	Balance	Estimates	Budget	Balance	Estimates	Budget	Balance
Federal Highway Administration												
Federal Flexible												
STP - State	$13,136	$13,136	$0	$12,801	$12,801	$0	$4,895	$4,895	$0	$2,259	$2,259	$0
National Highway Performance Prgm	$7,511	$7,511	$0	$0	$0	$0	$125,446	$125,446	$0	$3,072	$3,072	$0
Interstate Maintenance	$12,276	$12,276	$0	$11,272	$11,272	$0	$12,045	$12,045	$0	$13,450	$13,450	$0
National Hwy Syst	$3,051	$3,051	$0	$4,237	$4,237	$0	$906	$906	$0	$0	$0	$0
Bridge	$11,550	$11,550	$0	$10,483	$10,483	$0	$5,485	$5,485	$0	$510	$510	$0
Highway Safety Imp Prog	$7,946	$7,946	$0	$1,374	$1,374	$0	$4,829	$4,829	$0	$0	$0	$0
Penalty Transfer	$1,450	$1,450	$0	$1,755	$0	-$1,755	$0	$0	$0	$0	$0	$0
Un-Assigned Federal	$1,055	$1,055	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Un-Assigned Federal Labor	$1,800	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STP - MPO	$11,532	$10,840	-$692	$12,762	$9,226	-$3,536	$12,139	$6,381	-$5,757	$5,212	$4,160	-$1,052
CMAQ - MPO	$4,094	$16,114	$12,020	$8,567	$17,865	$9,298	$9,057	$14,513	$5,456	$9,736	$10,759	$1,022
TAP - MPO	$963	$86	-$877	$640	$115	-$525	$0	$467	$467	$1,316	$1,458	$142
State/Local Match												
State Funds	$11,225	$11,225	$0	$5,207	$5,207	$0	$21,974	$21,974	$0	$2,561	$2,561	$0
Labor - State Match	$765	$765	$0	$275	$275	$0	$723	$723	$0	$73	$73	$0
Labor - Local Match	$295	$295	$0	$233	$233	$0	$99	$99	$0	$34	$34	$0
Local Match	$16,393	$16,393	$0	$12,898	$12,898	$0	$14,398	$14,398	$0	$4,565	$4,565	$0
Other Federal												
High Priority	$900	$900	$0	$728	$728	$0	$0	$0	$0	$0	$0	$0
TAP/Enhancement	$2	$2	$0	$25	$25	$0	$0	$0	$0	$62	$62	$0
FHWA Subtotal	**$105,944**	**$116,396**	**$10,452**	**$83,257**	**$86,739**	**$3,482**	**$211,997**	**$212,162**	**$165**	**$42,850**	**$42,962**	**$113**
Federal Transit Administration												
5307 - Urban Formula Program	$7,066	$7,066	$0	$7,565	$7,565	$0	$6,808	$6,808	$0	$7,108	$7,108	$0
5339 - Bus & Bus Facilities	$732	$732	$0	$720	$732	$12	$720	$732	$12	$720	$732	$12
FTA - Local Dedicated - Sales Tax	$42,120	$42,120	$0	$41,353	$41,353	$0	$47,138	$47,138	$0	$48,805	$48,805	$0
FTA - Local Other - farebox, contracts	$4,675	$4,675	$0	$4,566	$4,566	$0	$592	$592	$0	$400	$400	$0
General Revenue Fund - state GRF	$210	$210	$0	$210	$210	$0	$210	$210	$0	$210	$210	$0
FTA Subtotal	**$54,803**	**$54,803**	**$0**	**$54,414**	**$54,426**	**$12**	**$55,468**	**$55,480**	**$12**	**$57,243**	**$57,255**	**$12**

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. A total of $667 million in highway and transit projects is listed in the four years of the TIP. Of this total, $512 million are for projects designed to maintain the 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. The Ohio Department of Transportation (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 H-3.

Municipalities, counties, and townships also initiate transportation improvements with local funds. The major source of revenues for these projects is local permissive taxes, motor fuel taxes and license plate registration fees. The revenues received from these sources are used to plan, construct, reconstruct, repair and maintain highways and bridges as defined in the Ohio Revised Code. Another source of funding comes from the Ohio Public Works Commission, known as State Issue II funds, which focuses on repairing and maintaining local infrastructure. These sources of revenue provide approximately $62.6 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 imperative. All of the transit projects programmed in the TIP are related to either:

1) continued operation of METRO's and PARTA's services
2) replacement of worn out rolling stock and equipment
3) maintenance and rehabilitation of existing equipment, facilities, and rolling stock
4) Coordinated Human Services Public Transportation Plan

The total cost for all of these expenditures is $229.5 million. In order of amount of funds, 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 M-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.

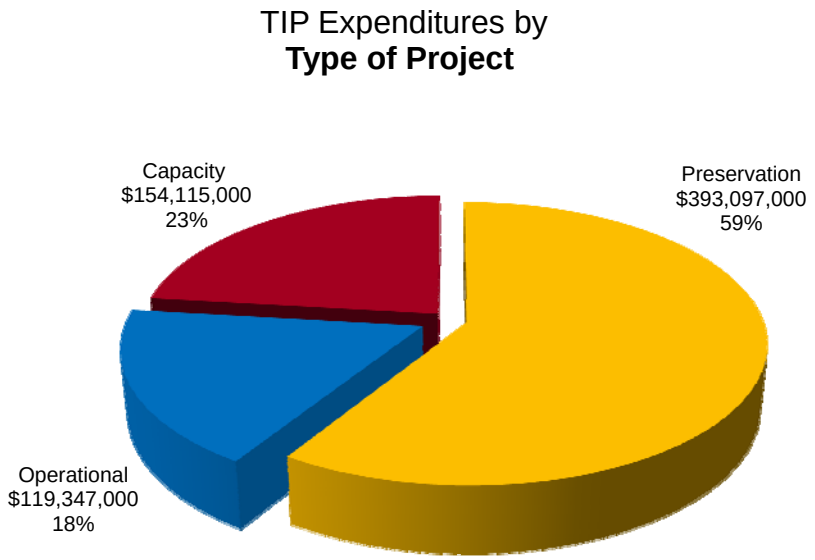


Table M-1

FUNDING SOURCES by PROJECT TYPE

FY 2014-2017

FUNDS $(000)

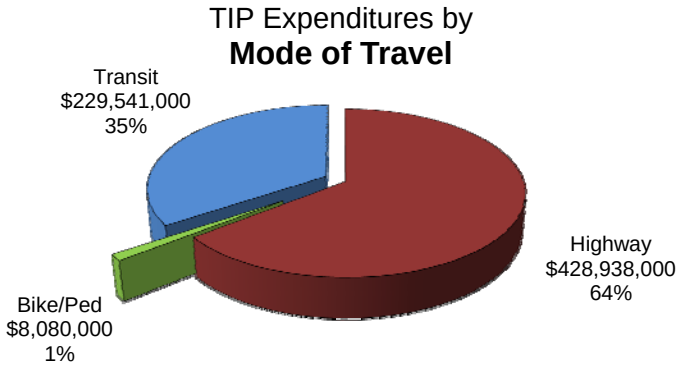
Funding Source	Preservation	Operational Improvements	Capacity or Expansion	Total
FEDERAL-AID HIGHWAYS				
BR	$28,030	$0	$0	**$28,030**
CMAQ-A	$0	$29,460	$0	**$29,460**
DISC	$930	$1,628	$0	**$2,558**
HSP	$1,400	$19,176	$0	**$20,576**
IM	$37,036	$11,925	$0	**$48,961**
NHPP	$17,507	$0	$118,522	**$136,029**
NHS	$8,195	$0	$0	**$8,195**
OTC	$0	$0	$0	**$0**
SRTS	$0	$0	$0	**$0**
STP-A	$13,929	$21,019	$7,720	**$42,668**
STP	$23,630	$5,119	$0	**$28,749**
TAP-A	$45	$0	$0	**$45**
STATE	$18,844	$3,227	$18,212	**$40,283**
LOCAL	$16,342	$25,211	$1,831	**$43,384**
HIGHWAY TOTALS	**$165,888**	**$116,765**	**$146,285**	**$428,938**
FEDERAL-AID PUBLIC TRANSPORTATION				
FTA 5307 - Urban Formula	$28,547	$0	$0	**$28,547**
FTA 5309 - Local Earmark	$0	$0	$0	**$0**
FTA 5310 - Specialized	$2,151	$0	$0	**$2,151**
FTA 5339 - Bus/Bus Facilities	$2,160	$732	$0	**$2,892**
CMAQ-A	$0	$1,600	$0	**$1,600**
STP-S	$2,700	$0	$0	**$2,700**
STATE	$1,528	$0	$0	**$1,528**
LOCAL	$190,123	$0	$0	**$190,123**
TRANSIT TOTALS	**$227,209**	**$2,332**	**$0**	**$229,541**
BICYCLE AND PEDESTRIAN				
SRTS	$0	$125	$0	**$125**
TAP-A	$0	$100	$2,689	**$2,789**
LOCAL	$0	$25	$5,141	**$5,166**
BIKE/PED TOTALS	**$0**	**$250**	**$7,830**	**$8,080**
TIP TOTALS				
Federal	$166,260	$90,884	$128,931	$386,075
State	$20,372	$3,227	$18,212	$41,811
Local	$206,465	$25,236	$6,972	$238,673
GRAND TOTAL	**$393,097**	**$119,347**	**$154,115**	**$666,559**

Chapter 6

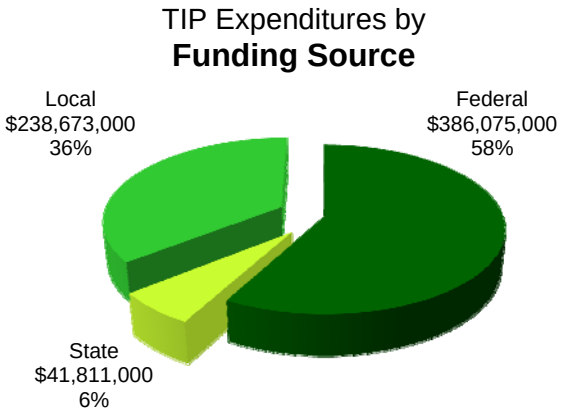
SUMMARY

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 which will add new capacity improvements. 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 $667 million have been programmed for fiscal years 2014 through 2017. 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.

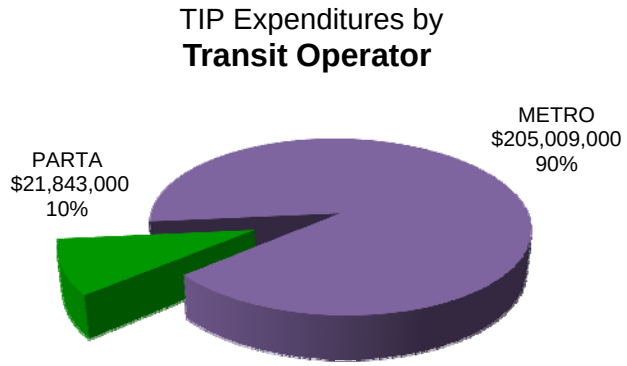


In the AMATS area, transportation projects are implemented not only with federal funds but also through local funding programs. Many of these local funding programs address maintenance type transportation improvements. Regional projects, which are usually larger and more complex in nature, are implemented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



Transit in the AMATS area receives a considerable amount of revenue (35%) during the life of the TIP with $163.7 million for transit operations and $65.9 million for transit capital, maintenance, and planning projects.

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



Appendix A

FUNDING POLICY GUIDELINES

FUNDING POLICY GUIDELINES

Revised – July 2012
Approved by Policy Resolution Number 2012-13

Akron Metropolitan Area Transportation Study
806 CitiCenter
146 South High Street
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 Chippewa Township in 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.

TABLE OF CONTENTS

Section		Page
1	**Introduction**	3
2	**Policy Guidelines**	
	Program Administration	4
	General Project Eligibility	5
	Funding Programs	
	Surface Transportation Program	7
	Congestion Mitigation/Air Quality Program	9
	Transportation Enhancement Program	11
	Resurfacing Program	13
	Pavement Repair and Sidewalk Ramp Program	15
	FTA Urbanized Area Formula Program	16
	FTA Elderly and Disabled Program	17
	FTA JARC Program	19
	FTA New Freedom Program	21
3	**TIP Project Selection and Implementation Process**	
	Duties of TAC and TAC TIP Subcommittee	23
	Project Selection Process	25
4	**Evaluation Criteria**	
	STP Project Evaluation Criteria	27
	CMAQ Project Evaluation Criteria	29
	TEP Project Evaluation Criteria	31
	Resurfacing Project Evaluation Criteria	32
	FTA JARC Program Project Evaluation Criteria	33
	FTA New Freedom Program Project Evaluation Criteria	34
5	**Appendix**	
	Overview of Funding Programs	
	Roadways Eligible for Federal-aid Funding	
	Definitions	

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, Congestion Mitigation/Air Quality Program, and Transportation Enhancement Program and the Federal Transit Administration's Urban Formula, Elderly and Disabled, Job Access and Reverse Commute (JARC) and New Freedom 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 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. Submitting Projects for Funding – Generally, every two years the Policy Committee initiates a new round of project funding (see page 25 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.

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

3. Application Legislation - Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STP, CMAQ or TEP 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.

4. 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 TEP projects).

5. 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.

6. 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.

7. 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.

8. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.

SURFACE TRANSPORTATION PROGRAM

Description

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

Eligibility

STP funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Regional Transportation Plan. STP 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.

STP 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.

Program Policies

1. Federal Participation
    a. The maximum federal share for projects under the STP 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 STP projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.

2. Local Participation
    a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
    b. The local share for STP projects may be 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. STP Funding Cap - STP 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 – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

CONGESTION MITIGATION/AIR QUALITY PROGRAM

Description

The Congestion Mitigation/Air Quality Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. The AMATS area is designated as a non-attainment area for ozone and $PM_{2.5}$ and is, therefore, eligible to receive CMAQ funding. ODOT suballocates a portion of their statewide CMAQ funding to Ohio MPOs that are in non-attainment.

Eligibility

In determining project eligibility, only projects that have documented ozone emissions and $PM_{2.5}$ reductions can be considered. These projects may include signalization and operational highway improvements including roundabouts, replacement or retrofit of older diesel buses, alternative fuel programs, rideshare projects and park-and-ride projects. CMAQ funds cannot be used for projects such as the addition of through lanes or a new highway.

Program Policies

1. Federal Participation
    a. The maximum federal share for projects under the CMAQ 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 CMAQ projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.

2. Local Participation
    a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
    b. The local share for CMAQ projects may be 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 or CMAQ eligibility determination) 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. CMAQ Funding Cap - CMAQ 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 – Funding for CMAQ 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 – CMAQ 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 – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

TRANSPORTATION ENHANCEMENT PROGRAM

Description

The Transportation Enhancement Program (TEP) provides funding for facilities for bicyclists and pedestrians and sidewalks. Ten percent of a state's Surface Transportation Program funding is dedicated to this program. ODOT suballocates a portion of their statewide STP funding to Ohio MPOs for TEP projects.

Eligibility

All TEP projects must relate to surface transportation and must address a transportation need, use, or benefit. Project categories include pedestrian and bicycle facilities. Preliminary engineering, right-of-way and construction are eligible project costs.

Program Policies

1. Ownership - The proposed Enhancement 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 TEP 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 TEP funding.

4. Upgrading – Upgrading bikeways (such as converting a granular-surfaced bikeway to asphalt or concrete) are eligible for funding except if previously funded with federal funds through AMATS.

5. Federal Participation
    a. The maximum federal share for projects under the TEP 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 TEP 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 TEP projects may be 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. 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 TEP allocation may be set aside to fund preliminary engineering.

8. 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.

9. 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).

10. TEP Funding Cap - TEP 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.

11. 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.

12. Major Changes to Project Funding – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

AMATS RESURFACING PROGRAM

Description

Resurfacing projects on non-state routes using AMATS STP 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.

Program Policies

1. Resurfacing - Resurfacing 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.
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. No more than 20% of the annual STP allocation will be set aside as a target budget to fund this program
6. Local Participation
    a. The minimum local share is 20% of total eligible costs (excluding 100% local items).

b. The local share for Resurfacing projects may be 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 $800,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed $1,000,000. Any cost above this amount is the responsibility of the local sponsor.

9. Project Delays – Funding for STP 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 – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

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.

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 STP 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.

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. 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 ELDERLY AND DISABLED (Section 5310) PROGRAM

Description

The Federal Transit Administration Elderly and Disabled (Section 5310) Program provides funding for the purpose of assisting private social service agencies in meeting the transportation needs of the elderly and persons with disabilities. It is administered by ODOT Office of Transit as the *Specialized Transportation Program.* Locally, the program is administered by AMATS in cooperation with ODOT Office of Transit.

The FTA provides federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. The FTA provides 80% of the cost of capital items; the remaining 20% must be provided by local funding. ODOT writes the specifications and purchases the vehicles or equipment with costs reimbursed by FTA and the recipient.

The Elderly and Disabled Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the Elderly and Disabled Program are available to finance capital projects. Eligible purposes include buses, vans, communications equipment, wheelchair lifts, scheduling and coordination hardware and software, and the support of mobility management programs.

Program Policies

1. Designated Recipients – ODOT remains the designated recipient of Section 5310 funds. All subrecipients will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.

2. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

   Annually, ODOT will provide to AMATS primary evaluation criteria for the Elderly and Disabled (Specialized Transportation) Program. All Elderly and Disabled projects must meet ODOT's minimum scoring requirements.

   AMATS will prioritize Elderly and Disabled projects in keeping with the recommendations in the Coordinated Plan. Elderly and Disabled Program project applications that are not consistent with the Coordinated Plan will not be scored or forwarded to ODOT. ODOT Office of Transit will have the responsibility for final approval of projects for the Elderly and Disabled (Specialized Transportation) Program. When issued, ODOT Office of Transit rules

and regulations for the Specialized Transportation Program will supersede the AMATS Funding Policy Guidelines where applicable.

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

FTA JOB ACCESS REVERSE COMMUTE (Section 5316) PROGRAM

Description

FTA's Job Access and Reverse Commute (JARC) Program provides grants for competitively selected projects to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals. The program requires coordination of federally assisted programs and services in order to make the most efficient use of available resources. Capital and operating projects are eligible. Federal funds can be used for up to 50% of the net project cost for operating projects. Capital projects are eligible to be reimbursed for 80% of the total project cost. The remaining funds must come from local sources.

The JARC Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be competitively selected and consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the JARC (Section 5316) Program are available to finance capital and operating projects. Eligible purposes include late-night and weekend transportation services, the expansion of fixed-route public transit, demand response van service, ridesharing, coordination and mobility management and ITS improvements.

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of JARC (Section 5316) funds in the AMATS area. Any subrecipients of JARC funds will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.

2. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

   Potential sponsors of JARC projects must forward a Letter of Intent to the Staff indicating an interest in pursuing federal funding for a specific project. The Letter of Intent should contain sufficient information to identify the general scope of the project, anticipated costs and requested federal funding

   Project sponsors will complete a project application and forward it together with special legislation to the Staff. If a project sponsor submits more than one application, the projects should be prioritized according to the recommendations in Coordinated Plan. The AMATS Staff, METRO and PARTA will review all project applications, apply evaluation criteria, and develop a listing of project funding recommendations that will be presented to the TAC TIP

Subcommittee. The Project Evaluation Criteria are included in Section E. METRO and PARTA will abstain from reviewing their own project applications.

3. Program Funding Cap – There is no funding cap for the JARC Program.

FTA NEW FREEDOM (Section 5317) PROGRAM

Description

The New Freedom Program is a new program authorized in SAFETEA-LU to support **new** public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. New Freedom funds may be used to finance capital and operating expenses. The federal share of eligible capital costs may not exceed 80% of the net capital costs of the project. The federal share of the eligible operating costs may not exceed 50% of the net operating cost of the activity. All of the local share must be provided from sources other than federal DOT funds.

The New Freedom Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be competitively selected and consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the New Freedom (Section 5317) Program are available to finance capital and operating projects. Eligible purposes include new public transportation services beyond those required by the ADA and alternatives to public transportation designed to assist those with disabilities. Such projects include enhancing demand response service beyond the minimum requirements of the ADA, making accessibility improvements, travel training, mobility management and coordination activities.

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of New Freedom (Section 5317) funds in the AMATS area. Any subrecipients of New Freedom funds will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.

2. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

   Potential sponsors of New Freedom projects must forward a Letter of Intent to the Staff indicating an interest in pursuing federal funding for a specific project. The Letter of Intent should contain sufficient information to identify the general scope of the project, anticipated costs and requested federal funding

   Project sponsors will complete a project application and forward it together with special legislation to the Staff. If a project sponsor submits more than one application, the projects should be prioritized according to the recommendations in the Coordinated Plan. The

AMATS Staff, METRO and PARTA will review all project applications, apply evaluation criteria, and develop a listing of project funding recommendations that will be presented to the TAC TIP Subcommittee. The Project Evaluation Criteria are included in Section F. METRO and PARTA will abstain from reviewing their own project applications.

3. Program Funding Cap – There is no funding cap for the New Freedom Program.

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

Final selection of STP, CMAQ, TEP, Section 5307 Urban Formula, JARC and New Freedom projects is the responsibility of the AMATS Policy Committee. The AMATS Policy Committee will have the responsibility to make recommendations to ODOT on the selection of projects for the Elderly and Disabled Program. 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 STP, CMAQ, TEP, Section 5307, JARC and New Freedom 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 one representative from each city with a population of over 20,000, 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.

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.

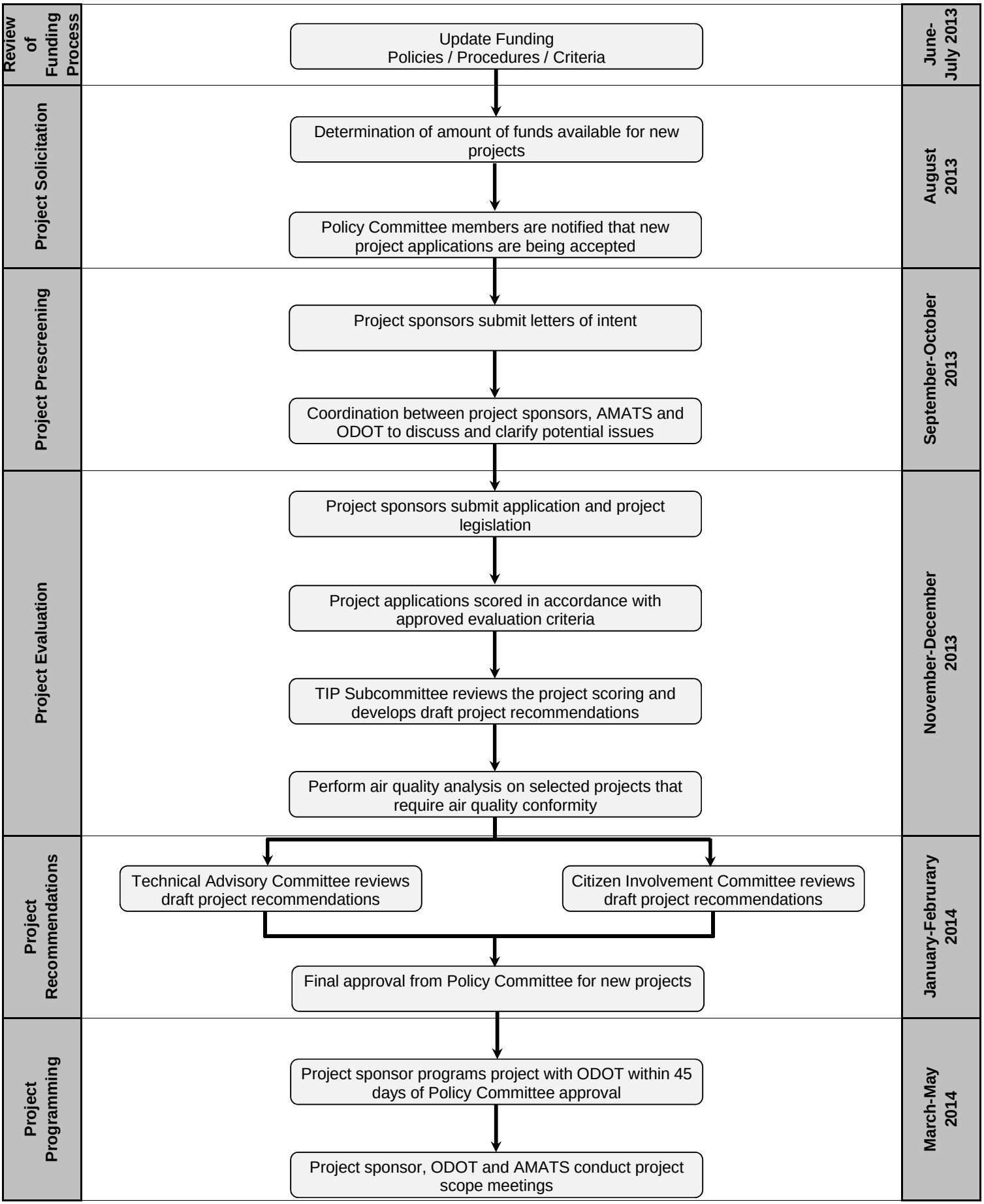
d. Conduct a preliminary review of proposed projects.

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

PROJECT SELECTION PROCESS



SECTION 4

PROJECT EVALUATION CRITERIA

SURFACE TRANSPORTATION PROGRAM

Project Evaluation Criteria

1. Proposed Project Type (maximum 25 points)		**Points**
Preservation and Operational	Reconstruction (>25% of pavement needs repaired/replaced)	25
	Turn lanes	
	Intersection improvements	
	Signal interconnects	
	Standard lane widths	
	Transit capital improvements	
	Bridge rehabilitation/replacement	16
Capacity	Additional through lanes	8
	New roadway	

Points awarded in the category with the majority of project activity

2. Project Readiness (maximum 30 points)	**Points**
Stage 3 Plans complete (Traditional or Non-Traditional LPA)	30
Environmental Clearance	15
Project Scoped and Programmed with ODOT	5

Traditional LPA – ODOT administers project

Non-Traditional LPA – Sponsor administers project

3. Safety (maximum 10 points)	**Points**
High-crash location listed in AMATS/ODOT Traffic Crash Reports	
Top 50% of list	10
Bottom 50% of list	5
Bridge General Appraisal Number 5 or below	10

4. Weighted Average Daily Traffic (maximum 15 points)	**Points**
20,000 or more	15
15,000 to 19,999	10
10,000 to 14,999	5
Under 10,000	0

For Intersection Projects

$$\frac{\text{Entering Average Daily Traffic (ADT)}}{2} = \frac{(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\ldots}{2}$$

For Highway Segment Projects

$$\frac{(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\ldots}{\text{Total Length of all Project Sections}}$$

A Section Length is that distance over which ADT is approximately uniform.

5. Federal Functional Classification (maximum 20 points)	**Points**
Freeway, Expressway	20
Principal Arterials	20
Minor Arterial	10
Collector, Local	0

If project involves more than one functionally classified route, the route with the greatest impact to the project will be scored under this criteria.

6. Equitable Distribution of Funds (maximum 20 points)	**Points**
The Ratio of Funds Received (and Programmed) to a Target Budget Percentage	
0-50	20
51-100	16
101-150	12
151-200	8
201-250	4
Over 250	0

Fair Share Target Budget calculation is described under Program Administration

Transit capital projects are eligible for STP funding but are evaluated separately.

CONGESTION MITIGATION/AIR QUALITY PROGRAM

Project Evaluation Criteria

1. Project Type Effectiveness (maximum 25 points)	**Points**
Traffic Flow Improvements (includes Roundabouts) Ridesharing Park and Ride Lots Access Management Replacement of non-alternative fuel buses with alternative fuel buses (alternative fuel buses includes clean diesel)	25
Methods to increase transit ridership New public transit programs Downtown parking control during peak hours Diesel bus retrofits	16
Bikeways/bicycle facilities Pedestrian facilities High Occupancy Vehicle lanes Commuter rail Points awarded in the category with the majority of project activity	8

2. Project Readiness (maximum 30 points)	**Points**
Stage 3 Plans complete (Traditional or Non-Traditional LPA)	30
Environmental Clearance	15
Project Scoped and Programmed with ODOT	5
Traditional LPA – ODOT administers project Non-Traditional LPA – Sponsor administers project	

3. Emissions Reduction per $100,000 of Project Cost (max 30 points)	**Points**
3.00 tons and above	30
2.50-2.99 tons	25
2.00-2.49 tons	20
1.50-1.99 tons	15
1.00-1.49 tons	10
0.50-0.99 tons	5
0.25-0.49 tons	2
less than 0.25 tons	0

$$\frac{2 \times (\text{Annual Tonnage Reduction NOX}) + (\text{Annual Tonnage Reduction HC})}{\text{Total Project Cost (000,000)}}$$

4. Reduction in Vehicle Miles Traveled per Day (maximum 20 points)
2 points for each reduction of 1000 vehicle miles traveled per day

5. Multimodal Features (maximum 10 points)	
Highway, Transit, Bicycle, Pedestrian, Passenger Rail, Freight	
2 Points for each additional mode	
For a multimodal feature to be considered it must relate to at least 10% of the total cost of the project	

6. Existing Level of Service (maximum 25 points)	**Points**
LOS F	25
LOS E	17
LOS D	8
Calculations to be completed by the AMATS Staff to ensure consistency.	

7. Safety (maximum 10 points)	**Points**
High-crash location listed in AMATS Traffic Crash Report	
Top 50% of list	10
Bottom 50% of list	5

8. Federal Functional Classification (maximum 20 points)	**Points**
Freeway, Expressway	20
Principal Arterials	20
Minor Arterial	10
Collector, Local	0
If project involves more than one functionally classified route, the route with the greatest impact to the project will be scored under this criteria.	

9. Equitable Distribution of Funds (maximum 20 points)	**Points**
The Ratio of Funds Received (and Programmed) to a Target Budget	
Percentage	
0-50	20
51-100	16
101-150	12
151-200	8
201-250	4
Over 250	0
Fair Share Target Budget calculation is described under Program Administration	

10. Intelligent Transportation System Component	**Points**
A) Freeway Incident Management Projects (excluding service patrols)	20
B) Signal Interconnect included in project	15
C) Transit ITS projects	10
D) Freeway Service Patrols	5

Transit capital projects are eligible for CMAQ funding but are evaluated separately.

TRANSPORTATION ENHANCEMENT PROGRAM

Project Evaluation Criteria

The available TEP funding will be used to fund projects using the following priority groups:

1. Towpath Trail
2. Western Reserve Heritage Trail
3. The Portage
4. Tallmadge/Freedom Trail
5. Feeder Bikeways
6. Sidewalk Projects
7. Bikeway upgrading (converting a granular-surfaced bikeway to asphalt or concrete)

After Priority Group 1 projects are fully funded, Priority Group 2 projects will be considered. This process will continue until available funds are depleted.

To assist in selecting projects that fall within the same priority group, four factors will be considered for scoring. Each of these factors will be weighted equally and scored on a sliding scale between 1 (lowest) and 5 (highest):

1. Safety
How much does the project improve safety conditions for bicyclists and/or pedestrians?

2. Level of Use
How much use is the facility projected to have?

3. Gaps
Will the facility fill in gaps between existing projects?

4. Fair Share
How much past federal funding has been received by the sponsoring applicant? Applicants that have received more than their proportionate share of AMATS-controlled federal funding in the past will receive a low score and those that have received little federal funding will receive a high score.

AMATS RESURFACING PROGRAM

Project Evaluation Criteria

1. Equitable Distribution of Funds (maximum 20 points)	**Points**
The Ratio of Funds Received (and Programmed) to a Target Budget Percentage	
0-50	20
51-100	16
101-150	12
151-200	8
201-250	4
Over 250	0

Fair Share Target Budget calculation is described under Program Administration

2. Pavement Condition Rating (maximum 30 points)	**Points**
PCR Value	
0-60	30
61-70	20
71-80	5
81-100	Not Eligible

Latest PCR developed by ODOT at the time application is processed

3. Weighted Average Daily Traffic (maximum 15 points)	**Points**
20,000 or more	15
15,000 to 19,999	10
10,000 to 14,999	5
Under 10,000	0

For Intersection Projects

$$\text{Entering Average Daily Traffic (ADT)} = \frac{(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\ldots.}{2}$$

For Highway Segment Projects

$$\frac{(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\ldots.}{\text{Total Length of all Project Sections}}$$

A Section Length is that distance over which ADT is approximately uniform

FTA JOB ACCESS AND REVERSE COMMUTE (SECTION 5316) PROGRAM

Project Evaluation Criteria

1. PROJECT TYPE — Points

Mobility Management — Maximum 30 Points	
Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions	
Combining METRO, PARTA and at least two social service agencies	30
Combining METRO or PARTA and at least two social service agencies	25
Combining at least four social service agencies	15
Combining at least two social service agencies	5
Acquisition of Intelligent Transportation System (ITS) technologies	10
Providing travel training for clients	5

Public Transportation	
- Points Awarded in One Category Only — Maximum 15 Points	
Expansion of fixed routes to high employment areas	15
Late-night and weekend fixed-route service	10
Demand-responsive Van Service	5
Subsidizing the costs associated with adding reverse commute bus routes or service	5

Other Project Types — Maximum 5 Points	
Ridesharing and Carpooling Activities Coordinated with OhioRideshare	5
Demand Responsive Van Service - Social Service Agencies	5
Transit Voucher Programs for Low-Income Workers	5

2. PROJECT CONTINUITY — Points

Maintains or Supports Existing JARC Project	15
Expands Existing JARC Project	10
New JARC Project	5

3. PROJECT EFFECTIVENESS — Points

- Applications Ranked Against One Another

Number of Jobs Accessed	0 - 10
Ridership Estimates (One-Way Trips)	0 - 10
Addresses Gaps in Service or Unmet Needs	0 - 5
Minimizes Costs per ride and cost per hour of service	0 - 5

4. COORDINATION — Points

Project supports coordination among RTAs and human service agencies	10
Project does not support coordination with local RTA	0

5. COORDINATED PLAN STATUS — Maximum 30 Points — Points

Supports Primary Recommendations in the Coordinated Plan	30
Supports Secondary Recommendations in the Coordinated Plan	10

FTA NEW FREEDOM (SECTION 5317) PROGRAM

PROJECT EVALUATION CRITERIA

1. PROJECT TYPE — Points

Public Transportation	Enhancing public transportation demand-response services	18
	Feeder services: New "feeder" service (transit service that provides access) to established fixed-route or commuter service	10
	Making accessibility improvements to transit and intermodal stations not designated as key stations	10
	Travel training (for clients)	4
Alternatives to Public Transportation	Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation	25
	Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs	5
	Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers	4
	Supporting new programs for volunteer drivers and aides	4

2. PROJECT EFFECTIVENESS — Points

- Applications Ranked Against One Another

Impact on Availability of Service to the Disabled	0 - 5
Additions to Enhancements or Infrastructure	0 - 5
Ridership	0 - 5
Addresses gaps in service or unmet needs	0 - 5
Expands existing successful project	0 - 5
Minimizes costs per ride and cost per hours of service	0 - 5

3. COORDINATION — Points

Project supports coordination among RTAs and human service agencies	10
Project does not support coordination with RTA	0

4. COORDINATED PLAN STATUS — Maximum 30 Points — Points

Supports Primary Recommendations Listed in the Plan	30
Supports Secondary Recommendations Listed in the Plan	10

SECTION 5

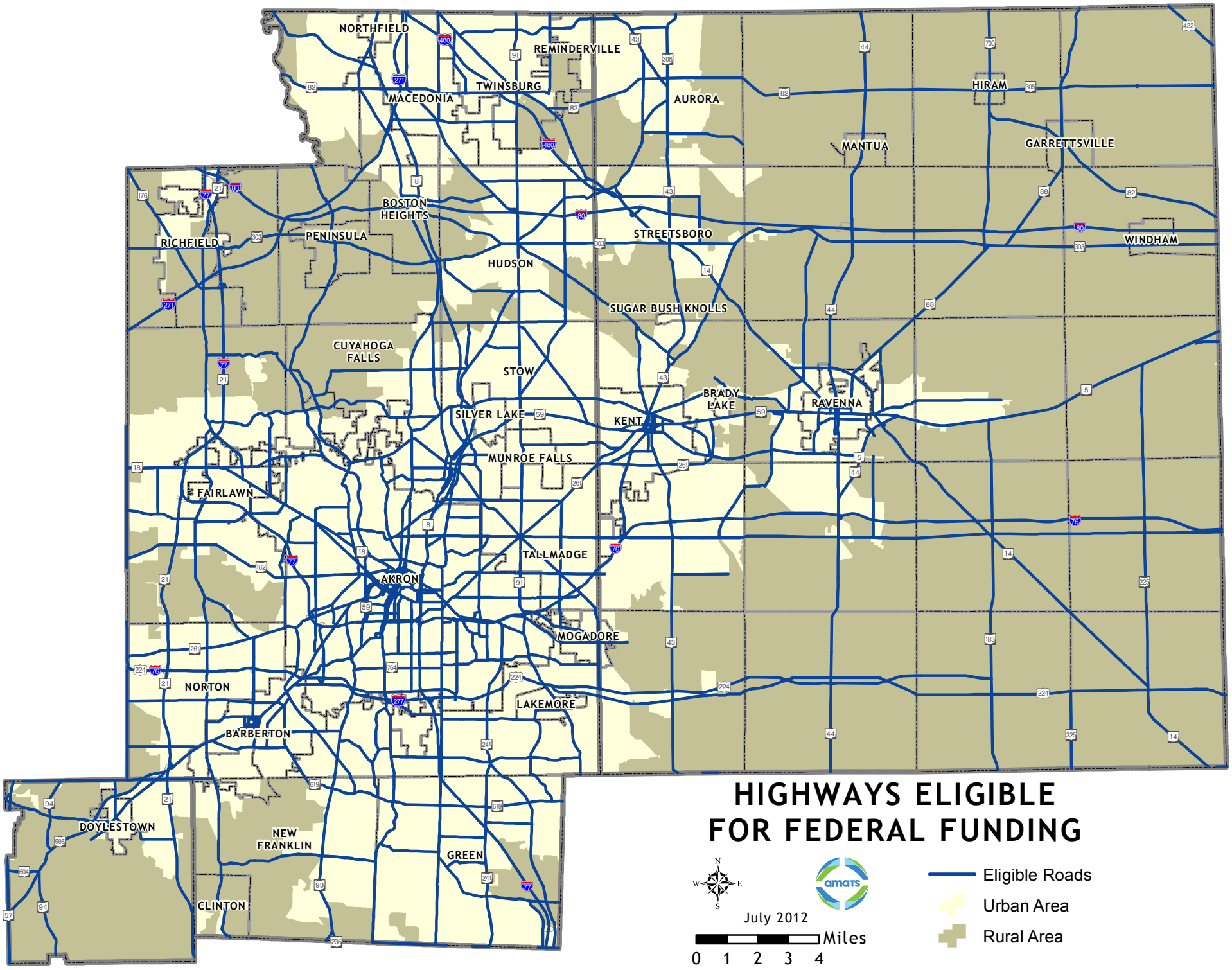
APPENDIX

Akron Metropolitan Area Transportation Study

Transportation Funding Programs

Funding Program	Description/Primary Purpose	Eligible Project Phases	Funding Match	Maximum Project Funding	Program Annual Allocation
Surface Transportation Program (STP)	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	$9,500,000
Congestion/Mitigation Air Quality Program (CMAQ)	Funding for projects that document an improvement in air quality. Examples are signal coordination, roundabouts, diesel retrofit, alternative fuel vehicles and park and ride lots.	Right-of-way Construction	80% federal 20% local	$6,000,000	$5,100,000
Transportation Enhancement Program (TEP)	Funding for facilities for bicyclists and pedestrians.	Engineering Right-of-way Construction	80% federal 20% local	$700,000	$900,000
AMATS Resurfacing Program	Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads.	Construction	80% federal 20% local	$800,000	20% of annual STP allocation
Pavement Repair and Sidewalk Ramp Program	Funding for full/partial depth pavement repairs and sidewalk ramp upgrades on ODOT Urban Paving Program projects. All state routes within municipalities are elgible.	Construction	80% federal 20% local	*$150,000	$350,000 of annual STP allocation
FTA Urbanized Area Formula Program (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	$6,800,000
FTA Elderly and Disabled Program (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	$80,000
FTA Job Access Reverse Commute Program (Section 5316)	Funding for projects that improve access to transportation services to employment, job training, and support services for welfare and low income recipients.	Purchasing Construction Operating	Operating 50% / 50% Capital Projects 80% / 20%	None	$290,000
FTA New Freedom Program (Section 5317)	Funding for new public transportation services and alternatives beyond those required by the ADA. May be used to finance capital or operating expenses.	Purchasing Construction Operating	Operating 50% / 50% Capital Projects 80% / 20%	None	$180,000

* Policy Committee can approve a higher amount


NORTHFIELD
REMINDERVILLE
TWINSBURG
MACEDONIA
AURORA
HIRAM
MANTUA
GARRETTSVILLE
BOSTON HEIGHTS
RICHFIELD
PENINSULA
STREETSBORO
WINDHAM
HUDSON
SUGAR BUSH KNOLLS
CUYAHOGA FALLS
STOW
BRADY LAKE
RAVENNA
SILVER LAKE
KENT
MUNROE FALLS
FAIRLAWN
TALLMADGE
AKRON
MOGADORE
NORTON
LAKEMORE
BARBERTON
DOYLESTOWN
NEW FRANKLIN
GREEN
CLINTON
HIGHWAYS ELIGIBLE FOR FEDERAL FUNDING
N
W
E
S
amats
July 2012
Miles
0 1 2 3 4
Eligible Roads
Urban Area
Rural Area

DEFINITIONS

ADA – Americans with Disabilities Act of 1990.

Alternative Fuel Vehicles – Vehicles powered by something other than traditional diesel fuel or gasoline. Examples include vehicles powered by compressed natural gas (CNG), clean diesel fuel, biodiesel fuel, hybrid electric systems, and fuel cells.

Coordinated Public Transit Human Services Transportation Plan - A comprehensive strategy that identifies the needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services. The plan attempts to eliminate duplication of services, and is developed through a process that includes representatives of public, private and non-profit transportation and human services providers, as well as participation by the public.

Designated Recipient - An entity designated by the Governor of a State to receive FTA funds. Under the JARC and New Freedom programs, the designated recipient is responsible for competitively allocating JARC or New Freedom funds to itself and subrecipients in an area.

Environmental Justice – Executive Order that requires MPOs to identify and address disproportionately high and adverse public health and environmental effects of transportation policies, programs, and activities on minority and low-income populations.

Fiscal Year – AMATS follows the state fiscal year that begins on July 1 of the preceding calendar year and ends on June 30 of the current calendar year.

Freeway Service Patrols – Patrols used to reduce clearance time of incidents by dealing primarily with flat tires, stalled/disabled vehicles, debris on roadway, and property damage-only incidents. Tasks include assessing equipment and manpower needed to clear vehicles or debris, coordinating with emergency services, and providing traffic control.

Independent Utility – A completed project that has an immediate benefit and use to the public.

Lockdown – A specified date that a project sponsor commits to delivering a project(s) for the next fiscal year.

Logical Termini – A project has rational end points based on a physical or traffic pattern change.

Policy Cap – A maximum amount of funds that the AMATS Funding Policy establishes for any project and phase.

Project Cap – A maximum amount of funds approved for an individual project, by phase, and not to exceed the policy cap.

Programming Package – Initial project information package submitted to ODOT.

Regional Transportation Plan – A planning document that identifies existing and future transportation problems and provides a list of financially constrained recommended improvements extending over a 20-year period.

Reservoir Project – Status given to a project that can be awarded in the year preceding the fiscal year that is shown in the TIP

Signal Interconnect – A set of traffic signals that communicate, via hardwire or wireless, and can internally adjust timing based on traffic demand.

Social Service Agency – A social service, or human service, agency that is a non-profit or governmental organization that provides assistance or services to improve the condition of disadvantaged people. Services are provided within the following types of categories: community, elderly, disability, health, housing, education/training, juvenile justice, women and minorities.

STIP – State Transportation Improvement Program. This document incorporates the TIPs of all MPOs.

Target Budget – Each community is assigned a budget that is used in determining an equitable distribution of funds based on population with adjustments made for annexations.

TIP – Transportation Improvement Program is a document that lists projects, generally those that involve federal funds, to be implemented over a four-year period.

Urbanized Area – An area comprised of one or more places and the adjacent densely settled territory that together have 50,000 or more people as defined by the US Census.

Appendix B

PUBLIC PARTICIPATION PLAN

2012
PUBLIC PARTICIPATION
PLAN

Planning for Greater Akron
September 2012

AMATS

[am - ats]
- noun

1. acronym for Akron Metropolitan Area Transportation Study.
2. serves Summit County, Portage County, and Chippewa Township in Wayne County.
3. administers a regional planning process for recommending and financing transportation improvements and strategies.
4. Metropolitan Planning Organization (MPO).

Origin:
1962; American; federally mandated and funded transportation agency made up of local government representatives and transportation authorities; an MPO is required for any urbanized area with a population over 50,000.

INTRODUCTION

Transportation planning can be complex and difficult to understand. The orange barrels you see on the road can be the result of years and years of planning, engineering and design. There are a number of steps in the process to construct a road, change a bus route, or build a trail. Getting public participation on a project is one of the most critical.

Often times, citizens don't know when or how to get involved in the planning process. Most projects get underway one to five years before construction, yet the first visible sign of a project is when you see the work commencing. For many projects, everything begins when a commitment is made to fund it. If a project is being funded with federal tax dollars, the commitment to fund the project is made by AMATS.

There are several different ways to get involved with AMATS. The agency provides opportunities to address public officials, weigh-in on what the regional transportation system should look like and participate in targeted events and outreach.

The following pages demonstrate ways that AMATS will continue to reach out to be a more transparent, cooperative and helpful agency. They also describe how you can participate and get involved.

TABLE OF CONTENTS

INTRODUCTION • 3
What is AMATS?

AMATS COMMITTEES & ME • 5

OTHER WAYS TO PARTICIPATE • 6

ON THE WEB • 7
Web development
Social Media

CONCLUSION • 14

APPENDICES • 15
Regional Transportation Plan
Transportation Improvement Program
Citizens Involvement Committee - Bylaws

WHAT IS AMATS?

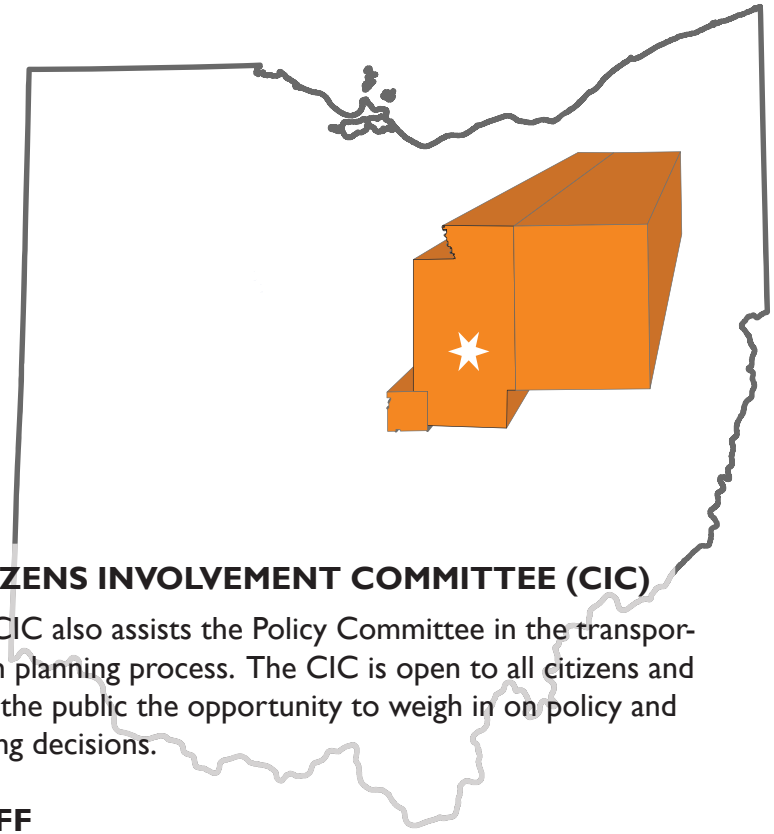
The Akron Metropolitan Area Transportation Study (AMATS) is responsible for regional transportation planning in the Greater Akron area. The greater Akron area consists of Summit County, Portage County and Chippewa Township in Wayne County. AMATS is made up of a Policy Committee, a Technical Advisory Committee, a Citizens Involvement Committee, and a staff.

POLICY COMMITTEE

The AMATS Policy Committee is a board of elected officials responsible for deciding how federal transportation dollars should be spent in the region. The board is made up of members from every community in the Greater Akron area. It also includes representatives from the Ohio Department of Transportation, county engineers, and transit agencies. The board meets regularly six times a year to make decisions on funding, discuss transportation policy, and collaborate on issues.

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC assists the Policy Committee in the transportation planning process. The TAC is made up of planners and engineers responsible for advising the Policy Committee on technical matters.



CITIZENS INVOLVEMENT COMMITTEE (CIC)

The CIC also assists the Policy Committee in the transportation planning process. The CIC is open to all citizens and gives the public the opportunity to weigh in on policy and funding decisions.

STAFF

The AMATS staff serves all the committees and is responsible for carrying out the technical work of the agency. They are responsible for developing the long-range Regional Transportation Plan (p. 16) and the Transportation Improvement Program (p. 17). The staff is made up of individuals from engineering and planning disciplines. They also serve as a liaison between the public and the Policy Committee. The staff sets up the agendas for the CIC and ensures public comment is taken into account on all work products.

AMATS COMMITTEES & ME

AMATS has designed the transportation planning process to be as transparent as possible. Every committee meeting hosted by the agency is open to the public. Meetings and meeting packets are posted in advance on our website (amatsplanning.org). Podcasts of past meetings are also on the website. Each committee has different guidelines for how citizens can engage in the process.

POLICY COMMITTEE

- Anyone interested in making comments before the Policy Committee may do so during the public comment period at the beginning of the agenda.
- Citizens may call (330-375-2436) or email (amats@akronohio.gov) the AMATS staff in advance to request time to speak, or may do so in person before the meeting with any AMATS staff member (see pictures at amatsplanning.org under Staff Directory).
- 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 a public participation form before addressing the committee (p. 18).

TECHNICAL ADVISORY COMMITTEE

- The public is welcome at meetings of the TAC, although time for public comment is not allotted.

CITIZENS INVOLVEMENT COMMITTEE

It can be intimidating to get up in front of a large group of unknown people to challenge a policy decision and have your voice be heard. That is why AMATS also convenes a Citizens Involvement Committee to ensure a comfortable environment for citizens to discuss important issues.

The CIC meetings are structured as an open forum for discussion, with agenda items to provide guidance. Attendees are welcome to discuss items on the agenda as well as address any issues not on the agenda.

- The CIC meets the week before the Policy Committee.
- Meetings are always held on Thursdays at 7 p.m. for the convenience of the public.
- The meetings are held in locations that are accessible for all citizens, including the disabled and transit dependent.
- Meetings and agenda items are announced on the AMATS website (amatsplanning.org) and promoted in the Akron Beacon Journal and several community websites.

OTHER WAYS TO PARTICIPATE

In addition to the Citizens Involvement Committee and other committee meetings, AMATS has worked hard to engage the public outside of the office and traditional meeting formats. The agency has also held more meetings on focused topics to gain more in depth insight on various issues and to reach new audiences.

AMATS is also engaging other civic and community groups, such as city councils and rotaries, to discuss what AMATS does and how the agency can be a resource. If you or your community is interested in working with AMATS on an event, or would like us to meet with your organization, contact us at amatsplanning.org or 330.375.2436.

EXAMPLE: BIKE-N-BRAINSTORM

AMATS has begun Bike-N-Brainstorm sessions where we partner with communities to engage cyclists on a particular corridor to make it more bicycle friendly. The first Bike-N-Brainstorm, held in May 2012, was with the City of Akron and looked at the West Market Street Corridor. Participants, led by a City traffic engineer and certified bike instructor, rode together along the corridor stopping at various points to learn how to ride safely on different segments. After the ride a brainstorming session was held to discuss improvements to make the corridor more safe for bicyclists.

ON THE WEB

Technology developed over the past ten years has given AMATS new ways to reach out to 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. AMATS uses web posting and social media sites such as Facebook, Twitter 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, Patch, Zvents and other appropriate venues.

WEB DEVELOPMENT

AMATSPLANNING.ORG

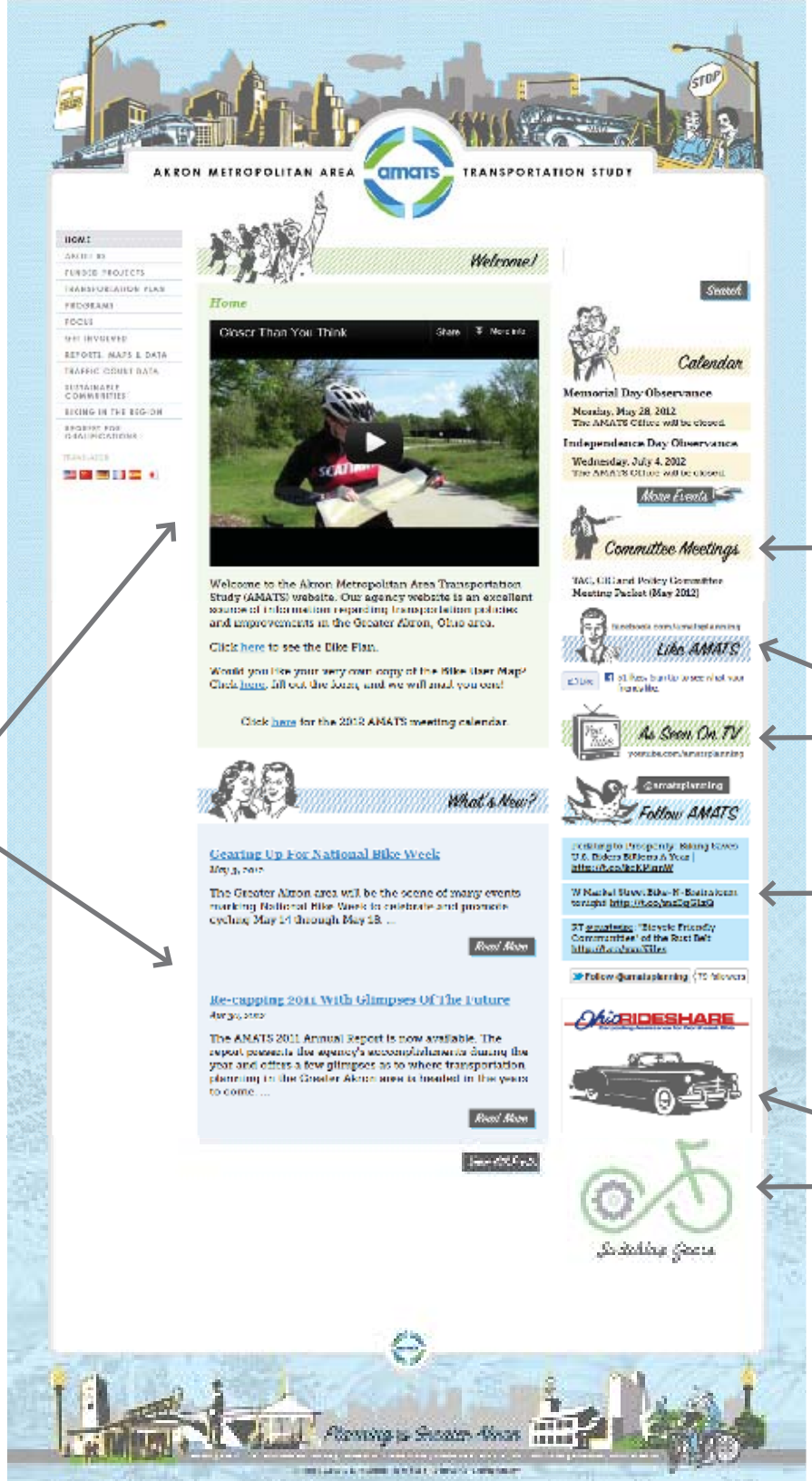
AMATS revealed a brand new website in August 2010. Since then, work has been done to make the site more user-friendly and to add information and resources. The agency is working to show you how your tax dollars are being spent in a clear, easy to understand format, including creating the ability to search through AMATS funded projects in an interactive Transportation Improvement Program (TIP).

One of the main goals of the new site has been to make it easier to inform the public about events and provide a way for the public to become more engaged and involved in the planning process. From the *Home* page, a user can check out dates and times for our next Policy Committee, TAC, and CIC meetings under the *Calendar*, access the most recent news stories under *What's New*, take a look at the meeting mailout packets under *Committee Meetings*, or search the entire site for a specific topic.

Also accessible from the *Home* page is the *Get Involved* page via the left-hand menu. From the *Get Involved* page, a user can again check the meeting calendar, email a staff person about a specific topic, or listen to a podcast of one of our meetings. A feature was also added to make it easier for users to fill out and submit the Audience Participation Form to speak to the Policy Committee.

SWITCHING-GEARS.ORG

The purpose of Switching-Gears.org is to educate 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. The website also allows users to sign in and create a profile, make new friends, and discuss bike issues. Switching-Gears.org also has a calendar announcing organized bike rides and events in our region.



Updated news, videos & pictures.

AMATSPLANNING.ORG

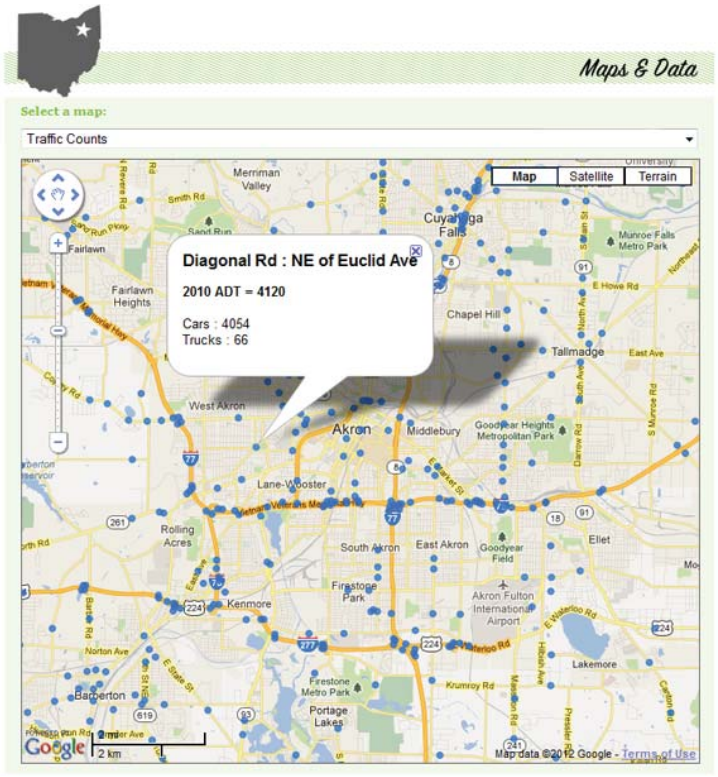
Easy access to all AMATS meeting materials and information.

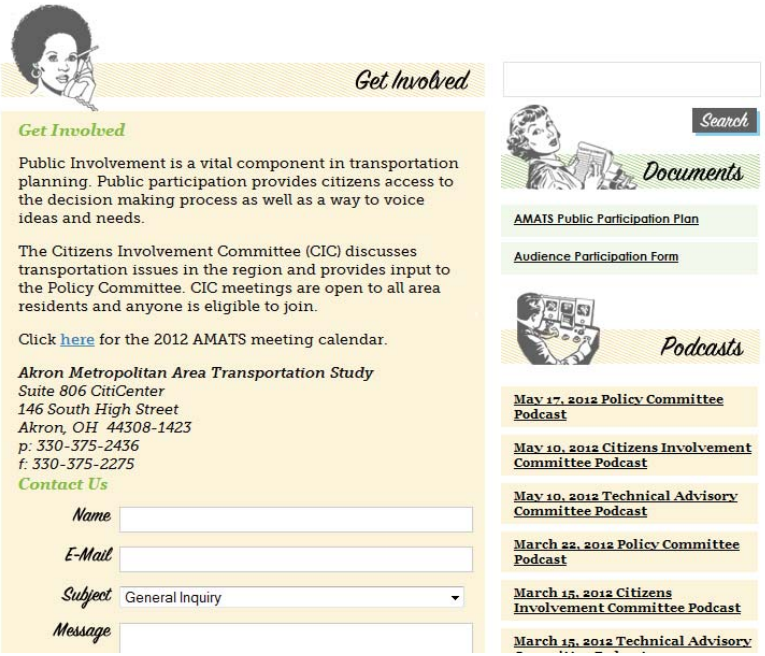
Links to Facebook and YouTube pages.

Twitter feed.

Links to OhioRideshare and Switching-Gears.org.

Clockwise from top left: searchable Transportation Improvement Program (TIP); easy to access Regional Transportation Plan recommendations; Get Involved page; traffic crash points and information overlaid on Google Maps.





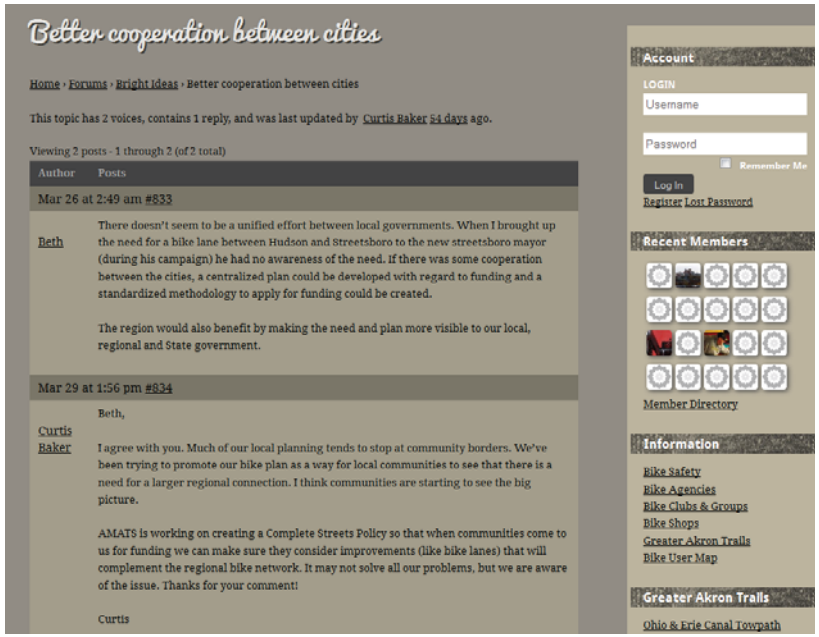
SWITCHING-GEARS.ORG

Area rides and events.

Featured events, rides and reports.

Bicycling news and information in the AMATS area, nationally and internationally.

AMATS Twitter feed.



Clockwise from top left: interactive discussion forum; comprehensive calendar of events from all area clubs and groups; interactive and searchable Bike User Map.

SOCIAL MEDIA

TWITTER
@amatsplanning

Twitter is a great online tool that lets you send messages to your followers in 140 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
facebook.com/
amatsplanning

Facebook is a popular social media tool that is increasingly being used by agencies to reach new audiences. The AMATS 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
youtube.com/user/
amatsplanning

YouTube is a social media site that allows users to post videos and share them with friends. AMATS uses this tool by developing special video features that highlight transportation topics. Videos range from meeting summaries to informative pieces about what is going on in our region.

THE CIVIC COMMONS
thecivicommons.com

The Civic Commons is a unique public engagement utility that fosters dialogue among participants on many issues facing Northeast Ohio. Agency personnel frequently participate in online discussions.

PATCH
patch.com

Patch is a community-specific news and information platform. The agency maintains a blog on sites dedicated to Cuyahoga Falls, Fairlawn-Bath, Kent, Stow and Twinsburg.

CONCLUSION

Over the past two years, AMATS has utilized a number of new tools to better engage the public. Our agency aims to be as transparent as possible when it comes to sharing information and explaining why and how transportation decisions are made.

Our Public Participation Plan is intended to capture as many different interested people as possible through a number of tools both digital and face-to-face.

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

APPENDICES

REGIONAL TRANSPORTATION PLAN (RTP) • 16

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) • 18

INVOLVEMENT OF INTERESTED PARTIES & PUBLIC COMMENT • 20

CITIZENS INVOLVEMENT COMMITTEE (CIC) BYLAWS • 22

AUDIENCE PARTICIPATION FORM • 24

REGIONAL TRANSPORTATION PLAN (RTP)

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

Public involvement is an integral part of preparing the Regional Transportation Plan. This is your chance for your voice to be heard! Comments received during the review of the draft Plan will be presented to the Policy Committee for consideration before adopting the final Plan. AMATS will also consult with other agencies and officials responsible for other planning activities affecting the area.

Once a draft Plan has been created, AMATS will:

- Make copies of the draft available to the public at:
  - AMATS website – amatsplanning.org
  - AMATS office
  - PARTA office
  - ODOT office
- Tweet on @amatsplanning
- Post on facebook.com/amatsplanning
- Hold at least two public meetings
- Place advertisements in newspapers
- Send news releases

AMENDING THE PLAN

Periodically, state or local officials request that the approved Plan be modified, or that a project recommendation be added or dropped. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedure is appropriate.

If the amendment involves a project recommendation that includes a new interchange; a new roadway or lane addition greater than one mile in length; commuter rail; busways; 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 Plan.

However, if the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment, and will be discussed at a regularly scheduled CIC meeting for public consideration and comment prior to Policy Committee action. Once adopted, the amendments will be included in the Plan and will be posted on the website.

Regional Transportation Plan

[ree-juh-nl] [trans-per-tey-shuhn] [plan]
- noun

1. long-term plan for the regional transportation system.
2. identifies and analyzes regional transportation needs.
3. prioritizes and recommends future projects and policies.
4. guide to local officials in implementing transportation improvements with Federal funds.
5. projects must be included in order to qualify for funding from the Federal Highway Administration or the Federal Transit Administration.
6. at least twenty year time frame.
7. updated every four years.

Origin:
1962; American; required product of a Metropolitan Planning Organization (MPO) to ensure federal transportation money spent within a region is in conformity with regional goals and priorities.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is the other major document for which AMATS is responsible. It must be consistent with the Regional Transportation Plan. Through the TIP process, projects are scored and selected, providing funding for area transportation projects.

Public involvement in creating the TIP is very important. It allows the public to give input and raise awareness about upcoming transportation projects. Comments generated during the review of the draft TIP will be presented to the Policy Committee for consideration before adoption of the final TIP document. AMATS will also consult with other agencies and officials responsible for other planning activities affecting the area.

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
  - PARTA office
  - ODOT office
- Tweet on @amatsplanning
- Post on facebook.com/amatsplanning
- Hold at least two public meetings
- Place advertisements in newspapers
- Send news releases

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 procedure is appropriate.

If the amendment involves a project that includes a new interchange; a new roadway or lane addition greater than one mile in length; commuter rail; busways, 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.

However, if the amendment does not include a project such as one previously mentioned, it would be considered a minor amendment and will be discussed at a regularly scheduled CIC meeting for public consideration and comment prior to Policy Committee action. Once adopted, the amendments will be included in the TIP and will be posted on the website.

Transportation Improvement Program

[trans-per-tey-shuhn] [im-proov-muhnt] [proh-gram]
- noun

1. draws from the Regional Transportation Plan.
2. list of roadway, transit, bicycle and pedestrian projects scheduled to receive funding over a four-year period.
3. updated every two years with new projects.
4. projects must be programmed and scheduled in the TIP to receive federal funding.

Origin:
1962; American; required product of a Metropolitan Planning Organization (MPO) to prioritize and fund regional transportation projects.

INVOLVEMENT OF INTERESTED PARTIES AND PUBLIC COMMENT

The 2012 Public Participation Plan documents how AMATS is engaging and involving the public in the metropolitan transportation planning process. It is an update to the 2007 Public Participation Plan and is an input into the upcoming Regional Transportation Plan, Transportation Outlook 2035.

The Plan was developed in consultation with interested parties and documents how the public and other private and public organizations have opportunities to be involved in the planning process. These include, but are not limited to, citizens, affected public agencies and representatives of public transportation, freight shipping and pedestrian and bicycle transportation.

The Public Participation Plan describes how public notice of public participation activities and opportunities for review and comment are provided. This includes posting committee meeting packets and podcasts on the AMATS website and using social media tools and non-traditional meetings to reach out to new audiences.

Special consideration is giving to making public meetings convenient and accessible. AMATS Citizens Involvement Committee meetings are held in the evenings and in central locations. Typically at least one meeting a year is held at a RTA transit center. Also, all materials, plans and information can be accessed 24 hours a day on the AMATS website. Additional review and involvement opportunities are provided for the development of the regional transportation plan and the TIP.

In July 2012, the Draft Public Participation Plan was presented to the AMATS Committees. The Draft Plan was available for public comment for 45 days beginning on July 11th.

One comment was received through the TwinsburgPatch, a community news and information website, concerning the need for additional education and outreach on the laws on driving around cyclists. This comment was incorporated into the Plan.

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 Public Participation Plan will be updated accordingly.

DRAFT
Summit County
Bike Users Map

CITIZENS INVOLVEMENT COMMITTEE BYLAWS

Section 1-NAME
The name of this Committee shall be the Citizens Involvement Committee (CIC) of the Akron Metropolitan Area Transportation Study (AMATS).

Section 2-ORIGIN
This Committee was created as a result of recommendations of the AMATS Program Design Report of 1968, which called for the establishment of an advisory committee to provide citizen input into all phases of transportation planning in the AMATS region that encompasses Summit and Portage Counties and Chippewa Township in Wayne County.

Section 3-PURPOSE AND FUNCTIONS
The overall task of the Citizens Involvement Committee is to involve the public in the transportation planning and decision-making process in the AMATS region. This process will take into consideration all modes of transportation including both motorized and un-motorized and the needs of all citizens, regardless of their socioeconomic background, in an effort to create true comprehensive transportation planning. This task includes the following:

A. The consideration of all groups and citizens concerned with, interested in, and/or affected by specific transportation plans or projects.
B. The dissemination of information about plans or decisions regarding transportation to all interested, affected, and/or concerned groups and citizens.
C. Involvement of the public in all aspects of transportation planning and decision-making.
D. Advising and providing input for the AMATS Staff in preparation of all transportation plans, programs, etc.
E. The review and reporting of decisions of the Metropolitan Transportation Policy Committee of AMATS to the general public and in turn, the making of recommendations to the AMATS Policy Committee.
F. Working with the Technical Advisory Committee of AMATS.
G. Developing associations with other groups.

Section 4-MEMBERSHIP
The Citizens Involvement Committee shall consist of interested citizens in the AMATS region: 1) one member appointed by each Policy Committee member; and 2) voluntary members representing themselves, areas, and/or groups in the AMATS region.

Members appointed by Policy Committee members shall have voting status at the time of their appointment. To be eligible to vote, a voluntary member shall have attended

two (2) regular meetings in the preceding twelve (12) months. Such member may exercise such vote at the third meeting attended within a twelve (12) month period. Registered alternates may participate in meetings for an appointed member at the discretion of the Citizens Involvement Committee.

A voluntary member's continued absence from four (4) consecutive meetings shall be considered as a de facto resignation unless the absent member notifies the Citizens Involvement Committee Chairperson, or AMATS Staff of his or her intention to become active. Before a voluntary member is dropped for reasons of absence, he or she shall be notified in writing.

Section 5-OFFICERS
The officers shall consist of a Chairperson and a Vice-Chairperson.

A. Chairperson - Presides at all meetings; appoints committees; calls special meetings as required; and represents the CIC before all other bodies.
B. Vice-Chairperson - Performs all duties of the Chairperson when the chairperson is absent.

Section 6-ELECTION OF OFFICERS
The officers of the CIC shall be elected annually at the last regular meeting held during the year. The term of office shall begin at the first meeting following election. Nominations shall be made by a committee appointed by the outgoing Chairperson.

Section 7-COMMITTEES
Committees shall be formed and appointed when necessary to carry out various phases of the work of the CIC. Although appointed by the CIC Chairperson, members of the committees need not be members of the CIC.

Section 8-MEETINGS
Scheduled meetings of the CIC shall be held at least four (4) times per year. An annual schedule of meetings shall be adopted for the next year no later than the last regularly scheduled meeting of each calendar year. Notice and agenda of meetings shall be mailed to all members one week prior to all meetings. Special meetings shall be held at the call of the Chairperson, the Policy Committee, or three CIC members. All meetings shall be open to the public, and interested persons or groups are invited to present points of view and information. The proceedings of all meetings shall be transcribed. A quorum shall consist of three (3) voting members. Meetings shall be conducted according to Robert's Rules of Order, unless otherwise decided by the CIC membership.

Section 9-AMENDMENTS
Amendments to these bylaws shall be by majority vote of a quorum of any scheduled CIC meeting. The proposal for amendments to the bylaws shall appear on the published agenda. The text of the proposed amendments in bylaws must be sent to all members with the meeting notice.

(Amended May 16, 2001)

Audience Participation Form

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

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

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

Akron Metropolitan Area Transportation Study
806 CitiCenter | 146 S High Street | Akron, Ohio 44308
Phone: 330-375-2436 | Fax: 330-375-2275
Web: amatsplanning.org/get-involved/

Name: _____ **Date:** _____

Representing (optional): _____

Topic: _____

_____

Address: _____

Telephone #: _____ **Email:** _____

Would you like to receive meeting material by email? Y N

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 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.

Akron Metropolitan Area Transportation Study
806 CitiCenter • 146 S High Street
Akron, Ohio 44308-1423
Phone: (330) 375-2436 • Fax: (330) 375-2275
www.amatsplanning.org
www.switching-gears.org

Appendix C

AIR QUALITY ANALYSIS

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

TECHNICAL MEMORANDUM

AIR QUALITY CONFORMITY ANALYSIS FOR THE TRANSPORTATION IMPROVEMENT PROGRAM (FY 2014-2017)

MARCH 2013

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
806 CITICENTER
146 SOUTH HIGH STREET
AKRON, OHIO 44308

This report is the product of a study financed (in part) by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

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 Township area of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.

Introduction

The purpose of this appendix is to document the manner in which mobile emissions have been forecasted for AMATS' *Transportation Improvement Program FY 2014-2017*.

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

USEPA also designated several of the counties in this area (including Summit and Portage) as nonattainment for $PM_{2.5}$ (particulate matter) under the 1997 annual standard and under the 2006 daily standard in separate designation actions. This area includes Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, and a portion of 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 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. New emissions analyses are required to meet the conformity rule requirement of using the latest planning assumptions. AMATS has updated its travel demand model to conduct this analysis taking into account the latest planning assumptions.

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

Methodology

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

The ozone-related portion of this air quality analysis has to demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile

sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain area.

Similarly, the $PM_{2.5}$-related portion of this air quality analysis has to demonstrate that annual direct $PM_{2.5}$ and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those found in the budget established by the Ohio Environmental Protection Agency (OEPA).

NOACA is 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.

The ODOT Modeling and Forecasting Section and AMATS are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In 2010, forecasted variables were approved as inputs to the model. In February 2013, AMATS updated its travel demand model. The air quality analyses documented in this memorandum 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.

In order to determine mobile source impacts on regional ozone and $PM_{2.5}$ levels, all non-exempt (in keeping with 40 CFR 93) TIP projects have been coded into the regional transportation plan travel demand model networks for the analysis years of 2015, 2020, 2030, and 2035 for ozone and $PM_{2.5}$. USEPA approved motor vehicle emission budgets in January 2010 using 2009 emissions under the annual standard. Until budgets are submitted and approved for the daily standard, these budgets will be used for both the annual and daily standards based on interagency consultation. Please see the email stream on pages C-10 and C-11 of this appendix for demonstration of interagency consultation. Also, an interagency phone call took place on November 5, 2012.

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 MOBILE 6.2, in order to estimate the resulting levels (precursor pollutants and direct emissions) of ozone and $PM_{2.5}$. These ozone and $PM_{2.5}$ results will be the official air quality results.

The traffic assignment results were also post-processed through the newer MOVES software. The analysis years for MOVES were 2015, 2020, 2030, and 2035 for ozone and 2015, 2022, 2030, and 2035 for $PM_{2.5}$. These air quality results are provided as a reference for future comparisons.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and $PM_{2.5}$ non-attainment area. The conformity analysis results for the entire region are

available for public comment at the April 9, 2013 Transportation Improvement Program public meeting.

Results

Table 1 shows the results of the MOBILE6.2 analysis for the entire Cleveland-Akron-Lorain ozone non-attainment area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. As seen in the table, ozone precursor emissions do not exceed the budget year of 2012 for either VOC or NO_x.

TABLE 1
Cleveland-Akron-Lorain Mobile Source Ozone Precursor Emissions Forecasts
(from MOBILE6.2)

Volatile Organic Compounds (VOC) (tons/day)						
	2012 Budget	**2015 Emissions**	**2020 Budget**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		18.46		15.16	14.23	14.47
AMATS		9.12		7.37	7.06	7.10
Ashtabula County		2.06		1.69	1.63	1.60
TOTAL	**46.64**	**29.64**	**31.48**	**24.22**	**22.92**	**23.17**
Nitrogen oxides (NOx) (tons/day)						
	2012 Budget	**2015 Emissions**	**2020 Budget**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		34.23		20.55	13.33	12.79
AMATS		16.98		10.06	6.81	6.51
Ashtabula County		2.94		2.01	1.55	1.58
TOTAL	**95.89**	**54.15**	**42.75**	**32.62**	**21.69**	**20.88**

Table 2 shows the results of the MOBILE6.2 analysis for the Cleveland-Akron-Lorain $PM_{2.5}$ non-attainment area. This analysis must show that direct $PM_{2.5}$ and NO_X emissions from mobile sources will not exceed those found in the 2009 budget. Table 2 confirms emissions do not exceed the budget for both direct $PM_{2.5}$ and NO_x.

TABLE 2
Northeast Ohio Mobile Source $PM_{2.5}$ and Precursor Emissions Forecasts
(from MOBILE6.2)

Direct $PM_{2.5}$ Emissions (Annual Tons)					
	2009 Budget	**2015 Emissions**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		353.28	275.2	258.23	257.74
AMATS		156.22	131.76	132.13	126.25
Ashtabula County		1.68	1.43	1.39	1.37
TOTAL	**815.11**	**511.18**	**408.39**	**391.75**	**385.36**
Nitrogen oxides (NOx) Precursor (Annual Tons)					
	2009 Budget	**2015 Emissions**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		12,466.90	7,346.35	4,533.13	4,337.93
AMATS		5,981.55	3,445.60	2,246.90	2,151.24
Ashtabula County		72.18	48.24	36.26	35.76
TOTAL	**43,553.48**	**18,520.63**	**10,840.19**	**6,816.29**	**6,524.93**

Table 3 shows the results of the MOVES analysis for the entire Cleveland-Akron-Lorain ozone non-attainment area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. As seen in the table, ozone precursor emissions do not exceed the budget year of 2012 for either VOC or NO_x.

TABLE 3
Cleveland-Akron-Lorain Mobile Source Ozone Precursor Emissions Forecasts
(from MOVES)

Volatile Organic Compounds (VOC) (tons/day)						
	2012 Draft Budget	**2015 Emissions**	**2020 Draft Budget**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		33.53		23.32	17.72	17.19
AMATS		14.32		9.39	8.09	8.55
Ashtabula County		1.97		1.38	1.06	1.02
TOTAL	**81.54**	**49.82**	**43.17**	**34.10**	**26.87**	**26.76**
Nitrogen oxides (NOx) (tons/day)						
	2012 Draft Budget	**2015 Emissions**	**2020 Draft Budget**	**2020 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		61.81		37.33	25.03	23.35
AMATS		25.11		15.23	11.74	10.66
Ashtabula County		3.78		2.28	1.56	1.43
TOTAL	**189.27**	**90.71**	**108.36**	**54.85**	**38.34**	**35.45**

Table 4 shows the results of the MOVES analysis for the Cleveland-Akron-Lorain $PM_{2.5}$ non-attainment area. This analysis must show that direct $PM_{2.5}$ and NO_X emissions from mobile sources will not exceed those found in the 2009 budget. Table 4 confirms emissions do not exceed the budget for both direct $PM_{2.5}$ and NO_x.

TABLE 4
Northeast Ohio Mobile Source $PM_{2.5}$ and Precursor Emissions Forecasts
(from MOVES)

Direct $PM_{2.5}$ Emissions (Annual Tons)						
	2009 Draft Budget	**2015 Emissions**	**2022 Draft Budget**	**2022 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		831.8		546.59	481.22	473.41
AMATS		339.24		212.43	205.54	202.32
Ashtabula County		4.42		2.81	2.77	2.77
TOTAL	**1,371.35**	**1,175.46**	**880.89**	**761.83**	**689.53**	**678.50**

Nitrogen oxides (NOx) Precursor (Annual Tons)						
	2009 Draft Budget	**2015 Emissions**	**2022 Draft Budget**	**2022 Emissions**	**2030 Emissions**	**2035 Emissions**
NOACA		21,986.25		11,832.57	9,385.68	9,056.82
AMATS		8,434.82		4,073.80	2,419.59	2,161.35
Ashtabula County		107.68		54.49	37.61	35.30
TOTAL	**35,094.70**	**30,528.75**	**17,263.65**	**15,960.86**	**11,842.88**	**11,253.47**

EXHIBIT C-1
2015 NETWORK

The 2015 Network includes all existing facilities plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Buchtel Ave	AKRON - Dart Ave to Locust St	Vacated Roadway
Eagle St	AKRON - Innovation Way to Seiberling Way	Construct new road
Englewood St	AKRON - Innovation Way to Massillon Rd	Reconstruct and extend to Massillon Rd
Locust St	AKRON - Exchange St to Dart Ave	Vacated Roadway
Johnston St	AKRON - Brown St to Spicer St	Relocate road
Seiberling Way	AKRON - Seiberling Way to Massillon Rd	Construct new road

EXHIBIT C-2
2020 NETWORK

The 2020 Network includes those projects in the 2015 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	NORTON - Weber Rd to I-76	Median turn lanes
I-76	NORTON/BARBERTON - Medina County Line to Wooster Rd	Widen to 6 lanes
I-76/I-77	AKRON - Main/Broadway & Grant/Wolf Ledges Interchanges	Reconfigure interchanges
I-76/I-77	AKRON - Central Interchange	Reconfigure interchange
SR 18	COPLEY TWP - Montrose West Ave	Relocate Montrose West to Heritage Woods Dr
SR 91	TWINSBURG - North of Glenwood Blvd to Cuyahoga County Line	Widen to 4 lanes and roundabout
SR 241	GREEN - Raber Rd to SR 619	Widen to 5 lanes
Seiberling Way	AKRON - Englewood St to Eagle St	Construct new road
Summit St	KENT - Lincoln St to Loop Rd	Turn lanes, signal coordination, access management, and realign Lincoln/Summit intersection, and realign E. Campus Center Dr to Loop Rd

Note: All of these projects are assumed 2020 for MOBILE6.2 runs and MOVES ozone runs; however for $PM_{2.5}$ they would move to 2022 for MOVES runs.

EXHIBIT C-3
2022 NETWORK

The 2022 Network includes those projects in the 2020 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
SR 8	AKRON - Perkins St to Glenwood Ave	Replace SR 8 bridge and widen

Note: All of these projects are assumed 2022 for $PM_{2.5}$ MOVES runs; however they would move to 2030 for MOBILE6.2 runs and MOVES ozone runs.

EXHIBIT C-4
2030 NETWORK

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

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	COPLEY/FAIRLAWN - I-77 to Brookwall Dr	Widen to 4 lanes and turn lanes
Cedar/Exchange St	AKRON - Maple St to Broadway St	Reconfigure - two way traffic
Evans Ave	AKRON - CSX Rail Line	RR Grade separation
Graham Rd	STOW - SR 91 to Fishcreek Rd	Widen to 4 lanes and turn lanes

EXHIBIT C-5
2035 NETWORK

The 2035 Network includes those projects in the 2030 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
I-76	BRIMFIELD TWP - Tallmadge Rd Interchange	Reconfigure interchange
Oviatt Rd Connector	HUDSON - SR 91 to Ravenna Rd	New roadway
SR 8	CUYAHOGA FALLS - Howe Rd interchange	Reconfigure interchange (including RR bridges)
Tallmadge Circle	TALLMADGE - Tallmadge Cir	Bypass

Actions
To: Walton, Sara; Maietta.Anthony@epamail.epa.gov
Cc: Moore, Dave; Andy.Johns@dot.gov; Burkett, Frank; Price, Neosha
Air Conformity
Thursday, February 28, 2013 1:08 PM

You forwarded this message on 2/28/2013 1:10 PM.

Sara,

I presume that MORPC and/or LCATS will be adopting a T-Plan amendment concurrent with the new TIP. Is this accurate? Also, please confirm that the MORPC/LCATS analysis will use Mobile (and not MOVES) for generating emissions.

Other than those clarifying questions, FHWA concurs with the strategy.

Leigh

Leigh A. Oesterling, Planning & Environmental Team Leader
Federal Highway Administration – Ohio Division
200 N. High Street, Room 328
Columbus, OH 43215
(614) 280-6837
leigh.oesterling@dot.gov

Maietta, Anthony [maietta.anthony@epa.gov]
Actions
To: Walton, Sara; Oesterling, Leigh
Cc: Moore, Dave

Thursday, February 28, 2013 1:59 PM

You replied on 2/28/2013 2:42 PM.

Thanks!

So that means the MOBILE runs have already been done well before the March 2 deadline.

In that case, I agree with the FY14-17 TIPs strategy for Ohio.

-Tony

Anthony Maietta
Environmental Protection Specialist
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov
www.epa.gov/midwestcleandiesel

Walton, Sara
Actions
To: Oesterling, Leigh (leigh.oesterling@dot.gov); Maietta.Anthony@epamail.epa.gov
Cc: Moore, Dave [Dave.Moore1@dot.state.oh.us]
Attachments:14-17 TIP conformity strat~1.pdf (37 KB)[Open as Web Page]
Sent Items
Thursday, February 28, 2013 12:41 PM

This message was sent with High importance.

Tony/Leigh,

Please confirm that you agree with the air quality conformity strategy for the MPO FY14-17 TIPs. The attached document highlights the strategy for all Ohio MPOs. This email stream will be included in each MPO TIP to document interagency consultation for the FY14-17 TIP.

Best,
Sara

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 requirements of Presidential Executive Order #12898 of 1994.

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

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

This means that programs or activities which 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 representing minority and low-income populations are included on the AMATS mailing 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 African-American community). Draft planning documents are made available on the AMATS website, www.amatsplanning.org.

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;
- 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.

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 regionally significant concentrations of minority and low-income populations?

Definitions

According to the final United States Department of Transportation (USDOT) *Order 5610.2 on Environmental Justice*, contained in the *Federal Register* (April 15, 1997):

Low Income is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. For purposes of this analysis, the AMATS staff has expanded the definition of low-income population to include all individuals at 150% or below, the poverty level.

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, the Indian subcontinent, or the Pacific Islands); or 4) 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).

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 regionally significant concentrations of low-income and minority groups:

- Concentrations of low-income population were identified by comparing the percentage of the population at or below 150% of the poverty level in each Census tract to the percentage of the population in the entire AMATS area. The data used in this analysis were obtained from the 2010 Census. Census tracts with a percentage of population considered low-income that were twice the regional rate of 13.7% were considered to be regionally significant concentrations of low-income populations. These Census tracts are shown on Map D-1.
- Concentrations of minority population were identified by comparing the percentage of minorities living in each Census tract to the percentage of such persons living in the entire AMATS area. The data used in this analysis were obtained from the 2010 Census. Tracts with a percentage of minorities that were twice the regional rate of 16.4% were considered to be regionally significant concentrations of minority population. These census tracts are shown on Map D-2.

Environmental Impacts

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

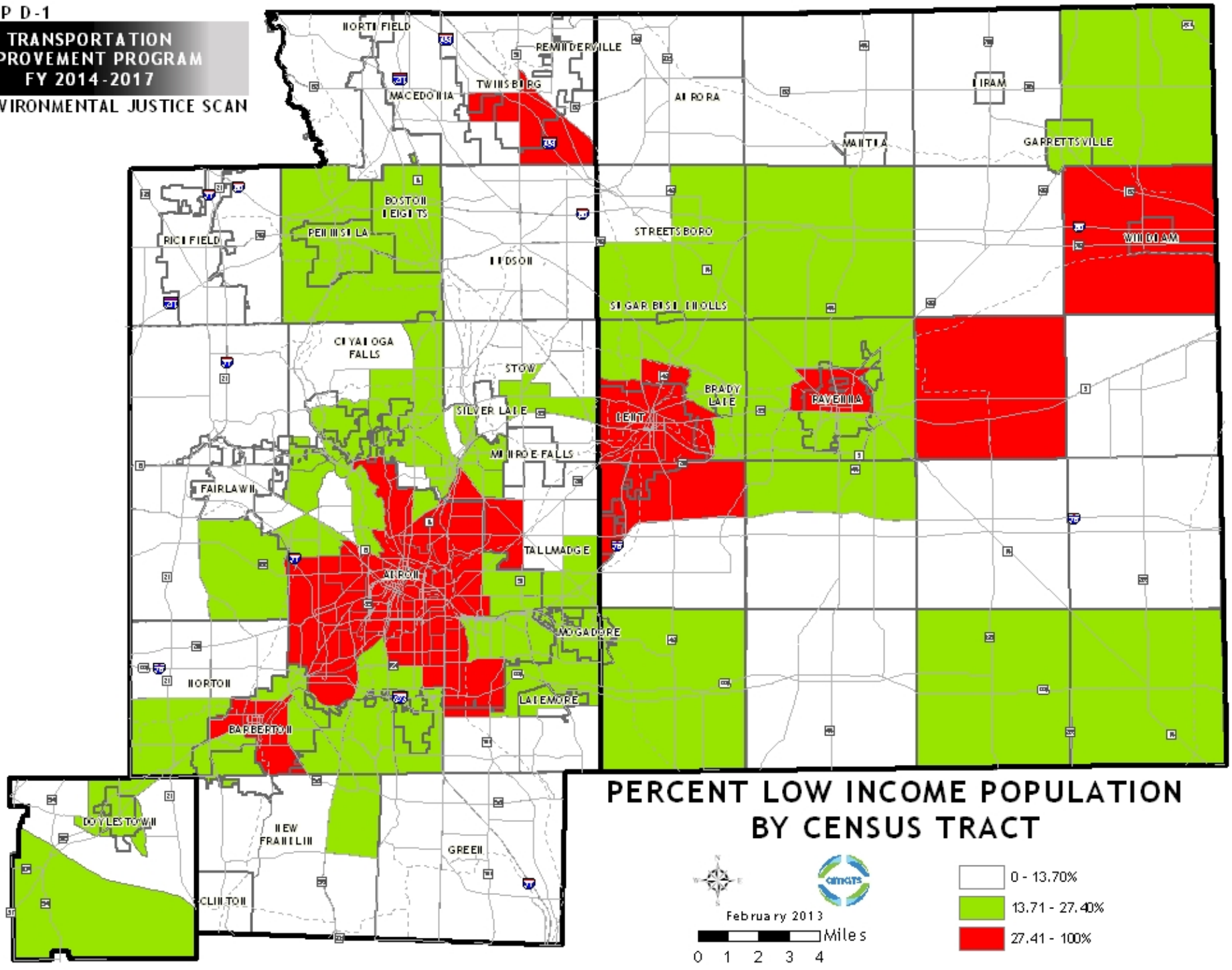
By reviewing environmental justice guidance developed by ODOT, the following ten variables have been identified as a means of qualitatively evaluating the environmental impacts of projects in the AMATS *Fiscal Year 2014-2017 Transportation Improvement Program* (TIP) that are located in low-income or minority areas:

1) *Safety* - How will the project affect the relative safety of those using the facility and living in the target area.

MAP D-1

TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

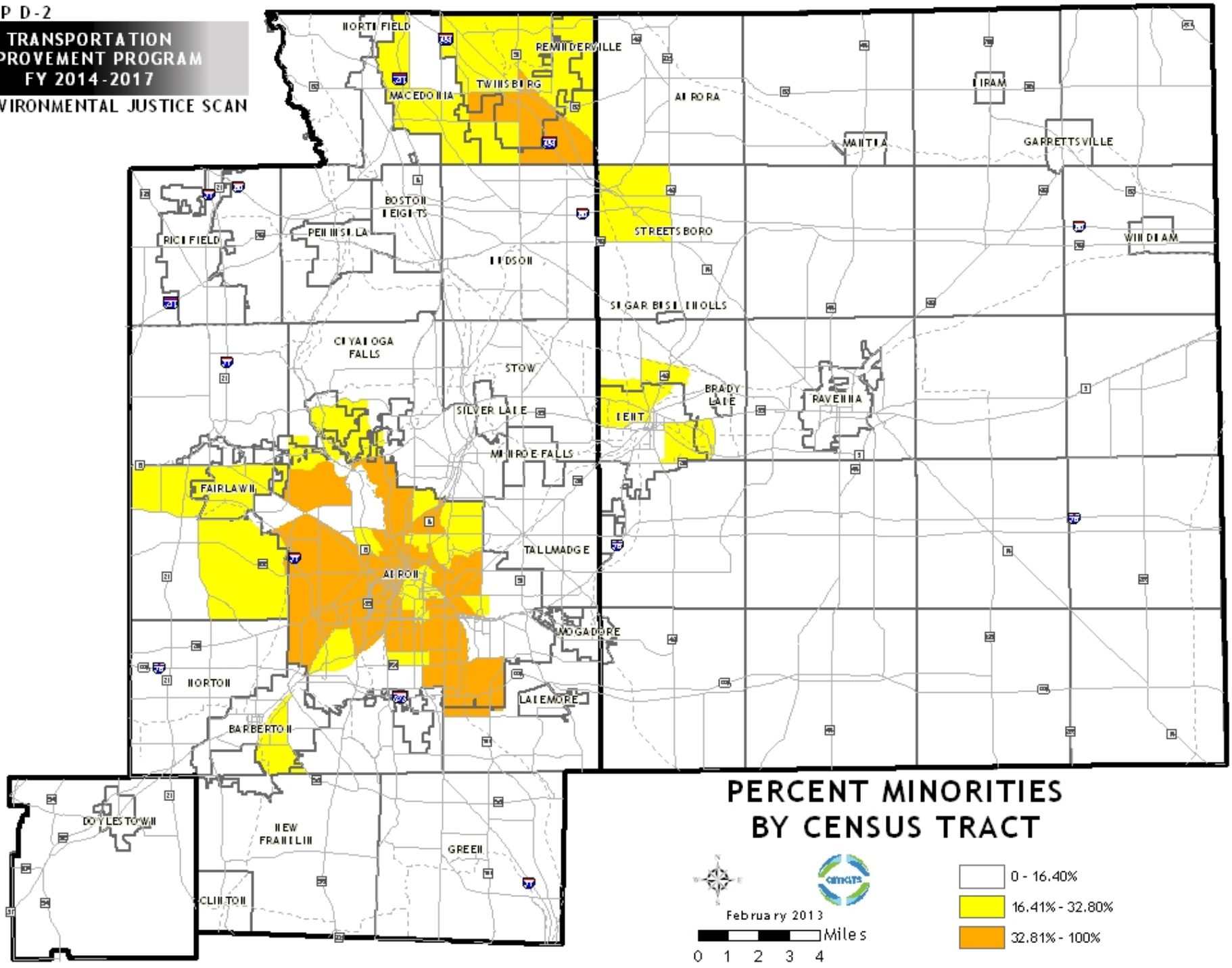
ENVIRONMENTAL JUSTICE SCAN



MAP D-2

TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

ENVIRONMENTAL JUSTICE SCAN



Environmental Impacts (continued)

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 2014-2017 TIP 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

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

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

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

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

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

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

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

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

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

Transportation Accessibility in Low-Income and Minority Neighborhoods

The Moving Ahead for Progress in the 21st Century Act (MAP-21), passed by Congress in 2012, provides new provisions that support transportation programming, planning, and funding. The new provisions provide increased opportunities to enhance pedestrian and bicycle safety and mobility, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity and create more complete transportation systems that foster healthier, more livable communities. This is especially crucial in low-income and minority communities, which often 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.

Table D-1

POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECTS

Project	From	To	Category	Location	POTENTIAL IMPACTS*									
					Safety	Pollution	Natural resources	Aesthetics	Community cohesion	Economic vitality	Accessibility	Displacement of residents/ businesses	Traffic congestion	Equal access to improvement
HIGHWAY PROJECTS														
Seiberling Way	Englewood St	Eagle St	Major Capacity Improvements	Low Income	+	n	n	+	+	+	+	-	+	n
SR 18	Montrose West Ave/Heritage Woods Dr	IR 77 Interchange	Reconfiguration/ Major Capacity Improvements	Minority	+	n	n	+	+	+	+	-	+	n
SR 91	Glenwood Blvd	Twinsburg North Corp Line	Major Capacity Improvements	Minority	+	n	n	+	+	+	+	-	+	n
TRANSPORTATION ENHANCEMENT PROJECTS														
The Portage - Tannery Park Segment	Tannery Park	SR 59/Erie St	Bikeway/Multi-purpose Facilities	Low Income	+	n	n	+	+	+	+	+	n	+
Freedom Secondary Rail Trail - Northside	Northside Train Station	Southwest Ave	Bikeway/Multi-purpose Facilities	Low Income/ Minority	+	n	n	+	+	+	+	+	n	+

** KEY:*

+ denotes Positive Impact
n denotes Neutral Impact
- denotes Negative Impact

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) Ravenna; and 6) Kent.

The second step in the analysis was to identify traffic analysis zones that contain major activity centers. Altogether, 15 traffic analysis zones containing major commercial, industrial, medical, educational, transportation and recreational facilities were identified:

1) Akron-Canton Airport
2) Downtown Akron Transit Center
3) Akron Central Business District
4) Akron City Hospital
5) Akron General Hospital
6) Goodyear
7) Lockheed-Martin
8) Twinsburg Industrial Area
9) Geauga Lake Wildwater Kingdom
10) Chapel Hill Mall
11) Summit Mall
12) Montrose
13) Macedonia Commons
14) University of Akron
15) Kent State University

In the third step, the AMATS travel-demand model network, representing the highway system as it is planned to operate in 2015, was used to estimate the average travel time from each low-income and minority neighborhood to each of the 15 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 without regionally significant 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 2014-2017 TIP provide low-income and minority neighborhoods with slightly better accessibility to major activity centers located throughout the AMATS area, than non-low-income and non-minority neighborhoods. The average travel time to major activity centers is 17 minutes for low-income and minority neighborhoods, versus 20 minutes for non-low-income and non-minority neighborhoods.

Public Transportation Accessibility Analysis

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

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

Table D-2

HIGHWAY ACCESSIBILITY ANALYSIS
AVERAGE TRAVEL TIME TO MAJOR ACTIVITY CENTERS
(in minutes)

Traffic Zone Number	**Akron-Canton Airport 452**	**Downtown Akron Transit Center 46**	**Akron CBD 21**	**Akron City Hospital 8**	**Akron General Hospital 43**	**Goodyear 96**	**Lockheed-Martin 112**	**Twinsburg Industrial Area 807**	**Geauga Lake Wildwater Kingdom 609**	**Chapel Hill Mall 55**	**Summit Mall 522**	**Montrose 39**	**Macedonia Commons 566**	**University of Akron 32**	**Kent State 720**	**OVERALL AVERAGE (minutes)**
Low Income or Minority Zones	**21**	**12**	**12**	**13**	**13**	**12**	**14**	**26**	**34**	**13**	**18**	**20**	**25**	**12**	**16**	**17**
East Akron (zone 93)	14	7	7	5	8	3	5	28	38	9	15	16	24	6	17	**14**
West Akron (zone 181)	20	6	5	8	4	10	14	29	40	13	8	9	25	6	23	**15**
North Akron (zone 222)	17	5	4	5	5	8	12	23	34	6	12	14	20	5	18	**13**
Barberton (zone 259)	16	13	14	16	13	15	13	37	47	20	17	18	33	14	28	**21**
Ravenna (zone 688)	35	25	26	25	27	23	26	19	21	21	34	35	23	26	10	**25**
Kent (zone 711)	25	16	17	16	18	13	16	22	26	11	24	26	25	16	3	**18**
Non-Low Income and Non-Minority Zones	**27**	**20**	**19**	**18**	**21**	**21**	**23**	**16**	**23**	**17**	**23**	**23**	**16**	**19**	**21**	**20**
Cuyahoga Falls (zone 302)	20	11	9	8	11	11	15	21	31	6	14	16	18	10	17	**15**
Hudson (zone 368)	32	22	20	19	22	23	26	6	16	18	25	26	11	21	17	**20**
Stow (zone 375)	25	15	14	13	16	16	19	15	24	10	20	22	17	14	10	**17**
Green (zone 447)	7	14	15	14	17	14	12	35	46	19	23	24	32	15	27	**21**
Macedonia (zone 568)	35	25	24	23	26	26	30	9	18	21	21	20	3	24	27	**22**
Aurora (zone 611)	42	32	31	30	33	33	37	10	5	28	33	32	14	31	25	**28**

In Summit County, 65.4% of the minority population lives within walking distance to fixed route transit service, as compared to 50.3% of the total population. The total number of low-income population in Summit County within walking distance of fixed route transit service is 61.8%.

In Portage County, 34.0% of the minority population lives within walking distance of fixed route transit service, as compared to 21.0% of the total population. The total number of low-income population in Portage County that lives within walking distance of fixed route transit service is 41.3%.

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

	Summit County			**Portage County**		
Population Group	Total	Total Covered by Transit	% Covered by Transit	Total	Total Covered by Transit	% Covered by Transit
Total Population	541,781	272,777	50.3%	161,419	33,943	21.0%
Minority Population	**110,157**	**72,093**	**65.4%**	**13,892**	**4,719**	**34.0%**
Low Income Population	**82,683**	**51,114**	**61.8%**	**15,793**	**6,516**	**41.3%**

Source: 2010 US Census

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

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

Transportation Investment in Low-Income and Minority Areas

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with regionally significant 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 of the highway, public transportation and transportation enhancement projects in the FY 2014-2017 TIP. The results of the analysis of transportation investment in low-income and minority areas are shown in Table D-4 and described in the following section.

Table D-4

TRANSPORTATION INVESTMENTS IN LOW INCOME AND MINORITY AREAS

	Low-Income and Minority Areas	Non-Low-Income and Non-Minority Areas	Total	Pct.
Highway Expenditures	$235,617,000	$324,443,500	$560,060,500	42%
Public Transportation Expenditures	$180,719,361	$44,618,899	$225,338,260	80%
Transportation Enhancement Expenditures	$6,335,800	$2,486,400	$8,822,200	72%
Total Expenditures	**$422,672,161**	**$371,548,799**	**$794,220,960**	**53%**
Other Misc. Expenditures*	N/A	N/A	$1,200,000	N/A
Population	98,420	614,992	713,412	14%
Land Area (sq. miles)	121.1	838.1	959.2	13%

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

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 a regionally significant concentration of low-income population or minority population.

The highway expenditures are based on the funding allocated between 2014 and 2017. In all, $235.6 million, or 42%, of the total TIP highway expenditures will benefit areas with regionally significant concentrations of low-income or minority groups.

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 2014 and 2017.

In all, $180.7 million, or 80%, of the total public transportation expenditures in the FY 2014-2017 TIP will benefit areas with regionally significant concentrations of low-income and minority groups.

Transportation Enhancement Investment Analysis

Transportation enhancement expenditures were examined to determine whether they were located in, or bordering on, an area that was identified as a regionally significant concentration of low-income households or minority population. The total cost of the transportation enhancement expenditures recommended in low-income and minority areas is $6.3 million, or 72% of the total.

Summary

The analysis indicates that $422.7 million, or 53% of the total project expenditures in the FY 2014-2017 TIP are located in areas with regionally significant concentrations of low-income or minority groups. Other miscellaneous expenditures totaling $1.2 million include the OhioRideshare program and pavement repair/sidewalk ramp funding. This analysis also demonstrates that low-income and minority areas, which comprise 14% of the total population, and 13% of the total land area in the AMATS area, will receive an equitable share of the benefits from planned transportation improvements.

CONCLUSION

In keeping with the environmental justice requirements of Presidential Executive Order #12898, the FY 2014-2017 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 2014-2017 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 2014-2017 Transportation Improvement Program* provide low-income and minority neighborhoods with adequate and equitable accessibility to major activity centers located throughout the AMATS area.
- Low-income and minority groups in both Summit and Portage counties are well served by public transportation, having greater access to fixed route transit service than the general population.

Transportation Investment in Low-Income and Minority Areas

- Low-income and minority areas will receive an equitable share of the benefits from planned transportation improvements recommended in the AMATS *Fiscal Year 2014-2017 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); April 1997.

FHWA, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (Order 6640.23); December 2, 1998.

Title VI Requirements in Metropolitan and Statewide Planning

Title VI of the 1964 Civil Rights Act

Title 23 of the U.S. Code of Federal Regulations

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, part 1605.1

Ohio Administrative Code § 123:1-49-02

Ohio Revised Code § 4112.02

Appendix E

Public Review of the Draft FY 2014-2017 Transportation Improvement Program

APPENDIX E

PUBLIC INVOLVEMENT

Public involvement is an integral component in transportation planning. The exchange of ideas between the public and transportation planners is vital if the needs of an area's transportation system are to be met.

To foster dialogue and participation, AMATS maintains a public participation plan. The plan encourages public comment throughout the planning and project selection process. The plan provides opportunities for members of the public to review and comment on the regional transportation policies and projects that are under consideration. The plan addresses the issue of Environmental Justice by encouraging the public participation of low-income and minority groups.

The public participation process to prepare the Transportation Improvement Program for Fiscal Years 2014 through 2017 has been conducted in accordance with the AMATS Public Participation Plan. AMATS initiated this process in late March 2013. The following is a summary of public involvement activities undertaken by AMATS in the development of the TIP FY 2014-2017.

April 2013 Public Involvement Activities

AMATS scheduled a two-week comment period that began April 8 and ended April 19. On April 9 and 18 public involvement meetings were held at the Akron Public Library and Kent Free Library respectively. The purpose of the comment period and the meetings were to allow the public to comment on the draft TIP FY 2014-2017. The draft TIP was also available for public review on the AMATS web site and at the offices of AMATS, Ohio Department of Transportation (ODOT) District 4 and the Portage Area Regional Transportation Authority (PARTA).

AMATS promoted the comment period and the meeting through a combination of a press release, written notices, newspaper advertisements, its web site and social media. A press release announcing the comment period and the meetings was distributed via email and postal mail to all media identified in the Public Participation Plan on April 2, 2013. AMATS posted this item on its web site.

Three newspaper advertisements announcing the comment period with detailed information regarding the date, time and location of the public meeting appeared in the *Akron-Beacon Journal*, the Kent-Ravenna *Record-Courier* and *The Reporter*. The *Akron-Beacon Journal* and the *Record-Courier* ads appeared on April 1, 2013 and *The Reporter* ad appeared in the April 6-13, 2013 issue. (A copy of the ad that appeared in these newspapers is included in this appendix.)

During the public meetings, staff members made a presentation regarding the selection process leading up to the draft TIP FY 2014-2017 and described programmed highway, public

transportation, bicycle and pedestrian improvements. An open house followed the presentations and included informative displays and materials. Members of the public were encouraged to offer their comments on the draft TIP. A total of five individuals attended the public involvement meeting. (A copy of the sign-in sheets is included in this appendix.)

Public Review Comments

No comments were received during the public involvement period.

Transportation plan and program available for public comment

The Akron Metropolitan Area Transportation Study (AMATS) invites you to participate in the development of two items key to the future of the Greater Akron area: *Transportation Outlook 2035* and the Transportation Improvement Program (TIP) for Fiscal Years 2014 through 2017.

Transportation Outlook 2035 is the area's long-range transportation plan of identified needs and recommendations. The TIP is the area's four-year program of highway, public transit and bike and pedestrian projects scheduled to receive federal funding. The agency is hosting two public engagement meetings so that residents may share their insights on these items. Both meetings will begin at **6 p.m.** at the following dates and locations.

- **April 9 @ Akron-Summit County Public Library - Main Library, 60 S. High St. in Akron.**
- **April 18 @ Kent Free Library, 312 W. Main St. in Kent.**

Drafts of both items will be available for review and comment from April 8-April 19 at various locations. Please call **330-375-2436** for more information. Additional information is available on the AMATS web site at **amatsplanning.org**.

Persons with disabilities needing assistance are asked to contact Billy Soule, Assistant to the Mayor for Community Relations, 166 S. High Street, Room 200, Akron, Ohio 44308, (voice) 330-375-2189, (TDD) 3[illegible] 375-2345, at least seven (7) days in advance.

SIGN-IN SHEET

Open Forum - Transportation Outlook 2035 and FY 2014-2017 TIP
April 9, 2013 - Akron-Summit County Public Library

NAME	EMAIL ADDRESS FOR ADDITIONAL INFO
David McCann	boniface.fula@gmail.com
Robyn Wolf	rwolf@dlz.com
Michael Ondecker	silversidespdg@yahoo.com

SIGN-IN SHEET

Open Forum - Transportation Outlook 2035 and FY 2014-2017 TIP
April 9, 2013 - Akron-Summit County Public Library

NAME	EMAIL ADDRESS FOR ADDITIONAL INFO
Kris Liljeblad	kris.liljeblad@akronmetro.org

SIGN-IN SHEET

Open Forum - Transportation Outlook 2035 and FY 2014-2017 TIP
April 18, 2013 - Kent Free Library

NAME	EMAIL ADDRESS FOR ADDITIONAL INFO
Harold Walker, Jr.	HWALKER557@NEO.RR.COM

Appendix F

Resolution Approving FY 2014-2017 Transportation Improvement Program

RESOLUTION NUMBER 2013-05

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

ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

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

WHEREAS, AMATS, pursuant to 23 United States Code 134, prepared a Transportation Improvement Program for Fiscal Years 2014 through 2017; and

WHEREAS, AMATS carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of April 8 through April 19 and conducted two public meetings; 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, an analysis was made that showed 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 the Transportation Improvement Program Fiscal Years 2014 through 2017 is in conformity with respect to Ohio's State Implementation Plan for attainment of the 1997 and 2008 8-hour ozone standard and the 1997 daily and 2006 annual fine particulate matter standards, and

WHEREAS, a quantitative air quality analysis of *Transportation Outlook*, the area's 2035 Regional Transportation Plan, has been completed in accordance with the requirements specified by the Moving Ahead for Progress in the 21st Century Act and the Clean Air Act Amendments of 1990; and

WHEREAS, the projects programmed in the AMATS Transportation Improvement Program Fiscal Year 2014 through 2017 are consistent with *Transportation Outlook*, the area's 2035 Regional Transportation Plan, and were included in the air quality analysis completed for the 2035 Plan and found to be in conformity with the State Implementation Plan.

RESOLUTION NUMBER 2013-05 (continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2014 through 2017 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 2014-2017.

3. That this Committee affirms the consistency of the Transportation Improvement Program with available Federal, State and Local Funding sources.

4. That this Committee affirms the consistency between the Transportation Improvement Program FY 2014-2017 and the State Implementation Plan for air quality.

5. That this Committee approves the Transportation Improvement Program FY 2014-2017 document.

6. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

_____

Connie Krauss, 2013 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

Appendix G

Amendments to FY 2014-2017 Transportation Improvement Program

On a periodic basis, amendments will be made to the FY 2014-2017 TIP for changes to highway and transit projects. These amendments will be posted, as they are requested, on AMATS website located at www.amatsplanning.org