



Akron Metropolitan Area Transportation Study

May 2014 Committee Meetings

TECHNICAL ADVISORY COMMITTEE

Thursday, May 8, 2014, 1:30 p.m.

Grand Ballroom C - Quaker Square Inn

The University of Akron

135 South Broadway, Akron

CITIZENS INVOLVEMENT COMMITTEE

Thursday, May 8, 2014, 6:30 p.m.

Meeting Room 1

Akron-Summit County Public Library - Main Library,

60 South High Street, Akron

POLICY COMMITTEE

Thursday, May 15, 2014, 1:30 p.m.

Grand Ballroom B - Quaker Square Inn

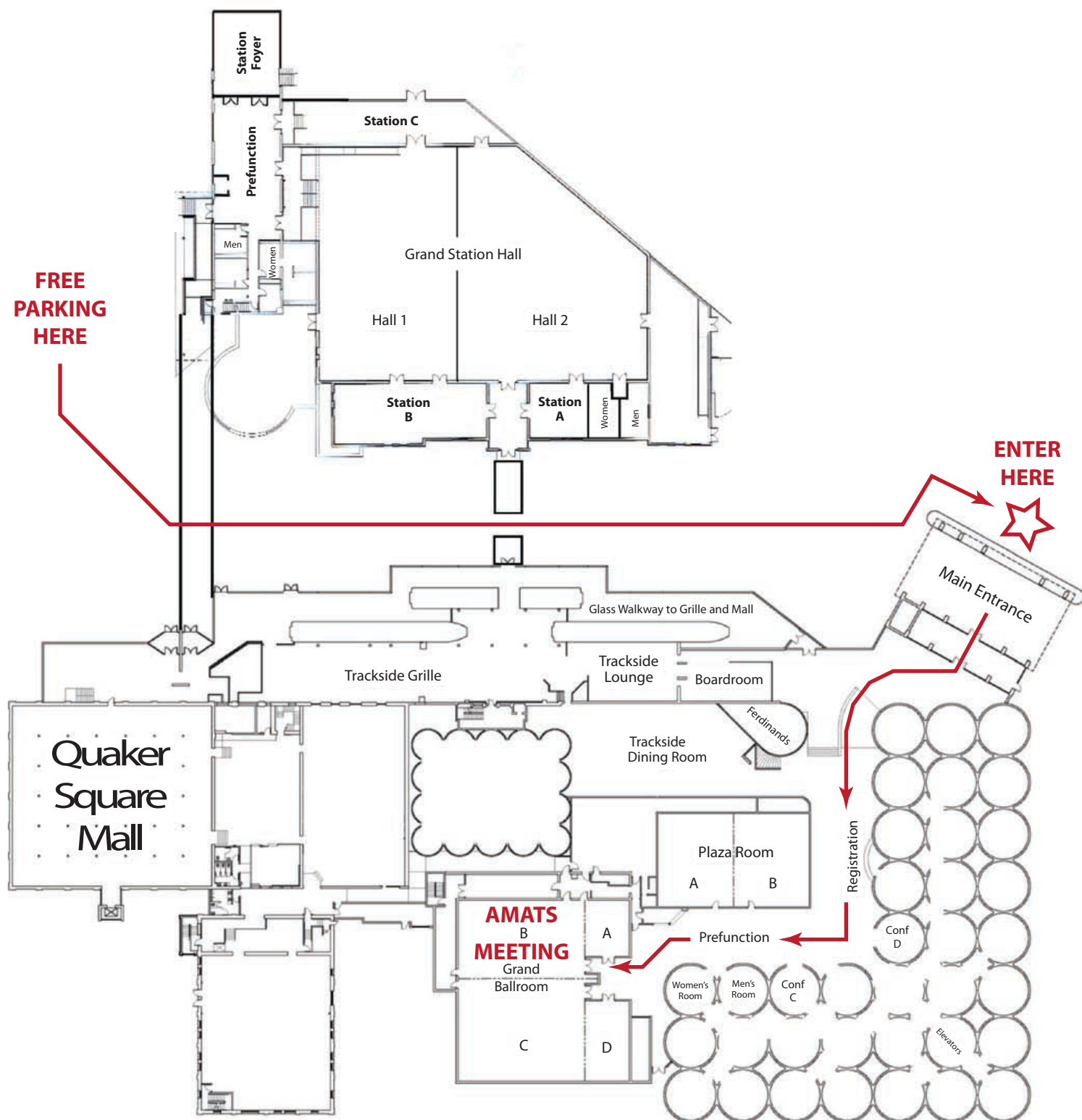
The University of Akron

135 South Broadway, Akron

New AMATS Meeting Location

Quaker Square Inn - Ballroom B

135 S Broadway
Akron, OH 44325





**Akron Metropolitan Area Transportation Study
Policy Committee
Grand Ballroom B - Quaker Square Inn
The University of Akron Hotel
135 South Broadway, Akron, Ohio**

Thursday, May 15, 2014
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation*
2. **Minutes - Motion Required**
 - A. March 20, 2014 Meeting Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report - **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. Status of Surface Transportation Reauthorization – **Discussion** Oral
6. **Resolutions**
 - A. **Resolution 2014-06** – Adopting the AMATS Coordinated Public Transit - Human Services Transportation Plan. – **Motion Requested** Attachment 6A
 - B. **Resolution 2014-07** – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 - To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA. – **Motion Requested** Attachment 6B
 - C. **Resolution 2014-08** – Approving the FY 2015 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6C
 - D. **Resolution 2014-09** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6D
 - Resolution 2014-10** – Certification of the Urban Transportation Planning Process. – **Motion Required**
 - E. **Resolution 2014-11** – Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects. – **Motion Requested** Attachment 6E

- MORE -

7. Other Business

8. Adjournment

Next Regular Meeting:

Thursday, July 24, 2014 - 1:30 PM

Grand Ballroom B - Quaker Square Inn

The University of Akron, 135 South Broadway, Akron, Ohio

* Any individual or representative of a group may take three (3) minutes to address the Policy Committee on any topic on the agenda. Anyone desiring more time than provided herein shall notify the Director by the Friday preceding the committee meeting so that they may be placed on the agenda for a maximum of five (5) minutes.

All mailout material is available on the AMATS Web Site at www.amatsplanning.org



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Grand Ballroom C - Quaker Square Inn
The University of Akron Hotel
135 South Broadway, Akron, Ohio**

Thursday, May 8, 2014
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes - Motion Required**
 - A. March 13, 2014 Meeting Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report - **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. Status of Surface Transportation Reauthorization – **Discussion** Oral
6. **Resolutions**
 - A. **Resolution 2014-06** – Adopting the AMATS Coordinated Public Transit - Human Services Transportation Plan. – **Motion Requested** Attachment 6A
 - B. **Resolution 2014-07** – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 - To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA. – **Motion Requested** Attachment 6B
 - C. **Resolution 2014-08** – Approving the FY 2015 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6C
 - D. **Resolution 2014-09** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6D
 - Resolution 2014-10** – Certification of the Urban Transportation Planning Process. – **Motion Required**
 - E. **Resolution 2014-11** – Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects. – **Motion Requested** Attachment 6E

- MORE -

7. Other Business

8. Adjournment

Next Regular Meeting:

Thursday, July 17, 2014 - 1:30 PM

Grand Ballroom C - Quaker Square Inn

The University of Akron

135 South Broadway, Akron, Ohio

All mailout material is available on the AMATS Web Site at www.amatsplanning.org



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Meeting Room 1
Akron-Summit County Public Library - Main Library
60 South High Street, Akron, Ohio**

Thursday, May 8, 2014
6:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes - Motion Required**
 - A. March 13, 2014 Meeting Attachment 2A
3. **Staff Reports**
 - A. Technical Progress Report Oral
 - B. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2014-06** – Adopting the AMATS Coordinated Public Transit - Human Services Transportation Plan. – **Motion Requested** Attachment 6A
 - B. **Resolution 2014-07** – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 - To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA. – **Motion Requested** Attachment 6B
 - C. **Resolution 2014-08** – Approving the FY 2015 Transportation Planning Work Program and Budget. – **Motion Requested** Attachment 6C
 - D. **Resolution 2014-09** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Requested** Attachment 6D

Resolution 2014-10 – Certification of the Urban Transportation Planning Process. – **Motion Requested**
 - E. **Resolution 2014-11** – Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects. – **Motion Requested** Attachment 6E

- MORE -

7. Other Business

A. CIC Bylaws Discussion

Oral

8. Adjournment

Next Regular Meeting:

Thursday, July 17, 2014 - 6:30 PM

Location – To Be Determined

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

SUMMARY - AGENDA ITEMS

May 2014

Item 5A – Status of Surface Transportation Reauthorization

Update regarding developments concerning proposed legislation to replace MAP-21, the current federal transportation authorization, which is set to expire in October. This item is for **discussion only**. (TAC and Policy Committee only)

Attachment 6A – Resolution 2014-06

The Coordinated Public Transit-Human Services Transportation Plan identifies how the Greater Akron area will improve transit services for persons with disabilities, the elderly and lower-income individuals. The Staff recommends **approval**.

Attachment 6B – Resolution 2014-07 – TIP Amendment #13

An amendment to the *FY 2014-2017 TIP* to add Ohio Transit Preservation Partnership Program funds which were awarded to METRO by the Ohio Department of Transportation for Fiscal Year 2014. The Staff recommends **approval**.

Attachment 6C – Resolution 2014-08

The Work Program and Budget summarizes the activities and budget for Staff transportation planning during Fiscal Year 2015. This item requires **approval**.

Attachment 6D – Resolution 2014-09 & Resolution 2014-10

Resolution 2014-09 reaffirms the approval of the Regional Transportation Plan and the TIP and affirms the consistency between these items and the State Implementation Plan for Air Quality. **Resolution 2014-10** certifies that the area's planning process complies with all applicable federal requirements. These items require **approval**.

Attachment 6E – Resolution 2014-11 – TIP Amendment #14

An amendment to the *FY 2014-2017 TIP* to add a new project, cancel a project and revise the funding or schedule to five existing projects. The Staff recommends **approval**.

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, March 20, 2014 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

I. Call to Order

A. Chairman David G. Kline called the meeting to order in Grand Ballroom B of the Quaker Square Inn. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 30, 2014 meeting.

Motion

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

III. Staff Reports

A. Financial Progress Report

Jason Segedy presented Attachment 3A.

Motion

Frank Hairston made a motion to approve the Financial Progress Report and it was seconded by **Bill Goncy**. The motion was approved by a voice vote.

B. Technical Progress Report

Curtis Baker noted that MAP-21 is scheduled to expire in October. **Mr. Baker** described President Obama's proposed \$300 billion, four-year transportation spending bill, which the president presented in late February.

Mr. Baker said that Smart Growth America and Taxpayers for Common Sense released a report entitled *Repair Priorities 2014* concerning national highway

maintenance strategies and funding issues. **Mr. Baker** said that that the Staff sent an email to the members regarding the report that morning. (The report is available at smartgrowthamerica.org.)

Mr. Baker summarized developments pertaining to the Safe Routes to School Program. **Mr. Baker** proposed that the agency form an ad-hoc committee of representatives from interested communities that would meet to discuss how the agency should support and improve the program while promoting program awareness among school districts. **Mr. Baker** noted that several members of the TAC expressed an interest in participating in such a committee.

C. AMATS Federal Funds Report

Victor Botosan presented Attachment 3C and tables concerning Funding Program and Balances dated March 5, 2014.

Mr. Botosan said that AMATS' ending balance for FY 2014 exceeds the allowable carry over amount that ODOT has set for MPOs in Ohio. **Mr. Botosan** explained that this situation necessitated a funding trade totaling more than \$5.5 million between AMATS and two other MPOs. These funds will be returned to AMATS by FY 2016.

Mr. Botosan said that AMATS will solicit new CMAQ project applications in late April or early May. **Mr. Botosan** said that the agency will skip the Letter of Intent phase for project applications to hasten the process. The Staff and TAC TIP Subcommittee will review, score and recommend a set of prioritized projects for the TAC and AMATS Policy Committee's consideration in the summer. The statewide CMAQ Committee is expected to issue its final funding approvals by the end of 2014.

Mr. Botosan noted that ODOT should begin scheduling scope meetings with project sponsors and the Staff for the 39 projects approved by the Policy Committee in January. **Mr. Botosan** said that sponsors should have submitted their programming packages to the department.

The AMATS Pavement Condition Rating (PCR) Subcommittee met on March 12. **Mr. Botosan** said that – as Summit County agreed to be the fiscal agent for the PCR process – the subcommittee discussed how to proceed. Information will be forthcoming to communities regarding this process.

Christopher Mallin asked if the excessive funds to be traded were the result of an accounting issue or other concern. **Mr. Botosan** said that the trade is necessitated due to ODOT funding policy changes that were implemented last year. **Mr. Botosan** explained that, because MPOs were carrying over an excessive amount of funds from year to year, the department decided to limit the amount of unspent funds that an MPO can carry over to 25 percent of an agency's annual allocated funds by funding source. **Mr. Botosan** explained that AMATS' "at-risk" funding source were CMAQ funds, which exceeded the amount

allowable by the department. **Mr. Botosan** said that AMATS was faced with the options of trading funds or requesting a departmental waiver.

Mr. Mallin asked if the excessive funds are allocated to projects and have not yet been disbursed. **Mr. Botosan** said that the funds were programmed to future-year projects, not current projects. **Mr. Segedy** explained that MPOs are bound by “fiscal constraint” requirements and must demonstrate fiscal balance each year.

D. NEOSCC Status Report

Mr. Segedy said that copies of the *Vibrant NEO Guidebook* released by the Northeast Ohio Sustainable Communities Consortium (NEOSCC) were available. **Mr. Segedy** said that the guidebook outlines the vision for the 12-county Northeast Ohio region that the NEOSCC Board adopted in February. **Mr. Segedy** noted that the vision identifies two fiscal concerns confronting the region: abandoned and vacant housing in the region’s inner cities and development of new infrastructure in the region’s suburban areas.

The federal HUD grant funding the NEOSCC is set to expire soon. The NEOSCC Board continues to meet and discuss the continuance of the consortium as a non-profit organization. **Mr. Segedy** encouraged the members to read the guidebook and to visit the consortium web site at vibrantneo.org.

IV. Old Business

None.

V. New Business

A. Presentation by Andrea Stevenson, ODOT Administrator, Office of Local Programs – *ODOT Funding: How to Apply for Funding*.

Ms. Stevenson described ODOT’s various Local Funding Programs, program eligibility criteria and application processes. **Ms. Stevenson** distributed copies of the *Ohio Department of Transportation – Resource Guide – Spring 2014*.

Doug McGee asked which programs provide 100 percent funding opportunities. **Ms. Stevenson** said that, under the Safe Routes to School Program, the federal government provides 80 percent of project funding while ODOT uses Ohio Turnpike revenue to fund the remaining 20 percent that would ordinarily be paid by local project sponsors.

Ruth Carlson asked if there were funding programs available for small villages. **Ms. Stevenson** said that small villages fall into the category of communities served by ODOT’s Small Cities Program, Municipal Bridge Program and Transportation Alternatives Program. **Ms. Stevenson** offered to provide Ms. Carlson with contact information to discuss funding programs that may be available for the Village of Brady Lake.

B. Draft 2010-2012 Pedestrian Analysis – Key Findings.

Dave Pulay presented Attachment 5B.

Chairman Kline praised the analysis.

VI. Resolutions – Approval Requested

A. Resolution 2014-04 – Approving Amendment #11 to the Transportation Improvement Program FY 2014-2017 to add an engineering phase to various projects to accommodate potential right-of-way service costs.

Mr. Botosan presented Attachment 6A.

Mr. Segedy noted that seven of the 10 projects include sidewalks and praised the Policy Committee members for considering pedestrian improvements when planning projects.

Motion

Gene Roberts made a motion to approve Resolution 2014-04 and it was seconded by Frank Hairston. The motion was approved by a voice vote.

B. Resolution 2014-05 – Approving Amendment #12 to the Transportation Improvement Program FY 2014-2017 to add two new projects, revise the funding to three existing projects, and revise the funding, schedule, and limits to two existing projects.

Mr. Botosan presented Attachment 6B.

Motion

Glenn Broska made a motion to approve Resolution 2014-05 and it was seconded by James Weber. The motion was approved by a voice vote.

VII. Other Business

None.

VIII. Adjournment

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Thursday, May 15, 2014** in **Grand Ballroom B** of the **Quaker Square Inn** located at **135 South Broadway** in **Akron**.

There being no other business, the meeting was adjourned.

**AMATS POLICY COMMITTEE
2014 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	July	Sept	Dec
A Denotes Alternate Present	30	20	15	24	25	18
AKRON - Mayor Don Plusquellic (Gasper) (Hewitt) (Weber)	A	A				
AURORA - Mayor Ann Womer Benjamin (Trew)	A	A				
BARBERTON - Mayor William Judge, Jr. (Palmer) (Stefan)						
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)	M	M				
BRADY LAKE - Mayor Hal Lehman (Carlson) (McGee)	A	A				
CLINTON - Mayor Al Knack	M					
CUYAHOGA FALLS - Mayor Don Walters (Sheridan)	M					
DOYLESTOWN - Mayor Terry Lindeman (Kerr)						
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)		A				
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Dick Norton (Monteith) (Oberdorfer)	A					
HIRAM - Mayor Lou Bertrand (Wood)		M				
HUDSON - Mayor William Currin (Richardson) (Schroyer) (Sheridan)	M					
KENT - City Mgr. David Ruller (Roberts) (Bowling)	A	A				
LAKEMORE - Mayor Rick Justice (Fast)	M					
MACEDONIA - Mayor Don Kuchta (Darwish)						
MANTUA - Mayor Linda Clark (Snopek)						
METRO - Ms. Saundra M. Foster (Enty) (Harris)	A					
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Frank Larson (DiCola)						
NEW FRANKLIN - Mayor Al Bollas (Gehm)	M	M				
NORTHFIELD - Mayor Jesse Nehez (Greenlee)						
NORTON - Mayor Mike Zita	M					
ODOT - Anthony Urankar (Kinnick) (Rebillot)	M	A				
PARTA - Rick Bissler (Drew) (Smith) (Wagener)	A					
PENINSULA - Mayor Douglas Mayer						
PORTAGE COUNTY COMM. - Maureen Frederick (Mallin)	A	A				
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett						
PORTAGE COUNTY COMM. - Kathleen Chandler (Hairston)	A					
PORTAGE COUNTY ENGINEER - Michael Marozzi (Zumbo)						
RAVENNA - Mayor Joseph Bica (Englehart) (Finney)						
REMINDEVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Bobbie Beshara (Frantz) (Wheeler)	M					
RITTMAN - Mr. Larry Boggs						
SILVER LAKE - Mayor Bernie Hovey (Housley)	A	A				
STOW - Mayor Sara Drew (Kurtz) (McCleary) (Rayman)	M					
STREETSBORO - Mayor Glenn Broska (Terrell)	M	M				
SUGAR BUSH KNOLLS - Mayor James Beal						
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A				
SUMMIT COUNTY EXECUTIVE - Russell Pry (Gurm)	A	A				
SUMMIT COUNTY COMM. & ECON. DEV. - Connie Krauss		M				
SUMMIT COUNTY COMM. & ECON. DEV. - Dennis Tubbs	M					
TALLMADGE - Mayor David Kline (Sauner)	M	M				
TWINSBURG - Mayor Katherine Procop (Mohr) (Finch)	M	A				
WAYNE COUNTY COMM. BOARD - Robert MacGregor (Gleason)	M	M				
WINDHAM - Mayor Robert Donham						

**AMATS POLICY COMMITTEE
2014 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Harry Gehm	Alt. City of New Franklin
Mr. Frank Hairston	PARTA
Mr. John P. Hickey	Torchbearers/LA
Mr. Doug McGee	Alt. Village of Brady Lake
Mr. Curtis Baker	AMATS
Mr. Krista Beniston	AMATS
Mr. Victor Botosan	AMATS
Ms. Elizabeth Denholm	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS
Mr. Jason Segedy	AMATS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, March 13, 2014 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

I. Call to Order

- A. Chairman Jeff Olson** called the meeting to order in Grand Ballroom C of the Quaker Square Inn. The attending members constituted a quorum. **Chairman Olson** asked the members to identify themselves when making motions and seconds for agenda items requiring votes by the committee.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 23, 2014 meeting.

Motion

David White made a motion to approve the minutes and it was seconded by David Gasper. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Jason Segedy presented Attachment 3A.

Motion

David White made a motion to approve the Financial Progress Report and it was seconded by John Kovacich. The motion was approved by a voice vote.

B. Technical Progress Report

Curtis Baker noted that MAP-21 is scheduled to expire in October. **Mr. Baker** described President Obama's proposed \$300 billion, four-year transportation spending bill, which the president presented in late February.

Mr. Baker said that Smart Growth America and Taxpayers for Common Sense released a report entitled *Repair Priorities 2014* concerning national highway maintenance strategies and funding issues. **Mr. Baker** said that the Staff would provide copies of and links to the report to the members in the coming weeks. (The report is available at smartgrowthamerica.org.)

Mr. Baker summarized developments pertaining to the Safe Routes to School Program. **Mr. Baker** said that AMATS will increase its efforts to promote awareness of this program among school districts and communities as some are unaware that this program is available. **Mr. Baker** proposed that the agency form a committee of representatives from interested communities that would meet to discuss safe routes and how the agency should support the program and improve its effectiveness.

C. AMATS Federal Funds Report

Victor Botosan presented Attachment 3C and tables concerning Funding Program and Balances dated March 5, 2014.

Mr. Botosan said that AMATS will solicit new CMAQ project applications in late April or early May. **Mr. Botosan** said that the agency will skip the Letter of Intent phase for project applications to hasten the process. The Staff and TAC TIP Subcommittee will review and recommend a set of prioritized projects to the AMATS Policy Committee in the fall. The statewide CMAQ Committee is expected to issue its final funding approvals by the end of 2014.

Mr. Botosan noted that ODOT should begin scheduling scope meetings with project sponsors and the Staff for the 39 projects approved by the Policy Committee in January. **Mr. Botosan** said that sponsors should have submitted their programming packages to the department.

The AMATS Pavement Condition Rating (PCR) Subcommittee met on March 12. **Mr. Botosan** said that – as Summit County agreed to be the fiscal agent for the PCR process – the subcommittee discussed how to proceed. Information will be forthcoming to communities regarding this process.

IV. Old Business

None.

V. New Business

A. Draft 2010-2012 Pedestrian Analysis – Key Findings.

Dave Pulay presented Attachment 5B.

David White asked if the analysis revealed safety concerns pertaining to pedestrians crossing area intersections. There was discussion as to how pedestrian-intersection accidents are accounted for by the agency and related safety issues.

Mr. White praised the compilation of the draft analysis and noted that it underscores the need to do more to improve pedestrian safety. **Mr. Segedy** said that the Staff would probably develop the analysis into a more formal report, which in turn, would be presented to the Policy Committee for approval. **Mr.**

Segedy said that the crash data enables the Staff to conduct more comprehensive analyses at certain locations. **Mr. Segedy** expressed an interest in examining “mid-block” crossing locations.

VI. Resolutions

- A. Resolution 2014-04 – Approving Amendment #11 to the Transportation Improvement Program FY 2014-2017 to add an engineering phase to various projects to accommodate potential right-of-way services costs.**

Mr. Botosan presented Attachment 6A.

Motion

David White made a motion to approve Resolution 2014-04 and it was seconded by Joe Paradise. The motion was approved by a voice vote.

Mr. Segedy noted that seven of the 10 projects include sidewalks and praised the TAC members for considering pedestrian improvements when planning projects.

- B. Resolution 2014-05 – Approving Amendment #12 to the Transportation Improvement Program FY 2014-2017 to add two new projects, revise the funding to three existing projects, and revise the funding, schedule, and limits to two existing projects.**

Mr. Botosan presented Attachment 6B.

Motion

David Gasper made a motion to approve Resolution 2014-05 and it was seconded by Doug McGee. The motion was approved by a voice vote.

VII. Other Business

VIII. Adjournment

Motion

David White made a motion to adjourn and it was seconded by Bill Goncy. The motion was approved by a voice vote.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, May 8, 2014** in **Grand Ballroom C** of the **Quaker Square Inn** located at **135 South Broadway** in **Akron**.

**AMATS TECHNICAL ADVISORY COMMITTEE
2014 ATTENDANCE**

	Jan 23	Mar 13	May 8	July 17	Sept 18	Dec 11
M Denotes Member Present						
A Denotes Alternate Present						
AKRON ENGINEERING BUREAU - Michael J. Teodecki (DiFiore)	M	M				
AKRON PLANNING DEPT. - Mark Moore (Tomic)						
AKRON TRAFFIC ENGINEERING - Dave Gasper (Davis)	M	M				
AURORA - John E. Trew	M	M				
BARBERTON - Elwood Palmer (Stefan) (Keltyka)						
CUYAHOGA FALLS - Fred Guerra (Sugar)		M				
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	A				
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)						
GREEN - Wayne Wiethe (Lingenfelter)	M	M				
GREEN - Paul Pickett (Schemansky)						
HUDSON - Chris Papp (Sheridan)	M	M				
HUDSON - Greg Hannan (Kosco)		M				
KENT - Eugene Roberts						
KENT - Jim Bowling (Giaquinto)	M	A				
LAKEMORE – Mayor Rick Justice (Fast)						
MACEDONIA - Michael Hlad (Darwish)						
METRO - Kris Liljeblad (Bacon)	M					
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Joe Hadley (Chinn-Levy)						
NEW FRANKLIN - Jeff Olson (Kepler)	M	M				
NORTHFIELD - Richard S. Wasosky		M				
NORTON - David White	M	M				
ODOT - Steve Rebillot (Bruner) (Kinnick)	M	M				
PARTA - John Drew (Smith) (Wagener)	A					
PORTAGE COUNTY ENGINEER - Michael Marozzi (Zumbo)						
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (James)(McGee)	A	A				
PORTAGE COUNTY SMALL VILLAGES – Vacant						
PORTAGE COUNTY TOWNSHIP ASSOC – Gibson (Kovacich)		A				
RAVENNA - Bob Finney (Jeffers)		M				
RICHFIELD - Brian Frantz (Baker)	M	M				
RITTMAN – Larry Boggs						
SILVER LAKE – John Tutak						
STOW – James McCleary (Donovan)	M	M				
STOW – Sheila Rayman (Kurtz)	M	M				
STREETSBORO – John H. Cieszkowski, Jr. (Broska)	M	A				
SUMMIT CO. COMM. & ECON. DEV. - Dennis Tubbs (Krauss)		M				
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A				
SUMMIT COUNTY SMALL VILLAGES - Mayor Bill Goncy	M	M				
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A	A				
TALLMADGE - Pat Sauner	M	M				
TWINSBURG - Dan Moczadlo (Mohr)						
WINDHAM - Mayor Robert Donham						

* Richard Enty attended as METRO representative.

**AMATS TECHNICAL ADVISORY COMMITTEE
2014 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan	Mar	May	July	Sept	Dec
23	13	8	17	18	11

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Rick McQueen

AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens

M

AMATS - Jason Segedy

M

M

CUYAHOGA VALLEY NATIONAL PARK - Rob Bobel

ENVIRONMENTAL COMMUNITY REP. - Kurt Princic

GREATER AKRON CHAMBER - Gregg Cramer (West)

METRO PARKS SERVING SUMMIT CNTY – Mark Szeremet (Hauber)

M

OHIO TURNPIKE COMMISSION – Doug Hedrick

PORTAGE COUNTY PORT AUTHORITY – Vacant

PORTAGE PARK DISTRICT - Chris Craycroft

M

PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo

RAILROAD INDUSTRY REP. - William A. Callison

SUMMIT COUNTY PORT AUTHORITY – Vacant

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Jim Bruner

ODOT

Debbie Weaver

Mead & Hunt

Mr. Curtis Baker

AMATS

Mr. Victor Botosan

AMATS

Ms. Krista Beniston

AMATS

Mr. Kerry Prater

AMATS

Mr. Dave Pulay

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, March 13, 2014 – 6:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

Attendees:

Dustin J. Baker, Member
Tim Boley, Member
David Kish, Member
William J. Maki, Member
Michael Ondecker, Member
Rick Stockburger
Heidi Swindell, Member
Fred Wise, Member

Staff:

Curtis Baker, Planning Administrator
Krista Beniston, Planning Coordinator
Heather Davis Reidl, Mobility Planner
Dave Pulay, Transportation Engineer

I. Call to Order

Chairperson Ondecker called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 23, 2014 meeting.

Chairperson Ondecker noted that the minutes incorrectly listed the January meeting's starting time as "7 p.m." instead of "6:30 p.m." **Curtis Baker** said that the minutes could be approved as amended.

Motion

***Dustin J. Baker** made a motion to approve the minutes as amended with the corrected starting time and it was seconded by **Fred Wise**. The motion was approved by a voice vote.*

III. Staff Reports

A. **AMATS Federal Funds Report**

Mr. C. Baker presented Attachment 3C and tables concerning Funding Program and Balances dated March 5, 2014.

William J. Maki asked how AMATS is faring in securing project funding in comparison to other metropolitan planning organizations (MPOs) with regards to the new Statewide Congestion Mitigation Air Quality (CMAQ) Program. **Mr. C. Baker** said that much depends upon the quality of project applications that are submitted to AMATS for funding. **Mr. C. Baker** noted that AMATS is allowed to rate three projects as “priority projects” so that funding is likely for those projects.

Chairperson Ondecker asked how much CMAQ funding is available statewide. **Mr. C. Baker** said that about \$60 million would be available statewide.

B. **Technical Progress Report**

Mr. C. Baker noted that the Moving Ahead for Progress in the 21st Century Act (MAP-21) is scheduled to expire in October. **Mr. C. Baker** described President Obama’s proposed \$300 billion, four-year transportation spending bill, which the president presented in late February.

Mr. C. Baker said that Smart Growth America and Taxpayers for Common Sense released a report entitled *Repair Priorities 2014* concerning national highway maintenance strategies and funding issues. **Mr. C. Baker** summarized key findings of the report. (The report is available at smartgrowthamerica.org.)

Mr. C. Baker summarized developments pertaining to the Safe Routes to School (SRTS) Program. **Mr. C. Baker** said that the agency and several of its members are considering how to support and improve the program while promoting program awareness among school districts and communities.

There was discussion regarding pedestrian and student safety issues and the SRTS Program.

IV. Old Business

Krista Beniston presented the revised AMATS Coordinated Public Transit – Human Services Transportation Plan. **Ms. Beniston** said that the Staff would welcome comments regarding the revised plan up until the May 8 Citizens Involvement Committee meeting. Comments should be relayed to **AMATS Transit Planner Nate Brugler**. (The plan is available for review on the agency website by clicking [here](#).) The Staff will present the plan to

the AMATS Policy Committee for final approval during its May 15 meeting.

Mr. Maki asked if the plan identified overlaps in transit service compared to 2008. **Ms. Beniston** said that the plan identified gaps. **Ms. Beniston** said that the new plan was a more comprehensive analysis of the impacts of demographics on transit service when compared to the 2008 analysis. **Mr. C. Baker** said that the revised plan is an update of the region's transit priorities to reflect current thinking among Greater Akron area transit stakeholders such as social service agencies and transit providers.

Chairperson Ondecker noted that there has been an increase in coordinated services among transit authorities in Northeast Ohio since 2008. There was discussion regarding the challenges in coordinating service among the region's transit authorities.

V. New Business

A. Draft 2010-2012 Pedestrian Analysis – Key Findings.

Dave Pulay presented Attachment 5B.

Fred Wise asked if statistics were available regarding the ages of total pedestrians involved in crashes. **Mr. Wise** asked what percentage that young people accounted for of total people walking and how that percentage compared to senior citizens. **Mr. Pulay** said that the analysis didn't include such statistics, but he was certain that it is available. **Mr. Pulay** noted that a similar question was posed to him during the Technical Advisory Committee (TAC) meeting earlier that day.

There was discussion regarding differences between the compilation of pedestrian and bicycle-related crash data.

Chairperson Ondecker said that the presentation reminded him of the need to educate young pedestrians about the basic rules of safe walking, such as walking against the direction of traffic in areas where sidewalks are not present. There was discussion regarding the age breakdown of pedestrian crash victims.

Noting the countermeasures that were mentioned in the presentation, **Mr. Maki** asked if there was a sidewalk replacement or re-leveling program available to communities and if municipal budgets allow for such repairs. There was discussion regarding the effectiveness of several of the countermeasures mentioned in the presentation.

VI. Resolutions

Chairperson Ondecker asked Mr. Pulay to explain the Wavetronix signal improvements being pursued by the Ohio Department of Transportation

(ODOT) District 4 office as listed in Attachment 6B – Resolution 2014-05. **Mr. Pulay** described how the technology works.

- A. Resolution 2014-04 – Approving Amendment #11 to the Transportation Improvement Program FY 2014-2017 to add an engineering phase to various projects to accommodate potential right-of-way services costs.**

Mr. C. Baker presented Attachment 6A.

- B. Resolution 2014-05 – Approving Amendment #12 to the Transportation Improvement Program FY 2014-2017 to add two new projects, revise the funding to three existing projects, and revise the funding, schedule, and limits to two existing projects.**

Mr. C. Baker presented Attachment 6B.

Dustin J. Baker asked if a final design and a construction timeframe were selected for the SR 59 Rerouting. **Mr. C. Baker** explained that Amendment #12 would add the project’s engineering phase to Fiscal Year 2015 of the Transportation Improvement Program.

Motion

William J. Maki made a motion to approve Resolutions 2014-04 and 2014-05 and it was seconded by **Dustin J. Baker**. The motion was approved by a voice vote.

VII. Other Business

Chairperson Ondecker opened the floor to comments. There were none.

VIII. Adjournment

The next meeting of the CIC will be **6:30 p.m.** on **Thursday, May 8** at the **Akron-Summit County Public Library – Main Library** located at **60 S. High Street** in Akron.

Motion

Fred Wise made a motion to adjourn the meeting and it was seconded by **David Kish**. The motion was approved by a voice vote.

**AMATS CITIZENS INVOLVEMENT COMMITTEE
2014 ATTENDANCE**

M Denotes Member Present	Jan.	March	May	July	Sept.	Dec.
A Denotes Alternate Present	23	13	8	17	18	11
Member (Representing)						
Doug Anderson (Peninsula)						
Roger Bacon (METRO)						
Dustin J. Baker	M	M				
Paul Baker (Cuyahoga Falls)	M					
Tom Boley (Norton)	M	M				
Audrey Cielinski-Kessler (Portage Commissioners)	M					
Angelo L. Coletta						
John Conklin (Norton)						
Donald Dieterich (Silver Lake)						
Gary Endres (Barberton)						
Bill Goney (Boston Heights)						
Joel Helms						
Al Kalish (Macedonia)						
Alex D. Kelemen (Hudson)						
David Kish (Summit Executive)	M	M				
Tim Lassar (PARTA)						
Denise Longstreth (Alternate – Summit Engineer)						
Bill Maki	M	M				
D. H. Mangold	M					
Dan Marshall (Doylestown)						
Michael A. Ondecker	M					
Aaron Snopek						
Dennis Stoffer (Alternate – Norton)						
Heidi Swindell (Summit Engineer)		M				
Roger Temple (Boston Heights)						
Richard Wasosky (Northfield Village)						
Marie Whaley (Kent)						
Fred Wise	M	M				

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: April 30, 2014

FY 2014 Ending Balance

The ending balance for FY 2014 exceeds the allowable carry forward amount that ODOT has set for MPOs in Ohio. This large balance is due to a combination of factors that include delayed project schedules, low bid amounts and most significantly, the accumulation of funds for future year projects.

In order to avoid a potential lapse in funds, a funding trade totaling \$5,503,910 was made with two MPOs in Ohio in February. More recently, at the end of April, another funding trade was completed with another MPO that was in need of additional funds this fiscal year in the amount of \$403,232. Both of these trades are reflected in the attached Funding Program and Balances sheet. All loaned funds will be returned to AMATS by FY 2016.

New Statewide CMAQ Funding Program for Ohio MPOs

Solicitation of new CMAQ projects will begin this spring. As in our normal rounds of funding, the TAC TIP Subcommittee and the Staff will oversee the process and recommend to the Policy Committee a list of prioritized projects to submit to the statewide CMAQ committee in the fall. The statewide CMAQ committee will issue final project funding approvals by the end of calendar year 2014.

Pavement Condition Rating (PCR) Data Collection Update

ODOT has recently notified Ohio MPOs that they will resume collecting PCR data on the federal-aid roadway system as they have in the past. The PCR and the TAC TIP Subcommittees are scheduled to discuss how this decision will impact the effort that was begun to collect the PCR data without ODOTs involvement, as well as what options are available going forward.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2014-06 – Adopting the AMATS Coordinated Public Transit - Human Services Transportation Plan

DATE: April 30, 2014

Background

The purpose of Resolution 2014-06 is to adopt the AMATS Coordinated Public Transit - Human Services Transportation Plan. The development of the Coordinated Plan is a federal requirement, as established by MAP-21.

The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans and low-income individuals. Specifically, this plan is necessary for the area to obtain and utilize funds from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. Eligible projects seeking to use this funding source must be consistent with the Coordinated Plan.

Throughout the development of the Coordinated Plan, AMATS staff worked closely with METRO RTA, the Portage Area Regional Transportation Authority (PARTA) and representatives of local public, private and non-profit transportation and human services providers. The planning process also solicited and received insightful guidance from members of the public.

The Coordinated Plan:

- (1) Identifies current transportation providers and the assets available to the region (public, private, and non-profit);
- (2) Assesses the transportation needs of individuals with disabilities, older adults and low-income individuals;
- (3) Provides recommendations to address the identified gaps between current services and needs; and
- (4) Assigns priorities for implementation.

Coordinated Plan Recommendations

Recommendations for AMATS Funding

1. Purchase new, accessible vehicles for regional providers of public transportation for older individuals, those with disabilities and those of low income.
2. Invest in intelligent transportation systems (ITS) infrastructure
3. Connect transit stops to passenger destinations
4. Implement a regional mobility management system
5. Encourage trip sharing
6. New transit service to key employment areas
7. Invest in fare reimbursement solutions/smart fare technology

Recommendations for Non-Financial AMATS Support

1. Creation of a local council of governments (COG) to facilitate broad mobility management system participation
2. Facilitate dialogue between transportation providers and significant regional employers/medical centers
3. Engage in travel training advocacy

The Coordinated Plan recommends projects that are consistent with the list of eligible activities published in the program circulars issued by FTA. These recommended projects or activities are identified fully within the Coordinated Plan.

Staff Recommendation

Attached to this memo is Resolution Number 2014-06. This resolution adopts the area's Coordinated Public Transit - Human Services Transportation Plan. As the region's public transit operators, METRO and PARTA will also be adopting the Coordinated Plan.

Resolution 2014-06 and the Coordinated Plan will be transmitted to the Ohio Department of Transportation and the Federal Transit Administration (FTA). After review by FTA, the region will be allowed to move forward with efforts to use federal funds to coordinate transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

The Staff recommends approval.

RESOLUTION NUMBER 2014-06

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

**ADOPTING THE AMATS AREA COORDINATED PUBLIC TRANSIT - HUMAN
SERVICES TRANSPORTATION PLAN**

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

WHEREAS, it is the responsibility of AMATS to develop and maintain the Transportation Improvement Program (TIP) for the area in cooperation with ODOT and the region's transit authorities; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the development of a locally developed, Coordinated Public Transit - Human Services Transportation Plan; and

WHEREAS, the Coordinated Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation; and

WHEREAS, AMATS, METRO RTA and PARTA have cooperated, along with the region's human services providers, in the development of the Coordinated Plan, as directed by MAP-21; and

WHEREAS, the Coordinated Plan enables the area to utilize federal assistance through the Federal Transit Administration's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program in order to meet the region's needs; and

WHEREAS, METRO RTA and PARTA are the agencies appointed as designated recipients of Section 5310 funds, with the concurrence of the Governor of the State of Ohio, and whose status remains so; and

WHEREAS, a public comment period was initiated on March 13, 2014, with area human and social services agencies, transportation providers and members of the public provided access to the draft Coordinated Public Transit - Human Services Transportation Plan; and

WHEREAS, the AMATS Citizens Involvement Committee reviewed the draft Coordinated Plan at its March 13, 2014, meeting; and

WHEREAS, this Committee has reviewed these public comments; and

RESOLUTION NUMBER 2014-06 - continued

WHEREAS, the Coordinated Plan is consistent with all federal regulations, including “*Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations;*”

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Coordinated Public Transit - Human Services Transportation Plan for the AMATS Area.
2. That this Committee considers the Citizens Involvement Committee meeting held on May 8, 2014, as adequately providing for public involvement.
3. That this Committee affirms conformity with all federal regulations, including environmental justice requirements.
4. That this Committee authorizes the Staff to provide copies of this Resolution and pertinent documentation to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

AMATS Coordinated Public Transit – Human Services Transportation Plan



May 2014

Table of Contents

Executive Summary.....	2
Purpose/Background	4
Stated Planning Process	5
General Transportation Needs	7
Those with Disabilities/Veterans	7
The Elderly	8
Low-Income Individuals	9
Transportation Partners and Their Assets	12
Outreach Efforts.....	16
Transportation Service Gaps.....	20
Public Transit Service Gaps	20
Neighboring RTA Gaps	23
Government Agency Gaps	24
Not-For-Profit Transportation Provider Gaps.....	24
Private (For-Profit) Transportation Provider Gaps	24
Available Funding Programs	27
Recommendations	29
Recommendations for Transportation Funding	30
Recommendations for Non-Financial AMATS Support.....	34
Conclusion	36
Appendix A: List of Coordinating Agencies/Organizations	38
Appendix B: List of Eligible 5310 Projects	40
Appendix C: Summit County Library Outreach Flier	43

Maps

Population Over Age 65	10
Low-Income Households.....	11
Northeast Ohio Transit Network	26

Executive Summary

The Akron metropolitan region is home to a significant number of individuals who depend on public transportation to meet their most basic needs – trips to work, medical facilities, shopping and so on. Three groups comprise the majority of those who depend on public transportation: those aged 65 and over, those with disabilities and those of low income. The AMATS Coordinated Public Transit – Human Services Plan is a joint effort between AMATS, the region’s public transit agencies (METRO and PARTA) and a number of social and human services agencies and organizations to identify the location and needs of these groups, to identify available transportation assets, to determine key gaps, and most importantly, to establish a set of regional priorities and recommendations to help bridge these transportation gaps.

According to the U.S. Census Bureau, approximately 12% of the region’s population has some form of disability, 15% of households are below the national poverty level, and over 15% of the region is above the age of 65. The Ohio Department of Aging predicts that by 2040, the state’s senior citizen population will double. Approximately 9% of the region’s households have no vehicle available – a number that is substantially higher in our larger cities. In a region of over 700,000 people, these percentages translate to large numbers of residents who depend on a robust, reliable system of public transportation.

Within our region, METRO and PARTA provide very good levels of service, particularly in densely populated communities. Areas remain, however, where fixed-route bus coverage is limited or entirely absent. Some of the key transportation gaps include:

- Summit County: Copley Township, the City of Green and the City of Twinsburg
- Portage County: the City of Aurora, Brimfield Township, Village of Mantua and the City of Streetsboro
- Wayne County Portion: Public transportation is entirely absent from the AMATS portion of Wayne County (Doylestown, Rittman and their surrounding townships)

The region’s public transit agencies are constantly re-evaluating their services, and are taking steps to address many of the gaps identified above. METRO recently introduced its “Call-a-Bus”, advance reservation curb-to-curb service, which serves the area of northern Summit County north of Twinsburg Road, and is a service that is available to anyone. METRO intends to introduce a similar service in the southern portion of the county as well, effectively addressing most of the key geographical gaps in Summit County.

The recent opening of PARTA’s Kent Central Gateway, a multi-modal transportation facility in the heart of downtown Kent, will dramatically improve transit service in Portage County and beyond by offering a central point of operations. Fixed routes are regularly fine-tuned to provide optimal service throughout this largely rural county. PARTA offers its “Dial-a-Ride”, demand-response bus service to everyone, regardless of qualifications. This service effectively addresses most of the geographical gaps found in Portage County.

Wayne County is in the early stages of its own coordinated planning process, with Wooster Transit leading the way. Although the agency currently only operates vehicles within the Wooster city limits, its goal is to operate demand-response service throughout the entire county, which would dramatically increase the transportation options available to the AMATS communities in the far northeastern portion of Wayne County – where service is currently unavailable.

The AMATS Coordinated Plan presents seven recommendations for potential transit-dedicated funding. The purchase of additional accessible vehicles and advanced locational and communications technology are top regional priorities. Determining how to best implement a regional mobility management system, as well as recruiting area agencies and organizations to actively participate in that system, remains a key priority. In addition to these recommendations, the Coordinated Plan proposes three recommendations unlikely to receive transit-dedicated funding, but that AMATS would strongly support and offer facilitation or technical support as necessary.

Our goal is that through the implementation of the recommendations proposed within the AMATS Coordinated Plan, all parties involved in the transportation of the elderly, those with disabilities and low-income individuals will share in a unified vision for the region. The plan will lay the groundwork for the most efficient use of the region's transportation funding, vastly increased communication between partner agencies, organizations and their clients, and as a result, maximizing the effectiveness of the many assets available to our region to provide seamless transportation to those who rely on it the most.

Purpose/Background

The AMATS region is home to a wealth of agencies and organizations that provide services for those with disabilities, older persons and low-income individuals and families. One of the greatest needs for individuals within any of these circumstantial profiles is convenient, affordable and reliable transportation. Of the dozens of regional transportation and human services organizations that serve these individuals and families, many have some tangent to the transportation needs of their clients. Some operate actual transportation assets, such as buses or accessible vans. Others subsidize the transportation expenses of their clients. Still others provide vital services for those who depend on some form of transportation – and have a vested interest in ensuring that potential clients have access to these services.

As the regional transportation planning agency for the Akron metropolitan area – including Summit and Portage Counties, as well as a portion Wayne County – AMATS is responsible for facilitating a cooperative planning process among the region’s various transportation and human services providers. By working with key stakeholders and through our public outreach efforts, it is AMATS’ goal to ensure the best possible regional transportation network and the most efficient use of the transportation assets available within our region.

Especially in today’s sluggish economy, most organizations are operating with skeleton crews, and doing the best they can with the resources they have. While this arrangement fosters efficiency from a staffing perspective, heavy workloads might prohibit organizations from being able to “look up” at the big picture and recognize opportunities and partnerships which could benefit all involved parties. The overarching purpose of this plan is to bring any service gaps and inefficiencies to light, and the proposed recommendations are intended to address and overcome any issues unearthed during the planning process.

To help implement this plan’s recommendations, the federal and state governments have created specialized funding programs, which dedicate funding to projects improving transportation and mobility for those with disabilities, senior citizens or low-income individuals/households. These programs generally require that all funded projects are to be included within a locally developed, coordinated public transit – human services transportation plan (Coordinated Plan). The following plan, approved by the Policy Committee on May 15, 2014, is the result of AMATS’ adherence to this requirement, and will guide the future allocation of the funding programs described within.

Goals of the Coordinated Planning Process

The primary goals of this plan are to identify the needs of key populations with special transportation needs, to identify agencies and organizations capable of providing needed transportation services, to identify service gaps, and finally, to provide recommendations to address those gaps. The overarching goal is to create an environment where all stakeholders are on the same page and working together to provide the simplest, most efficient and comprehensive human services and transportation network possible.

Stated Planning Process

The ODOT Office of Transit requires that all locally adopted coordinated public transit – human services transportation plans be developed according to a stated planning process. The previous version (2008) of the AMATS Coordinated Plan was developed with the assistance of an outside consulting firm. This updated plan will be developed internally, in cooperation with METRO, PARTA and area social/human services agencies. The development process for this version of the regional coordinated plan will be as follows:

- 1. Gather Background Information:** Review existing federal and state coordinated planning requirements, the previous AMATS Coordinated Plan, other existing coordinated plans, federal grant program requirements and related literature and guidance. This will allow AMATS to develop an outline and structure to ensure that all required plan elements have been addressed, as well as to incorporate “best practices” into the forthcoming plan, tailoring them to the specific needs of the greater Akron region.
- 2. Identify Key Partners and Stakeholders:** Research the “key players” in the fields of transportation, social/human services agencies and organizations, non-profit organizations and advocacy groups, major employers and medical services. Develop a list of contacts within key organizations.
- 3. Gather Demographic and Statistical Data:** Assemble data from the U.S. Census Bureau, state agencies, local regional transit authorities and any other available sources. Perform initial analyses and identify preliminary gaps, regional strengths, potential concerns, etc.
- 4. Agency and Public Outreach Efforts:** Through a variety of methods, engage in conversation with transportation disadvantaged citizens, various providers of transportation, area non-profits and advocacy groups and social/human services agencies all throughout the AMATS region (and potentially beyond).
- 5. Synthesize Information into Prioritized Regional Recommendations:** Compile all of the data, comments and concerns from prior planning phases. Perform analyses to determine gaps and needs. Match these needs with eligible activities/projects from key federal and state funding programs to determine feasible recommendations. Prioritize these recommended strategies based on anticipated funding availability, outreach information and regional priorities as stated in *Transportation Outlook 2035* – the long-term regional transportation plan.
- 6. Circulate Draft Plan and Recommendations for Comment:** Engage in an inclusive process to ensure that stakeholders have sufficient time to review and comment on the draft plan and proposed recommendations.

Stated Planning Process (Continued)

- 7. Incorporate Comments into Final Draft:** Ensure that all meaningful comments are properly incorporated into the draft plan, and reorganize as necessary to create a final draft of the document.
- 8. AMATS Committee Approval:** Present the plan and proposed strategies to the AMATS Technical Advisory Committee and the Citizens Involvement Committee for comment. Seek final approval of the document from the AMATS Policy Committee.
- 9. Submit Approved Coordinated Plan:** Officially file the locally adopted, coordinated public transit – human services transportation plan with the Federal Transit Administration’s regional office and ODOT’s Office of Transit.

General Transportation Needs

This planning process will attempt to identify the transportation needs of three targeted profile groups, identified as having special transportation needs – with a particular reliance on public transportation:

- 1) Those With Disabilities – people with certain physical or mental disabilities may be unable to operate personal vehicles, and in some cases, are unable to use non-motorized transportation methods such as walking or bicycling. The transportation services provided by public, private and not-for-profit agencies and organizations are vital in enabling these individuals to accomplish even the most basic tasks, such as buying groceries and other necessities, attending medical appointments and engaging in social, recreational and employment-related activities.

The term “disability” covers a wide spectrum of physical or cognitive limitations, and of an equally broad range of severity. Disabilities affect people regardless of age, sex, race or income level, and a number of human and social services agencies exist within the AMATS region (and beyond) to address the specific needs of such a diverse population.

One growing segment of the population in regards to those having some form of disability is veterans returning home from overseas combat operations. In some ways, the needs of our veterans mirror the needs of civilians with similar disabilities. However, our veterans may have options available to them beyond those available to the general public, such as Veterans Administration (VA) facilities. In honor of their service and sacrifice for our nation, AMATS considers it of utmost importance to assist our local heroes in meeting their transportation needs.

U.S. Census Disability Statistics			
<i>2012 One Year ACS Estimates</i>			
	Summit County	Portage County	Wayne County**
Total population* having some form of disability	12.4%	13.0%	10.2%
Age 65+ with some form of disability	31.5%	32.4%	33.2%
Total population with some form of ambulatory difficulty	7.5%	7.1%	5.4%
Age 65+ with some form of ambulatory difficulty	21.3%	19.9%	18.8%
* Civilian, non-institutionalized population			
** Entire county; includes non-AMATS portion			

U.S. Census Veteran Population*			
<i>2012 One Year ACS Estimates</i>			
	Summit County	Portage County	Wayne County**
Veteran Population	37,979	11,430	7,171
% of 18+ Population	9.0%	8.8%	8.2%
* Includes all county veterans - not only disabled			
** Entire county; includes non-AMATS portion			

- 2) The Elderly - The aging of the U.S. population reinforces the importance of good planning for the needs of those age 65 and older. In 2011, the oldest members of the “Baby Boom” generation started turning 65 years of age. According to the Pew Research Center, 10,000 “Baby Boomers” will reach age 65 every day for the next 19 years. Currently, Boomers make up approximately 26% of the total U.S. population. This rapid expansion of the 65+ demographic will have a dramatic effect on the nation’s population. Currently, those aged 65+ make up 13% of all Americans. By 2030, Pew projects that those aged 65 and older will comprise at least 18% of the total U.S. population.

The Akron metropolitan area is no exception to this trend. According to the most recent U.S. Census data, 15.4% of Summit County residents are age 65 or older; in Portage County, those aged 65+ comprise 13.7% of the population. The Ohio Department of Aging projects that the state’s older population will steeply increase through 2020, and could nearly double by 2040.

Although most people remain active at this point in their lives (and well beyond), this aging population will undoubtedly lead to an increase in demand for various transportation services. An Ohio Public Transit Association (OPTA) analysis estimates that most people will outlive their ability to drive a personal automobile by eight to ten years. The time is now to start planning for the infrastructure and coordinating the organizations and agencies charged with transporting these residents to wherever it is they need to go.

The transportation needs of seniors may differ from other segments of the population, in that employment-based trips are not a major focus, whereas trips to physicians and medical centers are more likely to be. Trips for basic necessities – grocery shopping, recreation and entertainment, and access to social and religious activities – are also important.

The current programs designated for providing transportation access to seniors are stretched to the limit from just from medical trips alone. Meeting future demand for these and other transportation needs will require cooperation and coordination between family members, transportation providers and a multitude of social and human services agencies to ensure the most efficient use of available assets, and the maximum leveraging of any available funding sources.

Age 65+ Population by County			
Year	Summit County	Portage County	Wayne County*
2000	14.1%	11.0%	12.2%
2012	15.4%	13.7%	15.5%
* Entire county; includes non-AMATS portion			
Source: U.S. Census			

- 3) Low-Income Individuals – Although America’s “Great Recession” may have technically passed, few would argue that we are in the midst of great economic uncertainty, and that finding stable, full-time employment is not without its difficulties. A sizable percentage of the population within the AMATS region falls below the national poverty line, according to the U.S. Census Bureau.

Households Below Poverty Level			
<i>U.S. Census: 2012 One Year ACS Estimates</i>			
	Summit County	Portage County	Wayne County*
All people	15.8%	15.4%	11.4%
Age 65 or older	6.8%	3.3%	6.8%

* Entire county; includes non-AMATS portion

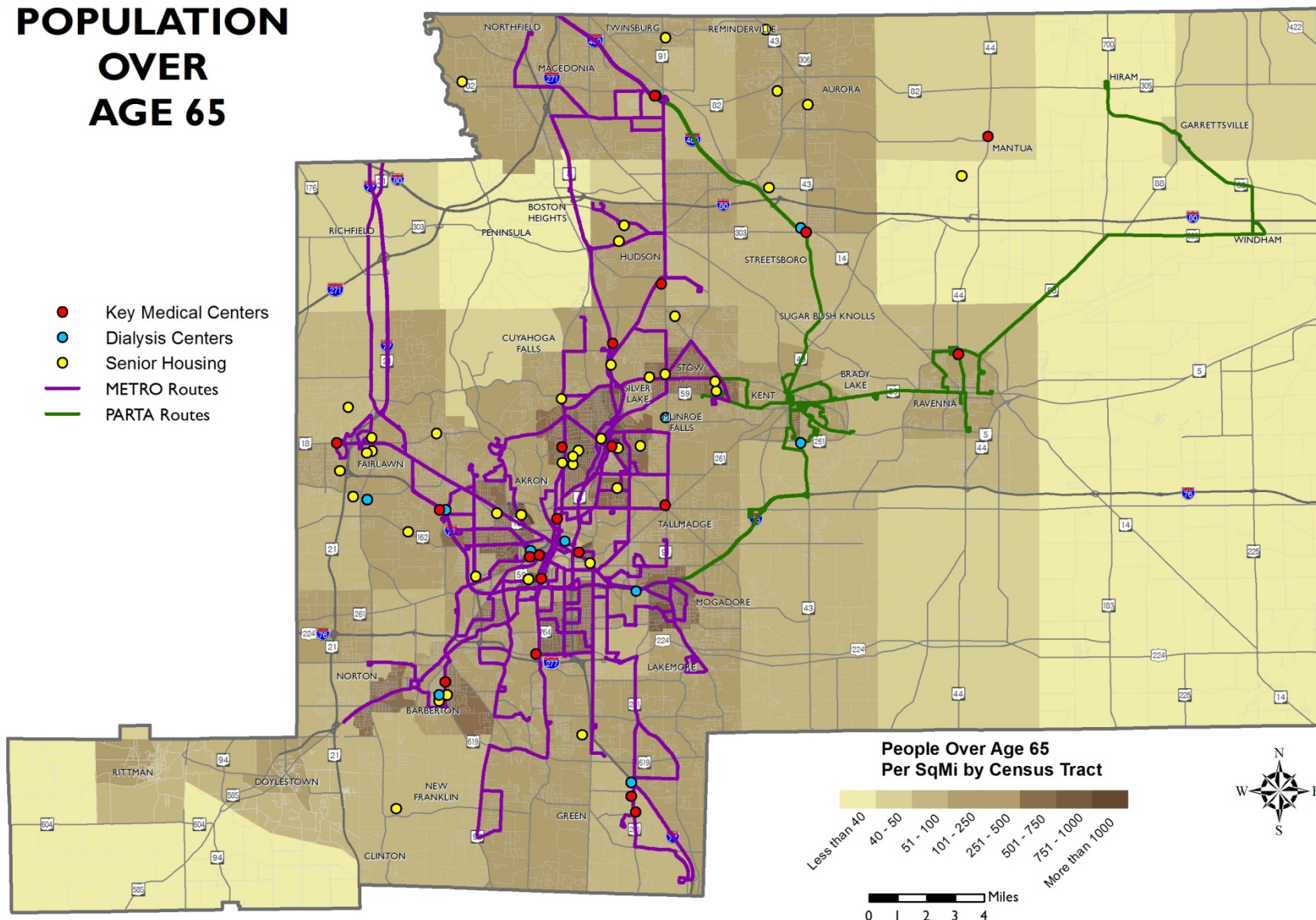
The many steep costs involved in vehicle ownership preclude many low-income individuals from owning one. This was not as major of a concern historically, when most job opportunities were located in the hearts of our cities, and one’s daily work commute involved a short walk or a quick trip on the local public transportation system. Since the invention of the national freeway network, however, our cities land use patterns have become decidedly more auto-centric and decentralized, with many employment opportunities moving ever outward from central cities and town centers. Residential and retail land uses followed suit. The end result was many low-income families compelled to occupy the inexpensive housing in older, central neighborhoods were now located far from prime job opportunities.

Beyond providing access to jobs, it is important to realize that in today’s knowledge-based economy, specialized training and/or degree programs are required to land the jobs best able to help individuals and families rise from poverty. For this reason, providing access to educational and job-training centers is especially important for low-income individuals.

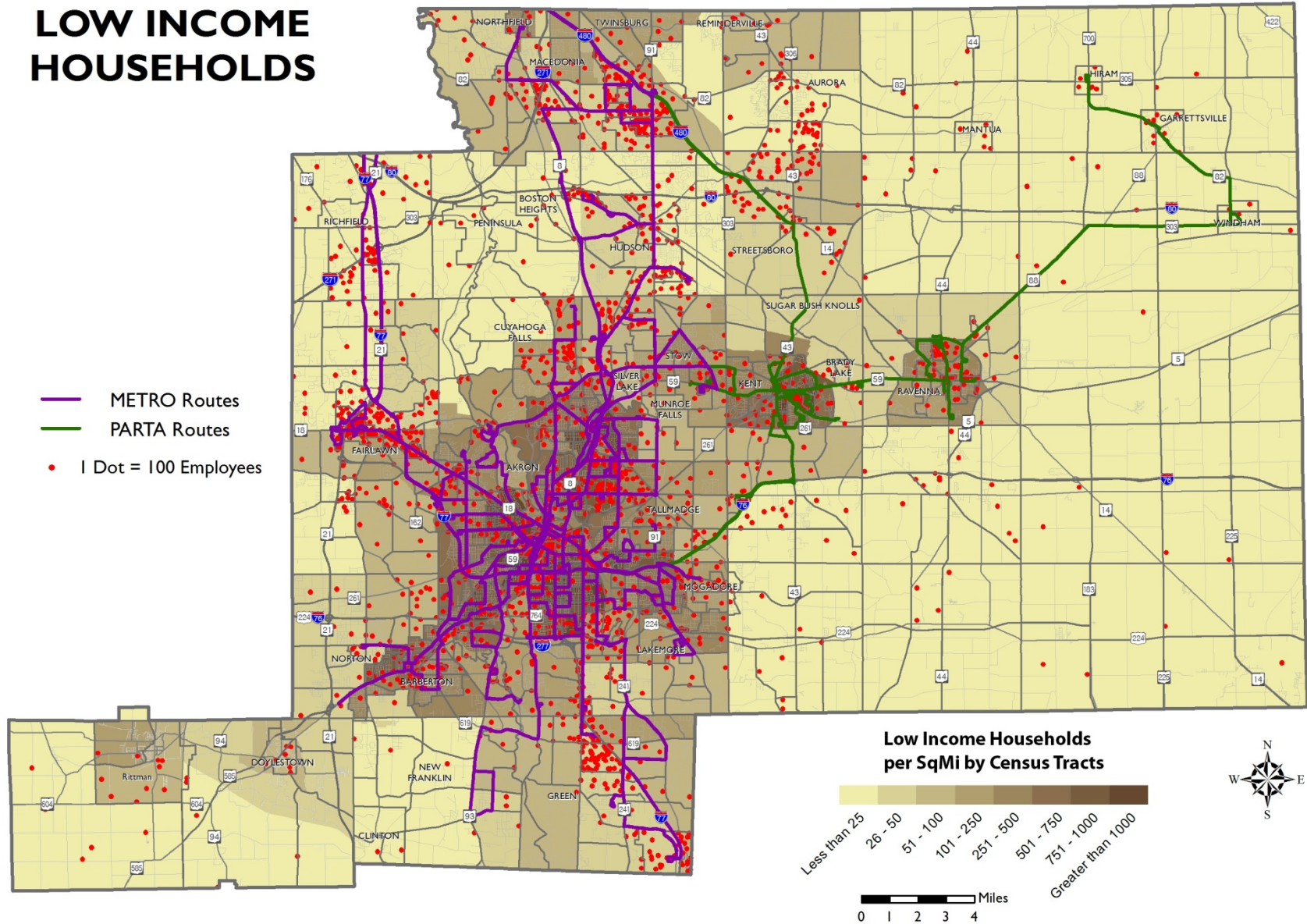
Job access is important, but that should not distract us from the fact that low-income individuals need reliable access to retail and grocery, social services, medical facilities and recreational opportunities as well.

% of Households Without Vehicles	
<i>U.S. Census: 2012 ACS Estimates</i>	
By County	
Summit County	9.1%
Portage County	6.4%
Wayne County*	9.1%
Larger Cities	
Akron	16.4%
Barberton	12.7%
Cuyahoga Falls	7.0%
Kent	9.0%
Ravenna**	11.4%
*Entire county; includes non-AMATS portion	
**2011 ACS 3-year estimates	

POPULATION OVER AGE 65





LOW INCOME HOUSEHOLDS



Transportation Partners & Their Assets

A variety of assets is available within our region to assist in the transportation of those with special needs. With so many agencies and programs dedicated to transportation in existence – transit agencies, human services agencies, non-profit providers, faith-based organizations, volunteer programs and so on – providing an all-inclusive list is difficult. This section will provide a general summary of the transportation assets currently available to our region. *A more complete list of agencies/organizations may be found in Appendix A.*

- 1) **Regional Transit Authorities (RTAs)** – These public transportation agencies operate a variety of bus services (and rail services in some large metropolitan areas, such as Cleveland), typically offering standard fixed-route service, door-to-door/demand-response service and express bus services. Two RTAs operate within the AMATS region: METRO RTA in Summit County and the Portage Area RTA (PARTA) in Portage County. In Ohio, RTAs are primarily funded through transit dedicated portions of the county sales tax. For this reason, they generally keep service within their home counties. However, cross-county express services illustrate that exceptions to this rule *are* possible. METRO runs its increasingly frequent North Coast Express service into Cleveland, and PARTA runs express services to both Akron and Cleveland. PARTA also offers a fixed bus route (the Interurban) that crosses into Summit County and provides connecting service with METRO at the Stow/Kent Shopping Center.

Key Transit Statistics		
		
Available Fleet		
Large Buses	137	33
Small Buses/MV-1 Vehicles	81	41
Transit Center	Robert K. Pfaff Transit Center 631 S. Broadway St, Akron	Kent Central Gateway 201 E. Erie St, Kent
# of Fixed Routes	34	8 County, 6 Campus
# Fixed Route Passengers (2013)	5,189,095	1,431,131
# Demand/Resp Passengers (2013)	238,914	112,071
2014 Operational Budget	\$ 41,569,726	\$ 8,900,000
Central Office	416 Kenmore Blvd, Akron	2000 Summit Rd, Kent
Contact	330-762-0341	330-676-6701

- 2) Other Northeast Ohio RTAs – In addition to METRO and PARTA, Northeast Ohio is home to several other RTAs. While only SARTA (see below) currently provides service directly to the AMATS region, partnerships with the RTAs would be mutually beneficial to the residents and businesses of all surrounding counties. These RTAs include:

Geauga County Transit (GCT) – provides door-to-door, demand-response service throughout Geauga County. Because the county is primarily rural, urban fixed-route service is not feasible, and is therefore not available. Although trips must generally be scheduled in advance, GCT demand-response service is available to anyone in the county (no special qualifications necessary – ADA, etc.), and for an additional fee, will transport clients outside of Geauga County.

Greater Cleveland RTA (GCRTA) – Cleveland/Cuyahoga County’s transit agency is extremely comprehensive and has received national accolades. It offers a robust fixed-route bus network, the nation’s preeminent bus rapid transit (BRT) route, light and heavy rail service, as well as demand-response paratransit services. GCRTA operates many park-and-ride stations throughout Cuyahoga County, greatly increasing the appeal of commuting from suburban cities into downtown Cleveland. Currently, GCRTA offers no service beyond the Cuyahoga County border.

Laketran – the RTA serving Lake County provides three types of service: local, fixed-route bus service within Lake County, park-and-ride commuter service to Cleveland and dial-a-ride, demand-response service. The dial-a-ride service provides service to anywhere in Lake County, as well as major medical facilities in Cleveland. It is available to all residents of Lake County, and vehicles are equipped to meet the accessibility needs of those with a disability.

Lorain County Transit (LCT) – Serves the cities of Elyria and Lorain with four fixed-route bus lines and ADA dial-a-ride service. Currently does not provide service into Cleveland.

Medina County Public Transit (MCPT) – Serving Medina County, this RTA provides “loop” routes in the cities of Medina and Brunswick, as well as demand-response service throughout the entire county. The “loop” routes are semi-fixed, in that they follow a sequence of scheduled stop locations, but can deviate from the route by $\frac{3}{4}$ of a mile upon request. For a small additional charge, MCPT will transport passengers beyond the county border to meet up with other RTAs, such as Akron’s METRO or Cleveland’s GCRTA.

Stark Area Regional Transit Authority (SARTA) – as the RTA for Stark county, SARTA operates 27 fixed routes (plus additional late night loop and other specialty routes), and serves Canton, Massillon, Alliance and a number of smaller communities. SARTA provides valuable express service to the Akron-Canton Airport, METRO’s RKP Transit Center in Akron, as well as weekday trips to Cleveland. In addition to fixed-route bus service, SARTA provides Proline demand-response service to all county residents with an ADA recognized disability.

Western Reserve Transit Authority (WRTA) – As Youngstown/Mahoning County’s public transit provider, WRTA operates a number of fixed-route bus lines, as well as an origin-destination service for

any Mahoning County resident. The agency runs an express route into Trumbull County, serving the city of Warren.

Wooster Transit – As a relatively small transit system, Wooster Transit operates small buses on two fixed routes in Wooster and nearby areas. Wooster Transit buses currently *do not* serve the portion of Wayne County that lies within the AMATS region (Doylestown, Rittman, etc.), although the agency hopes to provide countywide demand-response service in the future.

- 3) Government Agencies – A number of government agencies directly provide transportation services for the clients that they serve. The following table (based on survey data) illustrates the major government agencies providing transportation within the AMATS region:

Government Agencies Providing Transportation Services				
Summit County				
Name	Clients Served	Destinations Served	Fleet Size (If Known)	Contact
Summit Developmental Disabilities Board	Those with Disabilities	8 Community Service Centers, Job Sites Throughout Summit Co.	68 Vehicles	330-634-8000
Summit County Veterans Service Commission	Veterans	Cleveland Wade Park VA Medical Center	Not Available	330-643-2830
Portage County				
Name	Clients Served	Destinations Served	Fleet Size (If Known)	Contact
Portage County Board of Developmental Disabilities	Those with Disabilities	Happy Day School, Portage Industries and Other Day Programs	51 Vehicles (each has a mobility device lift)	330-297-6462
Portage County Dept. of Jobs & Family Services	Low-Income, Senior Citizens, Those with Disabilities	Not Specified	One Minivan	330-296-2841
Portage County Veterans Service Commission	Veterans	VA Medical Centers	Not Available	330-297-3545
Wayne County				
Name	Clients Served	Destinations Served	Fleet Size (If Known)	Contact
Wayne County MR/DD & Workshop Transportation Dept.	Those with Disabilities	Ida Sue School, Nick Amster Workshop and Other Workshop Sites	Not Available	330-264-6902
Wayne County Dept. of Jobs & Family Services	Low-Income, Senior Citizens, Those with Disabilities	Not Specified	Not Available	330-287-5800
Wayne County Veterans Service Commission	Veterans	VA Medical Centers (Including Akron Clinic)	Not Available	330-345-6638

- 4) Not-for-Profit Transportation Providers – A number of not-for-profit organizations provide transportation for the clients that they serve. Although most of these organizations receive funding assistance or contractual work from government agencies, they are not affiliated with any particular government agency. The following table illustrates the key not-for-profit providers of transportation in the AMATS region:

Not-for-Profit Organizations Providing Transportation Services					
Name	Office Locations	Clients Served	Services	Fleet Size (If Known)	Contact
Community Support Services, Inc.	Akron	Low Income Individuals, Seniors, Those with Disabilities, Veterans	A wide variety of social services, including transportation to employers	Five 15 Passenger Vans	330-253-9388
The Counseling Center of Wayne and Holmes Counties	Main Office: Wooster; AMATS region branch office in Rittman	Low Income Individuals, Seniors, Those with Disabilities, Veterans	A variety of social services and assistance to those with emotional and mental concerns	1 Large Van, 3 Minivans, 2 SUVs	330-925-5466 (Rittman Office)
Family & Community Services	Akron, Kent, Mogadore, Ravenna, Others outside of AMATS region	Low Income Individuals, Seniors, Those with Disabilities, Veterans	A wide variety of social services throughout Northeast Ohio and beyond	Eight Vans - Two w/Mobility Device Lifts	330-297-7027
Independence of Portage County	Ravenna	Those with Disabilities	Residential facilities and various support services	Bus and Vans, Some with Mobility Device Lifts	330-296-2851
International Institute of Akron	Akron	Low Income Individuals, Seniors, Those with Disabilities	A number of programs and services to assist the foreign born to integrate into society	2 Vans and 2 Station Wagons	330-376-5106
United Disability Services (UDS)	Akron, Kent, Twinsburg	Those with Disabilities	Adults attending various UDS adult services programs, other organizations/ groups under contract, including Job & Family Svcs.	24 Light Transit Vehicles and Vans - All with Mobility Device Lifts	330-762-9751

- 5) Private (for profit) Transportation Providers – These firms serve the general public, typically in the form of taxi, limousine or charter bus services. In some cases, they provide contractual services for local transit agencies and other government agencies. Some advantages that these firms have over public transit and not-for-profit providers of transportation are 24-hour, 365 days-a-year service, as well as same-day service. Most companies use sedans as their standard operational vehicles, which have wide doorways, allowing for easy entrances and exits for people with limited mobility. In addition, some of these providers own fully accessible vans or buses, equipped with mobility device lifts and/or storage. For those paying their own fare (i.e. not subsidized by a social service or government agency), some companies offer discounts to qualified riders, such as students, veterans, seniors and frequent riders. The following table lists some of the key private transportation providers within the AMATS region:

Private, For-Profit Transportation Providers			
Name	Service Area	Fleet Size (If Known)	Contact
City Yellow Cab	Summit County and Beyond	43 Sedans, 3 Passenger Vans, 3 Vans with Mobility Device Lifts	330-253-3141
Emerald Transportation	Portage County	3 Cars, 8 Passenger Vans, 5 Vans with Mobility Device Lifts	330-673-9258
Go2Go Taxi Service	Kent/Greater Akron	One 14 Passenger, Two 11 Passenger and Two 4 Passenger Vehicles	330-612-0204
Magic Taxi	Barberton/Norton Area	Unknown	330-753-8294
Porter's Taxi	Kent/Greater Akron	Unknown	330-328-9029

Outreach Efforts

No transportation planning effort can be successful without including the concerns, opinions and preferences of key stakeholders throughout the process. AMATS sought stakeholder input at multiple points during the creation of this locally adopted, coordinated public transit – human services transportation plan. Summaries of these outreach efforts are included below.

Akron Regional Mobility Management Meeting

In July 2013, the Ohio Department of Transportation (ODOT) offered to facilitate a mobility management roundtable in the Akron area. This occurred precisely as AMATS was entering the earliest stages of updating the region's Coordinated Plan. AMATS was pleased to participate, and was excited about this rare opportunity to gather the thoughts and concerns of members of the public, representatives of public and social services agencies, transportation experts and elected officials – and all at the same time.

The meeting was held on July 16th in the community room at the Akron-Summit County Public Library's main downtown Akron location. This location was carefully selected due to its high level of accessible facilities and the availability of transit and free/low-cost parking options. Approximately seventy participants arrived from all throughout the state, including six citizens representing the disabled and senior citizen communities. Over twenty transportation and social/human services agencies were represented.

During the two hour meeting, ODOT and AMATS gave brief presentations regarding coordinated transportation planning at the state and regional levels, and then opened the floor for dialogue. Some of the key discussion points/concerns were:

- Mobility management is not limited to vehicles only; safe pedestrian accommodations (sidewalks, crosswalks, accessibility ramps, shelters, etc.) are just as important, and their absence often leads to the inability to use public transit.
- Focusing on travel training – the education of children, those with disabilities and those newly reliant on public transportation – is critical to increasing ridership, and thus, best leveraging the assets available to the region. This knowledge increases one’s overall independence.
- The region needs better transit service to rural and outlying areas.
- Barriers to travel across borders (city, county, etc.) should be looked at closely and overcome whenever possible. Some agencies/organizations often say “I can’t...”, yet mean “I won’t” or perhaps have not fully looked into all possibilities.

AMATS Online Survey of Agencies and Organizations Involved in Regional Mobility Management

In November 2013, AMATS published an online survey created to gather the specific needs of regional social/human services organizations, and to better understand the diverse transportation assets available within our region.

The survey was carefully constructed to be brief, yet informative, and was created with substantial input from the region’s two public transportation agencies: METRO and PARTA.

AMATS directly contacted 38 different agencies/organizations throughout the entire region and invited them to take the survey. 24 separate agencies responded, resulting in a 63% response rate - much higher than was anticipated. The responding agencies represent a diverse mix of transportation providers, human/social service agencies and advocacy groups from all around Summit, Portage and Wayne counties. Some of the key information derived from the responses includes:

- Most respondents serve well over 100 clients, and many (44%) serve over 1,000.
- Most trips fall into one of two categories: medical-related and work-related (listed in order of frequency). Medical trips were most common with agencies that primarily serve older individuals and those with disabilities. Work trips were most common for agencies that primarily serve low-income individuals and those with disabilities.
- Trips to social/cultural events, shopping (with the exception of groceries) and religious-based activities were generally rated as relatively low in importance.
- No public transportation options exist within the AMATS portion of Wayne County; most service is wholly concentrated within the city of Wooster. A high level of response from Wayne County

agencies indicates a strong need and desire for transit options within that portion of the AMATS region.

- The cities of Streetsboro and Aurora, and the northern and southern portions of Portage County were identified as key regional public transportation gaps.
- Most individual human/social services agencies expressed that they would *not* participate in a regional mobility management system. Although some expressed that they were interested in the idea, but were unable to based on internal or insurance policies, most stated that they were simply not interested in working with clients outside of their existing client base.
- Ride sharing, pooling financial resources and cost reimbursement (in order of frequency) were identified as the best ways to encourage inter-agency transportation coordination.
- Two items were most frequently mentioned as the greatest need for providing a high level of client transportation: enhanced public transportation (38% of respondents) and financial assistance with operating expenses (25%).
- The three most frequently mentioned enhancements to public transportation were (in order of frequency): More frequent service on existing bus routes, new bus routes to unserved areas, and lower fares.

Public and Agency/Organization Comment Period

AMATS announced the opening of a public comment period for the draft of the Coordinated Plan at its Citizens Involvement Committee (CIC) meeting on March 13, 2014. Multiple hard copies of the draft report were made available at the meeting, and it was announced that the draft plan would also be posted to the AMATS website: www.amatsplanning.org. In addition, the Akron-Summit County Library posted an informational flyer in all 18 of its locations throughout Summit County (see Appendix C).

In addition to the CIC announcement, AMATS directly contacted 43 area agencies and organizations involved in regional transportation coordination to announce the availability of the draft report. A PDF of the draft was sent to each stakeholder, and each was notified about the report's online availability.

All recipients, both public and organizational, were provided telephone, mail and e-mail contact information to send any and all comments in the manner most convenient for them. The comment period will remain open until the close of the CIC meeting on May 8, 2014 – allowing a 57 day review and comment period.

All comments were reviewed by AMATS staff and any appropriately related agencies or organizations, and incorporated into the document. The updated draft document was then presented to the AMATS Policy Committee for final approval at its May 15, 2014 meeting.

Wayne County Outreach Efforts

AMATS staff believed it was important to meet with those responsible for mobility management in Wayne County, since the area has very limited public transportation options in the AMATS portion of the county. Also, since Rittman and surrounding Milton Township were very recent additions to the AMATS area, AMATS felt it was a great opportunity to learn about the specific needs and challenges faced by these new member communities.

On March 21, 2014, AMATS staff attended an ODOT sponsored mobility management meeting at the Wayne County Public Library in Wooster to learn about the coordinated plan update process underway in Wayne County. The staff met with Wooster Transit's new mobility manager, who is heading the coordinated planning process, as well as representatives from several local social services agencies.

On April 3, 2014, Wooster Transit's mobility manager visited the AMATS office, so that both organizations could compare their coordinated planning processes and discuss various mobility management and coordination issues and goals.

Transportation Service Gaps

The AMATS region is home to more than 700,000 people, and as has been previously discussed, many of them have special transportation needs. However, to best serve the needs of the transportation dependent, it helps to understand the greater regional context. Although the Akron metropolitan area is fairly large in-and-of itself, it is also part of the much larger Cleveland-Akron-Canton combined statistical area, in which approximately 3.5 million people reside. Northeast Ohio is home to numerous communities that interact with and maintain strong economic ties to one another. Some are notable job centers, while others contain world-class medical facilities. Each offers unique retail, social and cultural/recreational opportunities that the transportation dependent population could greatly benefit from enhanced access to.

One of the most important functions of this coordinated planning process is to identify transportation “gaps” – the absence of transportation options to meet the everyday needs of those dependent upon public transportation. In this section, gaps for each type of transportation provider will be examined.

Public Transit Service Gaps

Maintaining a robust public transit system is critical to those who depend on external sources to meet their transportation needs. When analyzing gaps in our regional transit systems, three areas must be examined:

1. *Geographical Gaps* – Communities or key destinations that are not served (or where service is limited) by transportation. These typically are in the context of fixed-route bus service, since demand-response service generally covers all portions of Summit and Portage Counties.
2. *Operational Gaps* – Limitations on the availability of the services (hours, frequency, days of the week, etc.)
3. *Eligibility Gaps* – Limitations on the persons eligible for and/or able to use the services offered

METRO RTA

Fixed-Route Gaps

1. *Geographical Gaps* – These gaps may be identified using the maps on pages 9 and 10. Fixed-route service is limited in the following communities with high concentrations of those likely dependent on public transportation: Copley Township, the City of Green and the City of Twinsburg. All three house significant concentrations of older persons and low income households which are not served by existing fixed-route transit lines.

Although fixed-route bus coverage is limited in these communities to regional commercial centers (such as Montrose and Arlington Ridge), METRO has introduced an innovative solution to serving low density areas such as these – branded as “Call-a-Bus”. METRO’s Call-a-Bus service is a new, advance reservation curb-to-curb bus service, which unlike its existing SCAT service, is available to *everyone*. Call-a-Bus currently serves all the area of northern Summit County located north of Twinsburg Road. In fall 2014, METRO plans to introduce a similar service in the southern portion of Summit County, effectively eliminating all major geographical gaps.

2. *Operational Gaps* – Fixed bus routes in dense, urban areas (Akron, Barberton, Cuyahoga Falls, etc.) run regularly, late into the evening and often offer weekend service. However, routes to more suburban areas (particularly express routes) tend to run infrequently, have early final runs (often around 6:00 p.m.) and typically offer no (or very limited) weekend service. METRO typically does not operate buses on major holidays.
3. *Eligibility Gaps* – METRO’s standard fare (\$1.25 per ride) is very low compared to other national transit agencies, and the agency strives to be affordable to those with low incomes. Reduced fares (\$0.50 per ride) are available to older adults and those with a disability. North Coast Express service to Cleveland could be viewed as more cost prohibitive to lower income individuals (\$5.00 each way), yet is still an excellent value considering the full cost to travel to downtown Cleveland (fuel, parking, vehicle wear-and-tear, etc.). All buses are equipped with ramps or lifts for mobility devices. METRO fixed-route service essentially has zero eligibility gaps.

Demand-Response Gaps

1. *Geographical Gaps* – METRO operates two demand-response services: SCAT for passengers age 62 and older or who have a disability prohibiting them from using regular line service, and ADA service, which complements fixed-route service by transporting passengers with a qualifying disability to origins and destinations within $\frac{3}{4}$ mile from an existing bus line. SCAT service is available anywhere in Summit County – the only geographical gaps would be any destination beyond the county border.
2. *Operational Gaps* – METRO’s SCAT service is available from 6:00 a.m. to 6:00 p.m. near Akron, and from 8:00 a.m. to 4:00 p.m. for riders in more outlying portions of Summit County. A significant gap in evening service exists. Weekend and holiday service is not available. In order to plan for the most efficient routing, all services must be scheduled at least one day in advance; same-day service is not available, creating a service gap for individuals who need transportation on short-notice and do not have an origin and/or destination near a fixed-route bus line.
3. *Eligibility Gaps* – SCAT and ADA services are available only to individuals who are 62 years or above or who have a qualifying disability. This leaves a transportation gap for those who meet neither of these qualifications, particularly low income individuals who need transportation beyond the reach of existing fixed-route bus services. The only current exception to this gap is

METRO's recently introduced "Call-a-Bus" program. This trial program, which operates similarly to SCAT service (must call in advance, runs from 8:00 a.m. to 4:00 p.m., uses small buses, etc.) is available to *anyone* traveling between select Northern Summit County communities. SCAT service is slightly more expensive than the standard fixed-route service (\$2.00 each way), while the Dial-a-Bus service is \$4.00 each way – likely cost-prohibitive to low income individuals.

PARTA

Fixed-Route Gaps

1. *Geographical Gaps* – Beyond the cities of Kent and Ravenna, Portage County is largely rural and not especially conducive to fixed-route transit service. Nevertheless, PARTA provides regular service to communities like Hiram and Garrettsville in the northeast portion of the county. The relatively large, job-dense communities of Aurora and Streetsboro (except for one stop on the Cleveland Express) are not served. Neither the Village of Mantua nor the southern 1/3 of Portage County (which includes job-rich Brimfield Township) have fixed-route service available. PARTA is well ahead of most transit agencies in terms of offering fixed-route service beyond its home county borders. Express service is offered to Akron and Cleveland, and frequent service to Stow (in Summit County) allows for easy transfers to METRO's bus system. One of the few geographical gaps would be to the highly popular Hartville Market area, less than two miles south of the Portage County line.
2. *Operational Gaps* – PARTA provides two categories of fixed-route bus service: campus service, which serves the Kent State University campus area, and county service, which serves the rest of Portage County. The campus service runs frequently and all throughout the day. Multiple campus routes also provide late-night service. The primary gaps are that there is little to no weekend service and the campus routes only operate while Kent State is in session. PARTA's county routes run less frequently, offer very little weekend service, and generally only run until 6:00 or 7:00 p.m. (with a few exceptions).
3. *Eligibility Gaps* – All PARTA buses are accessible to passengers using mobility devices. Fares should be very affordable to most: campus services are free of charge, county bus routes charge a \$1.00 fare (each way), and seniors and those with a disability may pay a reduced fare of \$0.50 each way. Express service to Akron is only \$1.00 each way. Trips to Cleveland are a bit more costly at \$5.00 per trip, which could be cost prohibitive to some lower income households.

Demand-Response Gaps

1. *Geographical Gaps* – PARTA's Dial-a-Ride service provides door-to-door bus service throughout all of Portage County. Geographical gaps would only exist outside of Portage County – to popular destinations in Summit, Stark or Cuyahoga Counties, for example.
2. *Operational Gaps* – Although Dial-a-Ride service is available Monday – Friday to all of the larger Portage County communities, service to the more remote villages and townships is only

available certain days of the week. Saturday service is available only within portions of Kent and Ravenna, and no Sunday or major holiday service is available. Like most demand-response services, trips must be scheduled at least one day in advance, creating a gap for those who need transportation services on short notice. Dial-a-Ride buses are available between 7:00 a.m. and 5:00 p.m. – leaving a significant service gap for those who are employed or have other needs in the evening.

3. *Eligibility Gaps* – Dial-a-Ride service is available to all Portage County residents. The cost of the service is \$4.00 each way, with a reduced rate of \$2.00 for seniors, children or those with a disability. The full fare could prove cost prohibitive to low income individuals and households. All vehicles are accessible to those requiring mobility devices.

Neighboring RTA Gaps

Similar to METRO and PARTA, the regional transit authorities (RTAs) which surround the Akron metropolitan region provide the majority of their service within the borders of the county in which they are based. GCRTA is the only RTA to provide zero service beyond its county borders. Most others run service into Cuyahoga County and/or Cleveland. SARTA, the RTA for Stark County, provides excellent service into Akron and Summit County, serving the Akron-Canton Airport and METRO's downtown Akron transit center.

Three significant RTA gaps exist within or near the AMATS region:

1. Limitations to the ability of more rural RTAs (PARTA, MCPT, GCT, etc.) to run demand-response service into Summit County in order to access its major regional medical facilities, employment centers or cultural/recreational/retail destinations.
2. The complete absence of public transit service within the Wayne County portion of the AMATS area (Doylestown, Rittman and their surrounding townships). This could change in the future, as Wayne County is undergoing its own coordinated planning process, and hopes to one day offer county-wide demand-response bus service.
3. Very limited transit connection between Medina County (especially the city of Wadsworth, which lies within the Akron urbanized area according to the 2010 U.S. Census) and Summit County.

Government Agency Gaps

These gaps largely depend on where the particular agency falls within the larger governmental hierarchy. In Ohio, many social/human services agencies fall under the umbrella of the county government (Developmental Disability Boards, Job and Family Services, Departments of Health, etc.), and serve only clients within the home county. Any transportation services are likely subject to these same constraints. Sparsely populated, rural counties (such as Wayne and Portage) are more likely to experience an adverse impact from these constraints since they don't have the same access to large employers, major medical facilities and regional shopping destinations that larger, more urbanized counties do. The inability to cross these "hard" borders creates an opportunity gap for residents of our more rural counties and communities.

Another limitation of government agencies is that they typically serve a very specific client base. Funding has generally been budgeted to help that particular client base, and expenditures directed elsewhere would likely be viewed as "leakage". Any transportation offered by government agencies is unlikely to make seats available to those outside of their client base (as confirmed through responses to an AMATS mobility management survey).

Not-for-Profit Transportation Provider Gaps

Many of these agencies/organizations are similar to government sponsored human/social service agencies, in that they have specific focus and are unable to transport anyone outside of that client base. However, there are others that not only specialize in accessible transportation; they have the capacity and the willingness to transport individuals from a variety of backgrounds and transportation needs. Another advantage these organizations have over public agencies is the absence of geographical limitations. They generally may travel freely to any community and across county borders if their partners and clients express this need. The main "gap" in their services is one of capacity – either in vehicles/seats available to meet demand or in drivers to operate their vehicle fleets.

Not-for-profit transportation providers typically perform transportation services on a contractual basis – often for government agencies (Job and Family Services, DD Boards, etc.).

Private (For-Profit) Transportation Provider Gaps

Private providers of transportation, which include taxi, limousine and charter bus companies, may work directly with their clients, or may perform work contractually for other agencies. Advantages of for-profit firms are that they operate late at night (24 hours in some cases), may not require advance scheduling, operate seven-days-a-week and on holidays.

The primary gap in private transportation service is that many cities strictly regulate (through licensing or by ordinance) their operations, and some municipalities may be off-limits to certain providers. On the other hand, assuming taxi companies have the appropriate licensing and permissions, they are not necessarily constrained by geographical borders as most other providers of transportation are.

Another limitation (i.e. an “eligibility gap”) to taxi service is that the fare costs are typically much higher than those offered by public and not-for-profit providers of transportation services. This increased expense may be offset by subsidies paid by local social and human services agencies for taxi service being performed on a contractual basis. In addition, some providers offer discounts to certain riders, such as senior citizens, students and veterans.

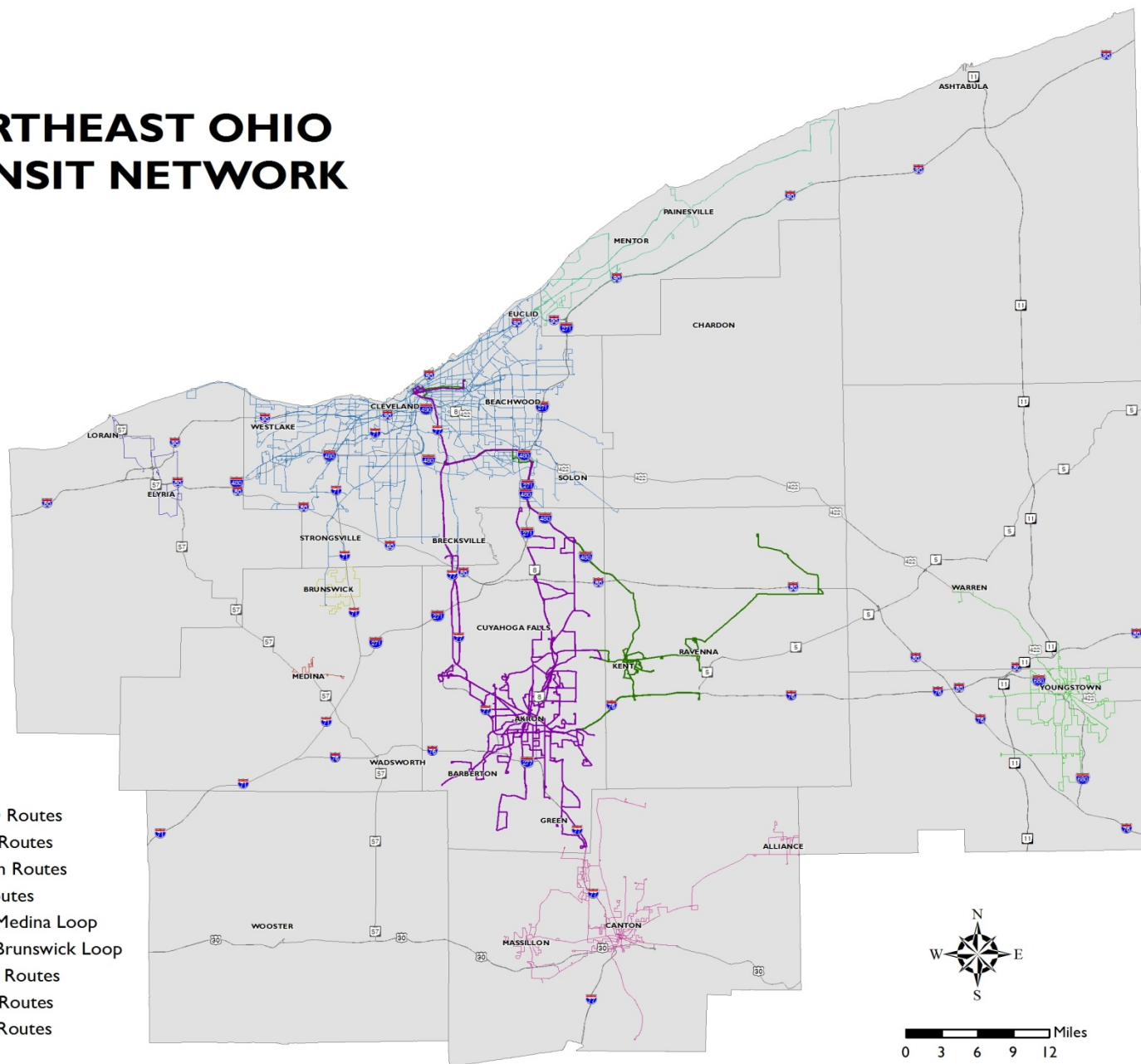
Summary of Transportation Services

As illustrated above, a number of options are available to those who have special transportation needs. The following table summarizes the advantages of each of these options:

	Public Transit Agencies	Government Agencies	Not-For-Profits	Private (For Profits)
Coverage within Home County	✓	✓	✓	✓
Ability to Cross County Border	Limited		Limited	✓
Late-Night Service	Limited			✓
Weekend Service	Limited		Limited	✓
Info Available/Visibility	✓	✓		
Immediate Availability				✓
Cost Effectiveness	✓			
Fleet Size/Variety	✓			
Fleet Includes Lifts for Mobility Devices	✓	Limited	✓	Limited

NORTHEAST OHIO TRANSIT NETWORK

- METRO Routes
- PARTA Routes
- Laketran Routes
- LCT Routes
- MCPT Medina Loop
- MCPT Brunswick Loop
- GCRTA Routes
- SARTA Routes
- WRTA Routes



Available Funding Programs

The Federal Transit Administration (FTA) currently administers three major formulaic grant programs to assist with the public transportation funding needs of metropolitan areas. These programs provide a fairly predictable stream of transit-dedicated revenue to the AMATS region. One of the primary reasons for creating a coordinated public transit-human services plan is to establish regional priorities for this transit-dedicated funding.

Federal Transportation Legislation: MAP-21

Moving Ahead for Progress in the 21st Century, otherwise known as MAP-21, is the current national transportation legislation, which was signed into law July 6, 2012. Under previous federal transportation bills, there were numerous funding programs for public transportation. One purpose of MAP-21 was to consolidate multiple grant programs into three major programs, and thus, streamlining the transportation funding process. In regards to mobility management, two major funding programs have been discontinued under MAP-21:

FTA Job Access and Reverse Commute (JARC) Program – This program was established to help transport welfare recipients and low-income people to regional employment centers. Generally, projects funded through this program would transport people from low-income central city neighborhoods to employment centers in outlying suburbs, where many entry-level jobs are located. As these jobs often require employees to work in the evening and on weekends, projects would also extend service hours to accommodate these schedules. On average, the AMATS region received approximately \$320,000 annually to allocate toward JARC-eligible projects.

FTA New Freedom Program – This program was created to reduce transportation barriers and increase the mobility of people having disabilities. Projects funded through this program had to exceed the requirements established by the Americans with Disabilities Act of 1990. On average, the AMATS region received approximately \$200,000 annually to allocate toward New Freedom projects.

Rather than eliminating these programs completely, the types of projects eligible for these programs have been rolled into MAP-21's three remaining, transit-dedicated funding programs:

FTA Enhanced Mobility of Seniors & Individuals with Disabilities Program (Section 5310)

Although the 5310 program existed under previous federal transportation legislation, MAP-21 expanded the eligible activities which may be funded through the program. Eligible activities may fall within one of four categories (specific project examples are listed in Appendix B):

1. Former New Freedom program activities, which improve the mobility of those with disabilities. These projects must exceed ADA requirements.
2. Projects to improve access to fixed-route public transit for seniors and those with disabilities.

3. Public transit projects expressly designed for seniors and those with disabilities where transit is insufficient, inappropriate or unavailable.
4. Alternatives to public transportation that assist seniors and those with disabilities.

In previous funding cycles, this funding was used to purchase vans, paratransit buses and communications equipment for not-for-profit (501(c)(3)) providers of transportation throughout the AMATS region. AMATS solicited, reviewed and scored the applications of participating organizations and provided funding recommendations to the Ohio Department of Transportation's (ODOT) Office of Transit. However, the final funding decisions and allocations were made by ODOT. MAP-21 revises this program by allocating all 5310 funds directly to the metropolitan area (i.e. AMATS), rather than the state. Going forward, AMATS will have more discretion in the final project selection.

Also new to the program is the requirement that *at least* 55% of a metropolitan area's 5310 funds must be allocated toward traditional 5310 capital projects (i.e. the purchase of capital equipment for *non-profit* providers of transportation). The remainder *may* be used on other non-traditional projects to enhance the mobility of seniors and those with disabilities (i.e. allocated to public transit agencies for eligible projects and expenses).

5310 funding may be used to cover 80% of the project cost for capital expenditures (buses, equipment, etc.) and 50% of the project cost for eligible operating expenses. The remaining portion must be paid for using non-federal funds. All 5310 projects and recipients must be included in the AMATS Coordinated Public Transit – Human Services Transportation Plan to be eligible for funding.

FTA 5310 Funding Allocations to the AMATS Region						
FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
\$ 247,530	\$ 226,806	\$ 214,448	\$ 181,571	\$ 192,346	\$565,976*	\$ 546,145
Ann. % Change	-8.4%	-5.4%	-15.3%	5.9%	194.2%	-3.5%
* Large increase due to inclusion of former New Freedom program funding						

FTA Urbanized Area Formula Grant Program (Section 5307)

This formulaic grant program provides the majority of funding for METRO and PARTA's capital expenses (i.e. new buses). As a general public transit funding program, projects are not required to be aimed at populations with special transportation needs (although they must still meet ADA requirements). However, most METRO and PARTA bus routes serve densely populated areas which include many low-income, elderly and disabled residents who are likely to benefit from enhanced service.

Section 5307 funding may also be used for Job Access and Reverse Commute (JARC) projects and planning expenses, directly benefiting low-income individuals who need transportation to areas offering many employment opportunities.

The following table illustrates the 5307 funding allocated to the AMATS region in recent years:

Previous FTA 5307 Funding Allocations to the AMATS Region					
FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
\$ 6,875,151	\$7,278,072	\$7,214,600	\$7,459,700	\$7,305,165	\$7,354,093
Ann. % Change	5.9%	-0.9%	3.4%	-2.1%	0.7%
<i>Totals include AMATS region's share of Cleveland urbanized area 5307 funding</i>					

FTA Bus and Bus Facilities Formula Grant Program (Section 5339)

Grants received from this program may be used to finance capital projects to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities, in accordance with the grant requirements established by the Section 5307 program.

Although similar funding previously existed as a discretionary program, MAP-21 established the formulaic program, which guarantees that a portion of any authorized funding can be used to improve the state of the AMATS region's public transit infrastructure.

As a new program, historic data is limited. Instead, AMATS has projected funding outward, assuming steady funding levels and the program's continuation upon the expiration of MAP-21 in 2014.

Projected FTA 5339 Funding to the AMATS Region				
FY 2013*	FY 2014*	FY 2015	FY 2016	FY 2017
\$ 713,317	\$ 762,935	\$ 732,008	\$ 732,008	\$ 732,008
<i>* Actual Akron UZA apportionment; Does not include potential Cleveland UZA portions</i>				

Recommendations

Based on the previous analyses and findings from our public outreach efforts, AMATS presents the following list of recommendations to improve the coordination of transportation for low-income individuals, older persons and those having a disability throughout the AMATS region and beyond. Recommendations are listed in order of priority based on the region's needs and anticipated resources. However, even lower-priority recommendations could receive funding if they meet the requirements established by the AMATS Funding Policy and demonstrate the potential to improve regional transportation coordination.

The following recommendations fall into one of two categories: those that are eligible for direct funding through the various programs administered by AMATS, and those in which funding is not applicable, but AMATS would strongly support by way of endorsement, technical assistance or through other non-financial means.

Recommendations for Transportation Funding

1. The Purchase of New, Accessible Transit Vehicles (small buses, vans, etc.)

Whether the vehicles are for non-profit providers of public transportation for the elderly, disabled or low-income individuals, or for METRO and PARTA, the need for sufficient quantities of reliable, fully-accessible rolling stock is paramount to the success of mobility management throughout the AMATS region and beyond.

During funding consideration, preference will be given to agencies/organizations that actively coordinate transportation services with other regional partners. Other determining factors include number of trips provided, estimated vehicle usage, remaining useful lives of existing vehicles, and related criteria, as detailed in the Section 5310 *Performance Management Plan* or the *AMATS Funding Policy Guidelines*.

Project Examples: Purchase of: small buses, vans, light-transit vehicles (LTVs), MV-1 and other accessible vehicles

Eligible Funding Programs: 5310 (*at least* 55% of funding), 5307 and 5339

2. Invest in Intelligent Transportation Systems (ITS) Infrastructure

The technology allowing for immediate communication and real-time vehicle or passenger location is advancing at a rapid pace. The equipment used to facilitate this immediate information is available and attainable to providers of transportation services, as well as their client agencies and the passengers they serve. Immediate information on bus locations, arrival times and practical alternatives will allow everyone involved in the mobility management process to best leverage the assets available to our region.

Although a variety of ITS technology is available, and many funding options exist to purchase such equipment, an important consideration for advancing regional mobility management efforts is to ensure that any equipment purchased has the capability of communicating with that of other agencies and organizations. Transportation providers and social services agencies should work together to consider the compatibility of all new ITS equipment, and are encouraged to integrate this requirement into their formal bidding processes, when applicable.

Project Examples: GPS/AVL units for buses; “Next Bus Arrival Time” signage at bus stops/transit centers/agency pick-up points; website and/or mobile device applications showing real-time bus locations and arrival times; enhanced communication equipment in vehicles; shared communication between social service agencies and transportation providers, etc.

Eligible Funding Programs: 5310 (as “support facilities & equipment”), 5307 (as “associated transit improvements”) and 5339 (as “bus-related equipment”)

3. Connect Transit Stops to Passenger Destinations

The pool of potential transit riders may be increased by simply improving the access between transit stops and the origins or destinations of passengers with special transportation needs. Although the individual communities would provide most of the financing for these types of projects, AMATS could dedicate a portion of transit-dedicated funding to areas which are highly-used, yet highly-inaccessible or disconnected. Locations with a history of pedestrian crashes should receive particular scrutiny.

Project Examples: The construction of sidewalks, accessibility ramps, high-visibility signage and enhanced crosswalks and signals between highly-active bus stops and the important land uses identified earlier in this plan (i.e. employment areas, medical centers, etc.); transit waiting environments designed with the elderly and disabled in mind; enhanced wayfinding or informational signage, etc.

Eligible Funding Programs: 5310 (as “other eligible capital & operating expenses”) and 5307 (as “associated transit improvements”). *The AMATS Transportation Alternatives Program (TAP) may also be used to fund these and related project types.*

4. Implementation of Enhanced Regional Mobility Management

For several years, AMATS supported the creation of a regional mobility management system. As originally envisioned, the final product would be a one-call/one-click system where human and social services agencies and their clients could submit their transportation needs, and a variety of options would be made available to them. Likewise, participating agencies and organizations could upload their available trips, assets and capacity to the system. Clients would be quickly and conveniently matched with transportation providers who were able to meet their needs. The successful implementation of this “ideal” mobility management system would allow us to take the best possible advantage of our available transportation resources, minimize redundant services and allow for easy transportation coordination between diverse agencies and organizations – within and even beyond the AMATS region.

PARTA agreed to take the lead in the development of this mobility management system, on behalf of the AMATS region. Working with the Trapeze Group, a world leader in transportation software solutions, the underlying program has essentially been completed. To this point, the software and resulting mobility management program has been named NEORide.

Previous NEORide Investment				
Program	FY '07/'08	FY '09/'10	FY '11/'12	Total:
JARC	\$ 346,460	\$ 280,206	\$ 350,000	\$ 976,666
New Freedom	\$ 338,404	\$ 401,359	\$ 401,976	\$1,141,739
Total:	\$ 684,864	\$ 681,565	\$ 751,976	\$2,118,405

Since 2007, AMATS has contributed over \$2.1 million in JARC and New Freedom funding toward the development of the NEORide software. Although the software portion has been largely completed, several setbacks have occurred to prevent the implementation as originally anticipated. Finding mobility management partners has been difficult, the region's RTAs are not sufficiently staffed to handle the daily management of a one-call/one-click mobility management system, the required supporting technology (interactive websites, automatic vehicle location and other supporting technology, etc.) is not in place, and on-going funding to manage such a system has not been identified.

The agencies participating in this program concede that the challenges of rolling out a large-scale, comprehensive mobility management program were greater than anticipated – and the economic downturn that has persisted since the start of the project has only complicated matters. Still, we believe that enhanced mobility management is critical to best leveraging the limited resources available within our region. In response to these challenges, it is recommended that all mobility management partners work to incrementally address the aforementioned obstacles.

Going forward, AMATS will transition to more of a facilitation role – helping achieve buy-in and aid in the participation of area social/human service agencies, non-profit and private for-profit transportation providers and participants from outside of the AMATS region. AMATS will work with transportation providers to purchase supporting equipment (see recommendation #2) which will allow diverse providers of public transportation to communicate with one another, as well as social service agencies and their clients.

Although the end product may differ from what was originally envisioned, and its full implementation may be further along the horizon, every incremental step forward will improve the transportation options available to those who rely on them the most.

Eligible Funding Programs: 5310 (as “support facilities & equipment”), 5307 (as “associated transit improvements”) and 5339 (as “bus-related equipment”)

5. Encourage Trip Sharing in the Context of a Regional Mobility Management

There is limited funding available to a variety of transportation providers who provide shared-ride trips (i.e. two or more unrelated passengers traveling in the same general direction). The capital needs of the region are such that AMATS would rarely provide this funding under current conditions. However, as incremental improvements to regional mobility management are introduced (see recommendation #4), AMATS could potentially fund projects for public transit, non-profit, and private for-profit applicants committed to filling key service gaps in the network.

Project Examples: Subsidizing the operating expenses of shared-ride transportation services providing late-night or weekend services when public transit is not available; subsidizing capital

and/or operating expenses to provide shared-ride transportation to communities not served by fixed-route public transit

Eligible Funding Programs: 5310 (as “other eligible capital & operating expenses”) and 5307 (including JARC projects)

6. Fund New Public Transit Service to Key Employment Areas

Public transit is an important means for low-income individuals to reach employment opportunities. A mismatch exists in that most existing bus service is located in populous urban areas, whereas many job-rich areas are located in suburban areas with little or no transit access. Many of these are entry-level jobs which require employees to work outside of the traditional 9-to-5 hours and on weekends – times when most fixed-route bus service is infrequent or non-existent.

AMATS will consider funding new or expanded service projects that show strong promise of helping match transit-dependent workers with the jobs that could improve their lives and independence.

Project Examples: New fixed-route bus service to key employment areas; shared-ride shuttle service to/from employers; late-night service; increased bus frequency on existing fixed-routes serving both low-income and high-employment communities

Eligible Funding Programs: 5310 (as “other eligible capital & operating expenses”) and 5307 (including JARC projects)

7. Invest in Fare Reimbursement Solutions/Smart Technology

One barrier to efficient trip sharing and the combining of clients from different agencies is the complexity involved with reimbursement of trip costs. Human/social services agencies and other non-profit organizations work with limited budgets, and need assurance that their transportation funds are spent only on their clients. Smartcard technology, enhanced fare boxes and accompanying software would allow agencies to track client trips, directly bill the agency or client, or debit a pre-paid account. If multiple agencies could agree upon a standardized system for the region, passengers affiliated with multiple agencies could occupy the same public transportation vehicle, while all parties would receive the appropriate credits/debits. Automation would allow for a quick and seamless process.

A secondary benefit to the widespread adoption of smart technology could be the potential collection of basic, anonymous trip origin/destination data. The availability of this data would allow care-providers and decision makers to understand transportation demand, and to further improve their coordination/mobility management efforts.

Project Examples: Fare boxes equipped with smart card capabilities; smart card technology; computer or mobile device hardware and software to enable proper fare accounting/invoicing at the agency or client level; applications to pre-pay fare using mobile devices

Eligible Funding Programs: 5310, 5307 and potentially 5339 (as “bus related equipment”)

Recommendations for Non-Financial AMATS Support

1. Creation of a Council of Governments (COG) to Implement and Facilitate Regional Mobility Management

As mentioned in recommendation #4, it takes more than great software to implement a regional mobility management system. A diverse network of social service and transportation partners must be assembled, dedicated staff members are required to manage the day-to-day functions of such a program, and a reliable funding stream would be necessary to carry out this work in perpetuity. No one agency or organization has the capacity to execute these necessary functions. After careful analysis, it is recommended that the formation of a local council of governments (COG) – one that would be initially comprised of a small working group of area transit officials, and then potentially expanded – would help in the assembly of coordination partners, develop a system of supporting technology and identify a funding source to keep the program operational. This COG, which would typically require board approval from all participating agencies, could be formed on the condition of a fixed term and run using no new funding (existing, unspent mobility management funds would be dedicated to support a limited-term COG).

Chapter 167 of the Ohio Revised Code (ORC) permits “the governing bodies of any two or more counties, municipal corporations, townships...or other political subdivisions” to establish a regional council to solve “the problems of local government” and discharge “the responsibilities and duties of local government in the most efficient possible manner”. COGs have the power to “study such area governmental problems common to two or more members of the council as it deems appropriate”, including those of health, welfare, economic and regional development. They may “promote cooperative agreements and contracts among its members or other governmental agencies and private persons, corporations or agencies.”

In addition to intraregional coordination, the formation of a COG could allow for greater participation from nearby counties (Geauga, Stark, Wayne, etc.) in an AMATS regional mobility management system. Although it is unlikely that AMATS could directly support the cause financially, it would take an active role in its creation, meeting facilitation and lend other support as possible. AMATS has a strong interest in promoting cross-county transportation and inter-agency cooperation, and sees the creation of a COG as a possible step forward to achieving that reality.

2. Dialogue Between Transportation Providers and Significant Regional Employers/Medical Centers

As discovered in previous analyses, two types of trips are dominant among those most dependent on public transportation: medical trips and work-related trips. Within their home counties, the region's public transportation providers (METRO and PARTA) work diligently with major employers and medical centers to provide the most efficient service possible. However, complications arise when those major trip attractions lie within another county. This challenge is exemplified by the demand, as noted by Wooster Transit, for medical trips from Doylestown (in the Wayne County portion of the AMATS area) to medical facilities within Summit County – and the very few non-automobile options available to meet this demand.

As a regional planning agency, AMATS would willingly help to facilitate dialogue between transportation providers and high-demand destinations throughout our region and beyond.

3. Engage in Travel Training Advocacy

Throughout our outreach efforts, a common goal was repeatedly expressed by the representatives of social services agencies: to encourage clients to remain as independent as possible. Some elderly and disabled clients will require full assistance meeting their transportation needs, and agencies are willing and fully prepared to assist them. Others may simply need a helping hand to understand the sometimes confusing transportation process. Many people – regardless of their age or ability – have difficulty interpreting complex bus schedules, understanding arrival times and the transfer process, how to properly board a bus, pay his or her fare, or signal for a stop.

METRO, PARTA and a number of area social/human services agencies offer travel training to anyone who has questions about the process of riding on public transportation. In addition, METRO has put together a series of YouTube videos, where a potential rider may watch and learn the bus travel process from the comfort of his or her home. Although the videos are specific to METRO's services, they essentially translate to any other public transit service. These videos may be accessed at:

<http://www.akronmetro.org/metro-how-to-ride.aspx>



There are many benefits to encouraging transportation independence, including:

- Exercise from walking to and from the bus stop
- Use of basic problem-solving, math and other cognitive skills
- Increased social interaction and feeling of connection with the neighborhood
- A sense of accomplishment and satisfaction
- Efficient use of existing transportation assets

Please contact METRO or PARTA at the following telephone numbers for information regarding their respective travel training programs:

METRO Travel Training:	330-762-0341
PARTA Travel Training:	330-678-1287 ext. 119

Conclusion

As illustrated throughout this planning process, the needs of those who rely on outside sources to meet their transportation requirements are great. Approximately 12% of greater Akron's population has some form of physical or mental disability – many of which preclude the ability to operate a personal automobile. Nationwide, the senior citizen population is steeply rising, and is expected to double by 2040. Research indicates that the average life span will continue to outpace one's ability to safely operate an automobile. Meanwhile, nearly 10% of low-income households have no access to an automobile in the Akron metropolitan region. The highest concentrations of these households are in dense, urban communities – where transit access to many suburban employment centers is infrequent (at best). Each of these groups - so often dependent on public transportation – are likely to increase over time.

The recommendations proposed in this AMATS Coordinated Public Transit – Human Services Transportation Plan are the result of statistical and demographic analyses, multiple public outreach methods and partnerships with the agencies and organizations most responsible for meeting the needs of the transportation dependent. The implementation of these recommendations - largely accomplished through the transit-dedicated federal funding received by the AMATS region – will help increase the efficiency of our existing transportation assets, allow us to use any new assets more effectively and to build upon the already strong public, private and non-profit partnerships within our region. The resulting expanded coverage, better access and real-time information should not only enhance the experience for those who depend on public transit, but for everyone.

Appendices

Appendix A: List of Coordinating Agencies/Organizations

Agency/Organization Name	Location	Website	Phone #
Transportation Planning Agencies			
AMATS	Summit, Portage and a portion of Wayne Counties	amatsplanning.org	330-375-2436
ODOT Office of Transit	Columbus/Statewide	dot.state.oh.us/Divisions/Planning/Transit	614-466-8955
FTA Region 5 Office	Chicago/Midwest States		312-353-2789

Public Transportation Agencies			
METRO RTA	Akron/Summit County	akronmetro.org	800-227-9905
Portage Area RTA (PARTA)	Kent/Portage County	partaonline.org	330-678-7745
Geauga County Transit (GCT)	Chardon/Geauga County	geaugatransit.org	888-287-7190
Greater Cleveland RTA (GCRTA)	Cleveland/Cuyahoga County	riderta.com	216-566-5100
Laketran	Painesville/Lake County	laketran.com	888-525-3872
Lorain County Transit (LCT)	Elyria/Lorain County	loraincounty.us/transit	440-329-5525
Medina County Public Transit (MCPT)	Medina/Medina County	medinaco.org/transit	330-723-9670
Stark Area RTA (SARTA)	Canton/Stark County	sartaonline.com	330-477-2782
Western Reserve Transit Authority (WRTA)	Youngstown/Mahoning County	wртаonline.com	330-744-8431
Wooster Transit	Wooster	woosterhospitalitytransit.com	330-601-1616

Non-Profit Agencies/Organizations			
Akron Summit Community Action Inc.	Akron/Summit County	ascainc.org	330-376-7730
Akron Urban League	Akron/Summit County	akronurbanleague.org	330-434-3101
Area Agency on Aging	Uniontown/Northeast Ohio	services4aging.org	330-896-9172
Catholic Charities Community Services Sum. Co.	Akron/Summit County	ccsummitcounty.org	330-762-2961
Child Guidance & Family Solutions	Akron/Summit County	cgfs.org	330-794-4254
Coleman Behavioral Health	Akron/Summit County	coleman-bh.com	330-761-1600
Community Action Council of Portage County	Ravenna/Portage County	cacportage.net	330-297-1456
Community Action Wayne/Medina	Rittman/Wayne & Medina Counties	cawm.org	330-927-1871
Community Support Services	Akron/Surrounding Region	cssbh.org	330-253-9388
Counseling Center of Wayne & Holmes Counties	Rittman/Wayne & Holmes Counties	ccwhc.org	330-925-5466
Faith in Action	Akron/National Network	fiaakron.org	330-922-1900
Family & Community Services, Inc.	Ravenna/Northeast Ohio	portagefamilies.org	330-297-7027
Family Promise of Summit County, Inc.	Akron/Summit County	familypromisesc.org	330-253-8081
Gilchrist Adult Day Center	Doylestown/Wayne County	gilcrestaduldayservice.com	330-658-7035
Greenleaf Family Center	Akron/Summit County	greenleafctr.org	330-376-9494
Hattie Larlham	Twinsburg/Northeast Ohio	hattielarlham.org	330-274-2272
Haven of Rest Mission	Akron	havenofrest.org	330-535-1563
Independence of Portage County	Ravenna/Portage County	indport.org	330-296-2851
International Institute of Akron, Inc.	Akron/Summit County	iiakron.org	330-376-5106
Interval Brotherhood Home	Akron	ibh.org	330-644-4095
Mature Services	Akron/Summit County	matureservices.org	330-253-4597
Ohio Presbyterian Retirement Svcs. (Rockynol)	Akron	rockynol.org	330-867-2150
The Arc of Summit & Portage Counties	Stow/Summit, Portage Counties	thearco.org	330-836-5863
Tri-County Educational Service Center	Wooster/Wayne, Ashland, Holmes	youresc.k12.oh.us	330-345-6771
Tri-County Independent Living Center	Akron/Summit, Stark, Portage	tcilc.org	330-762-0007
United Disability Services (UDS)	Akron/Summit County	udsakron.org	330-762-9755
United Way of Portage County	Ravenna/Portage County	unitedwayofportage.com	330-297-1424
United Way of Summit County	Akron/Summit County	uwsummit.org	330-762-7601
United Way of Wayne and Holmes Counties	Wooster/Wayne & Holmes Counties	uwwayneholmes.org	330-264-5576
Wayne County Family and Children First Council	Wooster/Wayne County	waynefcfc.org	330-264-2527

Appendix A: List of Coordinating Agencies/Organizations

Agency/Organization Name	Location	Website	Phone #
Government Social/Human Service Agencies			
Akron Metropolitan Housing Authority	Akron/Summit County	akronhousing.org	330-762-9631
Portage County Board of DD	Ravenna/Portage County	portagedd.org	330-297-6462
Portage County Dept. of Job & Family Services	Ravenna/Portage County	co.portage.oh.us/jfs	330-297-3750
Portage County Veterans Service Commission	Ravenna/Portage County	co.portage.oh.us/veterans	330-297-3545
Portage Metropolitan Housing Authority	Ravenna/Portage County	portagehousing.org	330-297-1489
Summit County Dept. Jobs & Family Svcs.	Akron/Summit County	summitdjfs.org	330-643-7257
Summit County Veterans Service Commission	Akron/Summit County	vscsummitoh.us	330-643-2830
Summit DD Board	Tallmadge/Summit County	summitdd.org	330-634-8082
Wayne County Board of DD	Wooster/Wayne County	waynedd.org	330-345-6016
Wayne County Job & Family Services	Wooster/Wayne County	wayneohio.org/jobandfamily	330-287-5846
Wayne County Metropolitan Housing Authority	Wooster/Wayne County	waynemha.org	330-264-2727
Wayne County Veterans Service Commission	Wooster/Wayne County	waynecountyveterans.org	330-345-6638

Private For-Profit Transportation Providers			
Akron Checker Cab	Akron/Surrounding Area	akroncheckercab.com	330-376-5555
Brigantine Transportation	Kent/Surrounding Area	brigantineinttransportation.com	330-842-1397
City Yellow Cab	Akron/Northeast Ohio	cityyellowcab.com	330-253-3141
Dr Cab Service	Cuyahoga Falls/Surrounding Area	N/A	330-459-9722
Emerald Transportation	Ravenna	N/A	330-673-9258
Falls Cab Company	Cuyahoga Falls	N/A	330-929-3121
Go 2 Go Taxi Service	Kent/Surrounding Area	mygo2go.net	330-612-0204
Magic Taxi LLC	Barberton/Norton	magictaxi.net	330-753-8294
Porter's Taxi	Kent/Surrounding Area	portertaxi.com	330-328-9029
Thomas Limousine	Summit County	thomaslimousine.com	330-733-5372

Appendix B: List of Eligible 5310 Projects

(Per FTA Circular 9070.1G)

Eligible Capital Projects that Meet the 55% (or Greater) Requirement

- A. Rolling Stock and Related Activities
 - 1. Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection and acceptance costs;
 - 2. Vehicle rehabilitation or overhaul;
 - 3. Preventive maintenance, as defined by the National Transit Database (NTD);
 - 4. Radios and communication equipment; and
 - 5. Vehicle wheelchair lifts, ramps and securement devices
- B. Passenger Facilities
 - 1. Purchase and installation of benches, shelters and other passenger amenities;
- C. Support Facilities and Equipment
 - 1. Extended warranties that do not exceed the industry standard;
 - 2. Computer hardware and software;
 - 3. Transit-related intelligent transportation systems (ITS);
 - 4. Dispatch systems; and
 - 5. Fare collection systems
- D. Lease of Equipment when Lease is More Cost Effective than Purchase
- E. Acquisition of Transportation Services Under a Contract, Lease or Other Arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses.
- F. Support for Mobility Management and Coordination Programs Among Public Transportation Providers and Other Human Services Agencies Providing Transportation
 - 1. The promotion, enhancement and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors and low-income individuals;
 - 2. Support for short-term management activities to plan and implement coordinated services;
 - 3. The support of state and local coordination policy bodies and councils;
 - 4. The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - 5. The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - 6. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and

Appendix B: List of Eligible 5310 Projects

7. Operational planning for the acquisition in intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System (GPS) technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems.

Other Eligible Capital and Operating Expenses (May not exceed 45% of metropolitan area's annual apportionment)

- A. General *(includes projects that would have been eligible for the FTA's former New Freedom funding program)*
 1. Public transportation projects (capital and operating) planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate;
 2. Public transportation projects that exceed the requirements of the ADA;
 3. Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
 4. Alternatives to public transportation that assist seniors and individuals with disabilities with transportation
- B. Public Transportation Projects that Exceed the Requirements of the ADA
 1. Enhancing paratransit beyond minimum ADA requirements
 - a. Expansion of paratransit service parameters beyond the ¾ mile required by the ADA;
 - b. Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - c. The incremental cost of providing same-day service;
 - d. The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb service;
 - e. Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - f. Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ranges established for wheelchairs under ADA, and labor costs of aides to help drivers assist passengers with over-sized wheelchairs; and
 - g. Installation of additional securement locations in public buses beyond what is required by the ADA
 - h. "Feeder" transit service to provide access to other public transportation modes not required under the ADA
- C. Public Transportation Projects that Improve Accessibility
 1. Making accessibility improvements to transit and intermodal stations not designated as key stations

Appendix B: List of Eligible 5310 Projects

- a. Building accessible pathways to bus stops not currently accessible (curb-cuts, sidewalks, accessible pedestrian signals, etc.);
 - b. Adding an elevator or ramps, detectable warnings or other accessibility improvements to a non-key stop/station that are otherwise not required by the ADA;
 - c. Improving signage or wayfinding technology; or
 - d. Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS technology
 - 2. Travel training for individual users on awareness, knowledge and skills of public and alternative transportation options available in their communities;
- D. Public Transportation Alternatives that Assist Seniors and Individuals with Disabilities with Transportation
- 1. Purchasing vehicles to support new accessible taxi, ride-sharing and/or vanpooling programs (vehicle must be able to accommodate mobility devices without passenger needing to leave the device)
 - 2. Supporting the administration and expenses related to new voucher programs for transportation services offered by human services providers
 - 3. Supporting volunteer driver and driver aide programs (covers support and administrative costs)

Appendix C: Summit County Library Outreach Flier

Help Make Public Transportation Work for You!

AMATS Coordinated Public Transit – Human Services Transportation Plan

Public Review and Comment Period





What Is It?

The AMATS Coordinated Plan is a joint effort between AMATS, area providers of public transportation and local human services agencies and organizations to help provide more efficient, effective and affordable transportation options to the elderly, those with disabilities and low-income individuals.

How Can I Help?

Whether you rely on public transportation yourself, or perhaps you have loved ones or acquaintances that do, your input is extremely valuable! Please review the draft Coordinated Plan at amatsplanning.org, and let us know if you have any comments or suggestions. Comments can be accepted until May 8, 2014, and will be incorporated into the final plan.

Who Do I Contact?

Please contact Nate Brugler at AMATS with any comments or concerns:
E-Mail: nbrugler@akronohio.gov
Telephone: 330-375-2436
Mail or Drop By the AMATS Office :
CitiCenter Building
146 S. High St. Suite 806
Akron, OH 44308

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2014-07 – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 - To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA

DATE: April 30, 2014

Executive Summary

This memorandum discusses an amendment to the FY 2014 program of projects for METRO RTA.

The Ohio Department of Transportation (ODOT) has awarded METRO funding through its Ohio Transit Preservation Partnership Program (OTPPP). This competitive grant program was established to provide additional capital funding to Ohio's public transit operators for projects emphasizing system preservation.

The sources of these funds are state-attributable Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. The CMAQ Program is administered by the Federal Highway Administration (FHWA).

METRO has requested that additional funds be added to FY 2014 of the Transportation Improvement Program (TIP) to include a recently awarded OTPPP funded project. These funds will be used for the purchase and installation of new diesel engines for two of METRO's over-the-road commuter buses used in their North Coast Express service. The new diesel engines are more fuel efficient and emit lower levels of pollutants than the current engines which have surpassed their useful life.

METRO is requesting the following changes to the TIP:

- Add Capital Funds for the Rehabilitation of Two Commuter Buses

METRO requests the addition of \$250,000 in FY 2014 for the rehabilitation of two commuter buses. These funds will be used for the purchase and installation of new and more efficient replacement engines. This project will be funded at 80% federal share (\$200,000), derived from state attributable CMAQ funds.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to consistency with the Regional Transportation Plan, financial capability, air quality conformity, public involvement, and environmental justice are important.

Regional Transportation Plan

The project proposed in this amendment is consistent with *Transportation Outlook*, the area's Regional Transportation Plan.

Financial Capability

With respect to financial capability, there are sufficient funds available for this amendment.

Air Quality

The project can be viewed as either exempt from air quality or has been analyzed as part of the air quality networks and has resulted in a finding of compliance with the Clean Air Act. Therefore, this amendment will not affect adversely the air quality conformity approval of *Transportation Outlook* or the TIP.

Public Involvement

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan* are appropriate. These procedures include presenting the amendment for comment at a Citizens Involvement Committee (CIC) meeting. If any comments are received at the May 8, 2014, CIC meeting, they will be presented to the Policy Committee at its May 15, 2014, meeting.

Environmental Justice

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations states that, "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs policies and activities on minority and low-income populations." This requirement also applies to recipients of federal funds, such as METRO RTA.

The project that will result from this TIP amendment does not appear to impose disproportionately high and adverse human health or environmental effects on minorities and/or low-income people who reside in the METRO service area.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2014-07. This resolution approves the requested changes to FY 2014 of the TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2014-07

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

**APPROVING AMENDMENT #13 TO THE FY 2014-2017 TRANSPORTATION
IMPROVEMENT PROGRAM - TO ADD ODOT-AWARDED OTPPP FUNDS IN FY
2014 FOR METRO RTA**

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

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP); and

WHEREAS, METRO RTA provides public transportation services in the AMATS area; and

WHEREAS, METRO RTA is an eligible recipient of Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, METRO RTA has requested that FY 2014 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Preservation Partnership Program; and

WHEREAS, this Committee has analyzed this request and found it to be consistent with *Transportation Outlook*, the area's Regional Transportation Plan; and

WHEREAS, this project has been analyzed and found to be in conformity with the State Implementation Plan; and

WHEREAS, a public meeting was held on May 8, 2014, to obtain public comment on this amendment; and

WHEREAS, this Committee has reviewed the public comments collected during the May 8, 2014, meeting; and

WHEREAS, this Committee has determined that the effects of this amendment are consistent with *Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*.

RESOLUTION NUMBER 2014-07 Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2014-2017 Transportation Improvement Program as previously specified.
2. That this Committee affirms that the FY 2014-2017 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the public meeting held on May 8, 2014, as adequately providing an opportunity for public involvement.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

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

FROM: AMATS Staff

RE: Resolution 2014-08 – Approving the FY 2015 Transportation Planning Work Program and Budget

DATE: April 30, 2014

Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2014. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2015 Work Program was approved by the Policy Committee at its meeting on January 23, 2014, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in January.

The major work products that are to be completed during FY 2015 include the following:

- **Develop the new FY 2016-2019 Transportation Improvement Program** - The new TIP will include \$29 million in future projects recently approved by the Policy Committee.
- **Traffic Counting Program** – The staff completes over 200 counts per year on regional roadways and provides this data to the public. Counts are also completed by member request.
- **Participate in the new Statewide CMAQ Discretionary Funds Program** – Recent federal legislation (MAP-21) has resulted in changes to the CMAQ Program.
- **Develop Inputs for the next Regional Transportation Plan** - The staff will produce several analyses which evaluate the area's demographic and land use profiles, in addition to a study of existing traffic congestion.
- **Develop Performance Measures for Evaluating Travel Modes** – Performance measures will be integrated into the Plan and TIP processes consistent with MAP-21.
- **Produce a Road Diet Analysis** - The staff will conduct a feasibility study for the reduction in the number of road lanes in a several travel corridors.
- **Finalize the NEOSCC Vibrant NEO Sustainability Initiative** – closing out the three year study to integrate planning efforts for land use, transportation, economic and workforce development, and infrastructure investments in Northeast Ohio.

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

It has been estimated that \$1,126,883 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2015. These funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of \$1,408,603. Remaining funds from this fiscal year (FY 2014) will be carried over on July 1, and may be used through December 31, 2014.

The following table (Table 1) entitled *AMATS FY 2015 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2015 Work Program. This budget includes an expenditure of \$1,828,603 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals \$2,278,603.

In addition, total annual dues for FY 2015 will be \$154,860, which is the amount approved in January by the AMATS Policy Committee. The attached *AMATS Local Share Calculation* table (Table 2) shows each member's dues for the upcoming fiscal year. Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must now be matched with local funds. Amounts for individual members reflect the Census 2010 population figures.

Attached is Resolution 2014-08 for your review and consideration. This resolution approves the final FY 2015 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2015 budget once the final carryover balances from FY 2014 are known in July. The Policy Committee's approval is requested.

Table 1

**AMATS FY 2015 WORK PROGRAM
FUNDING BY SOURCE**

<u>AMATS AGENCY ONLY</u>	<u>FY 2015</u>
USDOT Consolidated Planning Grant	\$1,126,883
ODOT Match	\$140,860
AMATS Local Share (Match)	<u>\$140,860</u>
SUBTOTAL	\$1,408,603
FY 2014 Carryover (Estimated)	\$320,000
FHWA/CMAQ (Rideshare & AQ)	<u>\$100,000</u>
TOTAL	\$1,828,603
 <u>METRO RTA PLANNING</u>	
METRO Planning (Local METRO Funds)	\$400,000
 <u>PARTA PLANNING</u>	
PARTA Planning (Local PARTA Funds)	<u>\$50,000</u>
 GRAND TOTAL	 \$2,278,603

Note: All carryover amounts will be adjusted when the FY 2014 program is closed out and final balances are known after June 30.

TABLE 2

**AMATS
LOCAL SHARE CALCULATION*
FY 2015 WORK PROGRAM**

MEMBERS	2010 POP (CENSUS)	LOCAL SHARE PERCENT	FY 2015 LOCAL SHARE
METRO	N/A	13.8%	\$21,425
PARTA	N/A	2.3%	\$3,575
<u>SUMMIT COUNTY</u>			
AKRON	199,110	23.7%	\$36,640
BARBERTON	26,550	3.2%	\$4,886
CUYAHOGA FALLS	49,652	5.9%	\$9,137
FAIRLAWN	7,437	0.9%	\$1,369
GREEN	25,699	3.1%	\$4,729
HUDSON	22,262	2.6%	\$4,097
LAKEMORE	3,068	0.4%	\$565
MACEDONIA	11,118	1.3%	\$2,046
MOGADORE	3,853	0.5%	\$709
MUNROE FALLS	5,012	0.6%	\$922
NEW FRANKLIN	14,227	1.7%	\$2,618
NORTHFIELD	3,677	0.4%	\$677
NORTON	12,085	1.4%	\$2,224
RICHFIELD	3,648	0.4%	\$671
SILVER LAKE	2,519	0.3%	\$464
STOW	34,837	4.1%	\$6,411
TALLMADGE	17,537	2.1%	\$3,227
TWINSBURG	18,795	2.2%	\$3,459
SUMMIT CO. UNINCORP.	75,443	9.0%	\$13,884
<u>PORTAGE COUNTY</u>			
AURORA	15,548	1.8%	\$2,861
KENT	28,904	3.4%	\$5,319
RAVENNA	11,724	1.4%	\$2,158
STREETSBORO	16,028	1.9%	\$2,950
PORTAGE CO. UNINCORP.	80,304	9.5%	\$14,778
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$561
RITTMAN	6,491	0.8%	\$1,195
 TOTAL CONTRIBUTING MEMBERS	 705,657		 \$154,860

* \$0.184 per person

RESOLUTION NUMBER 2014-08

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

**APPROVING THE FISCAL YEAR 2015 TRANSPORTATION PLANNING WORK
PROGRAM AND BUDGET**

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

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

WHEREAS, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2015 and has found it to be consistent with local, State and Federal transportation planning priorities.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the Fiscal Year 2015 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2015 regional transportation planning budget totaling \$2,278,603 as contained in the Fiscal Year 2015 Work Program.
3. That this Committee approves an FY 2015 local share of \$154,860 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of \$154,860 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation FY 2015 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2015 Budget as necessary to reflect the final carryover balances from FY 2014.
6. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2014-09 - Reaffirming the Approval of the Regional
Transportation Plan and the Transportation Improvement Program, and
Affirming the Consistency between the Regional Transportation Plan, the
Transportation Improvement Program, and the State Implementation Plan

Resolution 2014-10 - Certification of the Urban Transportation Planning
Process

DATE: April 30, 2014

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

1. Reaffirming the approval of *Transportation Outlook*, the area's 2035 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.
4. Certifying that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Transportation Outlook, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 16, 2013. Federal planning requirements under the *Moving Ahead for Progress in the 21st Century Act (MAP-21)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2017.

The AMATS Policy Committee approved the FY 2014-2017 TIP on May 16, 2013. The TIP is updated routinely every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

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

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that it affirm the consistency of both of these documents with the SIP in a single resolution. Resolution 2014-09 realizes this objective.

Resolution 2014-10 is also attached. This resolution certifies that the AMATS transportation planning process is being carried out in compliance with all applicable federal requirements.

The Staff recommends that both Resolution 2014-09 and Resolution 2014-10 be approved.

RESOLUTION NUMBER 2014-09

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

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

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

WHEREAS, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2035 Regional Transportation Plan, which was approved on May 16, 2013; and

WHEREAS, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2014 through 2017, which was approved on May 16, 2013; and

WHEREAS, the Transportation Improvement Program for Fiscal Years 2014-2017 is consistent with *Transportation Outlook*, the area's 2035 Regional Transportation Plan; and

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

WHEREAS, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2014 through 2017 was completed for both ozone and fine particulate matter (PM_{2.5}), in accordance with the requirements specified by the *Moving Ahead for Progress in the 21st Century Act (MAP-21)* and the Clean Air Act Amendments of 1990; and

WHEREAS, this quantitative air quality analysis tentatively entitled *PM_{2.5} and Ozone Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2014 – 2017 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2014 and 2017 are in conformity with the applicable air quality standards of the State Implementation Plan.

RESOLUTION NUMBER 2014-09 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Transportation Plan for Summit and Portage Counties and the Chippewa Township area of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program for Fiscal Years 2014 and 2017 as the Program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa Township area of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program for Fiscal Years 2014 and 2017 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

RESOLUTION NUMBER 2014-10

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

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, the Village of Doylestown, the City of Rittman, Chippewa Township and Milton Township in Wayne County, as evidenced in the Agreement of Cooperation, Number 17652-A, between ODOT and the City of Akron finalized on February 5, 2014; and

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

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

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2014-09, dated April 30, 2014; and

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

- a. 23 U.S.C. 134 and 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 in non-attainment areas
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- e. Section 1101(b) of the MAP-21 Act (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance
- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender

RESOLUTION NUMBER 2014-10 - Continued

- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

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

WHEREAS, in accordance with the *Moving Ahead for Progress in the 21st Century Act (MAP-21)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

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

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

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

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2014-11- Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects.

DATE: April 30, 2014

The following requests have been made to amend the FY 2014-2017 TIP:

New Project

SR 261 (West Ave) - is a new resurfacing project in Tallmadge extends from the west corporation line to SR 91 (Tallmadge Circle). Construction is scheduled in FY 2015 using \$561,600 in state STP funds, \$25,000 in AMATS STP funds and \$150,900 in local funds.

Cancel Project

Seiberling Way right-of-way purchase – this project phase was created to advance purchase of a property as part of the Goodyear redevelopment projects. This funding is no longer needed for an advance right-of-way purchase. The project will be cancelled and the funds will be reassigned to the original Seiberling Way project.

Revise Funding or Schedule

SR 14 – increase funding based on latest estimate and move construction from FY 2014 to FY 2015
Seiberling Way – move engineering and right-of-way funds from FY 2014 to FY 2015
IR 76 – increase funding based on latest cost estimate for FY 2016
SR 91 (Darrow Rd) – add AMATS funding for pavement repairs in FY 2015
SR 93 (Manchester Rd) – add AMATS funding for pavement repairs in FY 2015

STAFF COMMENTS

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

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2014-11. This Resolution approves the amendment to the TIP FY 2014-2017. The Staff recommends approval.

RESOLUTION NUMBER 2014-11

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

Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects.

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

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

WHEREAS, this Committee has been requested to amend the AMATS FY 2014-2017 Transportation Improvement Program for the following projects as discussed in the accompanying memorandum:

1. **POR-SR 14-11.22** (PID #82916) – Increase funding for construction and move construction from FY 2014 to FY 2015.
2. **SUM-Seiberling Way Phase 1** (PID #84397) – Increase AMATS STP funds for ROW and move PE and ROW to FY 2015.
3. **SUM-Seiberling Way RW Purchase** (PID #95566) – Cancel project.
4. **SUM-IR 76-6.31** (PID #84655) – Increase funding for construction in FY 2016.
5. **SUM-SR 91 (Darrow Rd)-17.21** (PID #86954) – Add AMATS STP funding for pavement repairs in FY 2015.
6. **SUM-SR 93 (Manchester Rd)-0.00** (PID #86938) – Add AMATS STP funding for pavement repairs in FY 2015.
7. **SUM-SR 261 (West Ave)-13.71** (PID #96672) – Add new resurfacing project with construction scheduled in FY 2015.

WHEREAS, the AMATS Citizens Involvement Committee held a meeting on May 8, 2014 to review this amendment consistent with its AMATS Public Participation Plan and,

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

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

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

RESOLUTION NUMBER 2014-11 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2014-2017 as previously specified.
2. That this Committee considers the Citizens Involvement Committee meeting held on May 8, 2014 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor David Kline, 2014 Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 14 - 05/15/14
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017
TABLE H-3
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE -SECTION	LENGTH miles	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	P H A S E	FISCAL YEAR				TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
								2014	2015	2016	2017			
20	82916	POR-SR 14-11.22 (Revise Funding and Schedule)	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	2,886.0 722.0			3,608.0 2,205.5	ODOT	EXEMPT
61	84397	SUM-SEIBERLING WAY-Phase I (Revise Funding and Schedule)	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	335.0 1,500.0		4,124.8 1,390.7	6,090.1	AKRON	ANALYZE
62	95566	SUM-SEIBERLING WAY-RW Purchase (Cancel Project)	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
79	84655	SUM-IR 76-6.31 (Revise Funding)	2.11	AKRON IR 76 FROM IR 277 TO IR 77 (KENMORE LEG)	RESURFACING	NHPP STATE	C C			3,730.5 2,039.4 226.6 414.5		4,145.0 2,266.0	ODOT	EXEMPT
97	86954	SUM-SR 91-17.21 (Darrow Rd) (Revise Funding)	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 STP-A STATE LOCAL	C C C C C		1,070.0 83.0 25.0 61.8 231.6 226.6			1,472.0 1,442.0	ODOT	EXEMPT
100	86938	SUM-SR 93-0.00 (Manchester Rd) (Revise Funding)	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 STP-A STATE LOCAL	C C C C		1,730.4 25.0 143.5 294.1 289.1			2,193.0 2,163.0	ODOT	EXEMPT
	96672	SUM-SR 261-13.71 (West Ave) (New Project)	1.20	TALLMADGE SR 261 FROM THE WEST CORP LINE TO SR 91 (TALLMADGE CIRCLE)	RESURFACING	STP STP-A LOCAL	C C C		561.6 40.0 150.9			737.5	ODOT	EXEMPT

Resolution 2014-11