



**Akron Metropolitan Area Transportation Study
Policy Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, September 20, 2018
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation*

2. **Minutes**
 - A. June 12, 2018 Meeting – **Motion Required** 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**

6. **Resolutions**
 - A. **Resolution 2018-15** – Approving FY 2019 Elderly and Disabled Program Project Recommendations (TIP Amendment #10). – **Motion Required** Attachment 6A

 - B. **Resolution 2018-16** – Adding FTA Section 5339 Funds to FY 2019 of the Transportation Improvement Program FY 2018-2021 for METRO RTA (TIP Amendment #11). – **Motion Required** Attachment 6B

 - C. **Resolution 2018-17** – Approving Support for Performance Measures Goals, Transit Asset Management and CMAQ Performance Planning. – **Motion Required** Attachment 6C

 - D. **Resolution 2018-18** – Approving the FY 2018 Year End Completion Report. – **Motion Required** Attachment 6D

 - E. **Resolution 2018-19** – Concurrence with the Revised Air Quality Conformity Analysis for the Cleveland-Akron Air Quality Non-attainment Area to Amend the CUY IR-71 Auxiliary Lane Project to the NOACA Long Range Transportation Plan and TIP. – **Motion Required** Attachment 6E

 - F. **Resolution 2018-20** – Approving Amendment #12 to the Transportation Improvement Program FY 2018-2021 to add two new projects, combine two existing projects into one, and revise one existing project. – **Motion Required** Attachment 6F

- MORE -

7. **Other Business**

A. Formation of 2019 Nominating Committee

Oral

8. **Adjournment**

Next Regular Meeting:

Thursday, December 13, 2018 - 1:30 PM

Ballroom A - Hilton Garden Inn

1307 E. Market St., 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
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, September 13, 2018
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. June 7, 2018 Meeting – **Motion Required** 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**
6. **Resolutions**
 - A. **Resolution 2018-15** – Approving FY 2019 Elderly and Disabled Program Project Recommendations (TIP Amendment #10). – **Motion Required** Attachment 6A
 - B. **Resolution 2018-16** – Adding FTA Section 5339 Funds to FY 2019 of the Transportation Improvement Program FY 2018-2021 for METRO RTA (TIP Amendment #11). – **Motion Required** Attachment 6B
 - C. **Resolution 2018-17** – Approving Support for Performance Measures Goals, Transit Asset Management and CMAQ Performance Planning. – **Motion Required** Attachment 6C
 - D. **Resolution 2018-18** – Approving the FY 2018 Year End Completion Report. – **Motion Required** Attachment 6D
 - E. **Resolution 2018-19** – Concurrence with the Revised Air Quality Conformity Analysis for the Cleveland-Akron Air Quality Non-attainment Area to Amend the CUY IR-71 Auxiliary Lane Project to the NOACA Long Range Transportation Plan and TIP. – **Motion Required** Attachment 6E
 - F. **Resolution 2018-20** – Approving Amendment #12 to the Transportation Improvement Program FY 2018-2021 to add two new projects, combine two existing projects into one, and revise one existing project. – **Motion Required** Attachment 6F
7. **Other Business**
 - A. Formation of 2019 Nominating Committee Oral

- MORE -

8. Adjournment

Next Regular Meeting:

Thursday, December 6, 2018 - 1:30 PM

Ballroom A - Hilton Garden Inn

1307 E. Market St., 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 – Akron Main Public Library
60 South High Street, Akron, Ohio**

Thursday, September 13, 2018
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **AMATS Work Update**
 - A. Discussion of September Meeting Materials.
4. **Discussion Item**
 - A. Resolution 2018-17 – Approving Support for Performance Measures Goals, Transit Asset Management and CMAQ Performance Planning.
5. **Road Diets - TIP Coordinator Dave Pulay**
6. **Bike-N-Brainstorms - Planner Darryl Kleinhenz**
7. **AMATS Annual Meeting - Friday, Oct. 5, 2018**
8. **Open Discussion**
9. **Adjournment 7:45 P.M.**
 - Next Regular Meeting:
Thursday, December 6, 2018 - 6:30 PM
Location – To Be Announced

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Tuesday, June 12, 2018 – 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. Chairwoman Beshara called the meeting to order in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

B. Audience Participation

David H. Mangold, a member of the AMATS CIC, expressed his concerns regarding the proposed abandonment of 5.5 miles of the Norfolk Southern Corp.'s Randall Secondary (formerly the Erie-Lackawanna) rail line. **Mr. Mangold** noted that the city of Aurora is reportedly interested in purchasing this line for a bike and hike trail and that FirstEnergy is interested in its use as a powerline corridor. **Mr. Mangold** said that, in his opinion, the line is capable of those uses and commuter rail.

Mr. Mangold expressed concerns regarding The PORTAGE Hike and Bike Relocation project listed in Attachment 6A - Resolution 2018-13. **Mr. Mangold** was concerned that the committee was appropriating funds on a rail bridge that he believed may need replacement in the future.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the May 10, 2018 meeting.

Motion

Michael Marozzi made a motion to approve the minutes and it was seconded by Linda Clark. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Glenn M. Broska made a motion to approve the Financial Progress Report and it was seconded by Michael Kerrigan. The motion was approved by a voice vote.

B. Technical Progress Report

Mr. Baker thanked ODOT District 4 for hosting the June 7 TAC meeting and presentation by ODOT Office of Roadway Engineering Administrator David L. Holstein, P.E., regarding the department's Performance Based Practical Design practices. **John Picuri** noted that FHWA has embraced such practices too.

AMATS is developing a distracted driving survey over the summer.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG and CMAQ dated May 21, 2018 and TASA Funding Program and Balances dated May 14, 2018.

Mr. Pulay announced that a project review meeting would be scheduled for an upcoming date in July.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

A. Resolution 2018-13 – Approving Amendment #8 to the Transportation Improvement Program FY 2018-2021 to add six new projects and revise the funding to two existing projects.

Mr. Pulay presented Attachment 6A.

Commissioner Kerrigan asked about the safety impacts of the railroad bridge rehabilitation project listed in The PORTAGE Hike and Bike Trail Relocation project. **Mr. Pulay** said that trail users should be safe given the low number of trains travelling on the line, but the railroad may require some sort of a separation or a physical barrier. The members discussed safety issues pertaining to the trail's use.

Michael Marozzi said that the Portage County Engineer's office was incorrectly listed as the sponsor of The PORTAGE Hike and Bike Trail Relocation project in the TASA Funding Program and Balances table of Attachment 3C - AMATS

Federal Funds Report. **Mr. Pulay** said that he would correct Attachment 3C to list the Portage Park District as the sponsor.

Motion

Michael Kerrigan made a motion to approve Resolution 2018-13 and it was seconded by Gerard Neugebauer. The motion was approved.

B. Resolution 2018-14 – Approving Amendment #9 to the Transportation Improvement Program FY 2018-2021 - To Add USDOT-Awarded Bus and Bus Infrastructure Funds in FY 2019 for PARTA.

Mr. Gardner presented Attachment 6B.

Motion

David G. Kline made a motion to approve Resolution 2018-14 and it was seconded by Connie Krauss. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

A. Motion

Glenn M. Broska made a motion to adjourn the meeting and it was seconded by Gerard Neugebauer. The motion was approved.

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Thursday, September 20, 2018** in **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

**AMATS POLICY COMMITTEE
2018 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	25	8	10	12	20	13
AKRON - Mayor Dan Horrigan (Hardy) (DiFiore)	A*	A	A	A		
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A	A				
BARBERTON - Mayor William Judge, Jr. (Stefan) (Vinay)	M					
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)	M		M			
CLINTON - Mayor Al Knack						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo) (Sheridan)	A	A		A		
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A	A	A	A		
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A	A	A			
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	A	M	A	A		
HIRAM - Mayor Lou Bertrand (J. McGee)						
HUDSON - Jane Howington (Comeriatto) (Hannan) (Sheridan)				A	A	
KENT - City Mgr. David Ruller (Bowling)	A		A			
LAKEMORE - Mayor Rick Justice (Fast)	M			A		
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Iafelice) (Trew)	M		M	M		
METRO - (Buie) (Shea)						
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor James W. Armstrong (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	A		
NORTHFIELD - Mayor Jesse Nehez (Magistrelli)						
NORTON - Mayor Mike Zita						
ODOT - John Picuri (Noirot) (Rebillot)	A*	M	A	M		
PARTA - Rick Bissler (Amrhein) (Hairston) (Manning) (Trautman) (Popik)	M	A	A	A		
PENINSULA - Mayor Douglas Mayer						
PORTAGE COUNTY COMM. - Mike Kerrigan (Hairston)	M	A	M	M		
PORTAGE COUNTY COMM. - Vicki Kline (Long)		A		A		
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Greener)	M	A		A		
PORTAGE COUNTY ENGINEER - Michael Marozzi (Kusner)	M	M	M	M		
RAVENNA - Mayor Frank Seman (Finney) (Jeffers)	A	A*	A	A		
REMINDEVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Bobbie Beshara (Frantz) (Darwish) (Papp)	M		M	M		
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor Jim Costello (Kurtz) (McCleary)	A		A	A		
STREETSBORO - Mayor Glenn Broska (Cieszkowski) (Peters)	M	M		M		
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Paradise)	A		A	A		
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Genet)						
SUMMIT COUNTY COMM. & ECON. DEV. - Connie Krauss		M		M		
SUMMIT COUNTY COMM. & ECON. DEV. - Carissa G. Signore						
TALLMADGE - Mayor David Kline (Kidder)	M	A	M	M		
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A				
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)	M	M	M			
WINDHAM - Mayor Deborah Blewitt						

**AMATS POLICY COMMITTEE
2018 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Frank Hairston	Portage Commissioner Kerrigan
Mr. David H. Mangold	Self
Mr. Chris Papp	Richfield
Mr. Steve Rebillot	ODOT
Mr. Tony Urankar	MS Consultants, Inc.
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeffrey Gardner	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, June 7, 2018 – 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 Joe Stefan** called the meeting to order in the Cardinal Room of the ODOT District 4 office. The attending members constituted a quorum.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the May 3, 2018 meeting.

Motion

David White made a motion to approve the minutes as corrected and it was seconded by Tony Demasi. The motion was approved by a voice vote.

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Mr. Baker thanked ODOT District 4 for hosting the day's TAC meeting and presentation by Dave Holstein, P.E., the administrator for the ODOT Office of Roadway Engineering.

Mr. Baker said that legislative action on the Trump administration's infrastructure proposals is not likely until after the mid-term elections.

AMATS is planning for October's Annual Meeting and welcomes speaker and topic ideas.

Mr. Baker said that the AMATS offices may be relocated soon. **Mr. Baker** said that he would keep the members informed regarding a potential move by AMATS.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG and CMAQ Funding Program and Balances dated May 21, 2018. **Mr. Pulay** presented a table concerning TASA Funding Program and Balances dated May 14, 2018.

There will be not project review meeting in June. A meeting will most likely be scheduled for July or August.

Steve Rebillot announced that ODOT opened bids on PID #92032 - SR 91 - Phase 2 (Darrow Road) project in Twinsburg as listed in the STBG table. The new round of bids were promising and the department should be awarding the project soon.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

- A. Resolution 2018-13 – Approving Amendment #8 to the Transportation Improvement Program FY 2018-2021 to add six new projects and revise the funding to two existing projects.**

Mr. Pulay presented Attachment 6A.

Motion

David White made a motion to approve Resolution 2018-13 and it was seconded by John Kovacich. The motion was approved.

- B. Resolution 2018-14 – Approving Amendment #9 to the Transportation Improvement Program FY 2018-2021 - To Add USDOT-Awarded Bus and Bus Infrastructure Funds in FY 2019 for PARTA.**

Jeff Gardner presented Attachment 6B.

Motion

David White made a motion to approve Resolution 2018-14 and it was seconded by John Kovacich. The motion was approved.

VII. Other Business

- A. **Chairman Stefan** invited the attendees to Mr. Holstein's presentation immediately following the TAC meeting concerning the department's Performance Based Practical Design practices.
- B. **Mr. Baker** asked the committee members if the inclusion of images depicting projects and their locations such as those used during Mr. Pulay's presentation for Attachment 6A - 2018-13 was helpful. The members said yes.

VIII. Adjournment

Motion

John Kovacich made a motion to adjourn the meeting and it was seconded by John Kusner. The motion was approved.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, September 13, 2018** in the **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2018 ATTENDANCE**

	Jan 18	Mar 1	May 3	June 7	Sept 13	Dec 6
M Denotes Member Present						
A Denotes Alternate Present						
AKRON ENGINEERING BUREAU - Michael J. Teodecki (Jonke)	M		M	M		
AKRON PLANNING DEPT. - Jim Hewitt (Tomic)	M	M				
AKRON TRAFFIC ENGINEERING - Michael Lupica	M	M	M	M		
AURORA - Harry Stark (Czekaj)	A	M	M	M		
BARBERTON - Joseph Stefan (Vinay)	M	M		M		
CUYAHOGA FALLS - Fred Guerra (Sugar)						
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M		M		
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)	A	A		A		
GREEN - Wayne Wiethe (Haring)	M	M		M		
GREEN - Paul Pickett (Schemansky)	A			M		
HUDSON - Chris Papp (Sheridan)	M					
HUDSON - Kris McMaster (Kosco)	M	A	M	A		
KENT - Jim Bowling (Giaquinto)	M	M	M	A		
LAKEMORE – Mayor Rick Justice (Fast)	M					
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO - Valerie Shea (Buie)	M	M	M			
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Joe Hadley	M					
NEW FRANKLIN - Bryan Kepler	M	M	M	M		
NORTHFIELD - Richard S. Wasosky		M	M	M		
NORTON - David White	M	M	M	M		
ODOT - Gery Noirot (Rebillot) (Root)	A	A	M	A		
PARTA – Claudia Amrhein (Hairston) (Manning) (Popik) (Trautman)	A	A	A	A		
PORTAGE COUNTY ENGINEER - James Kusner (Collins) (Marozzi)	M	M	M	M		
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)						
PORTAGE COUNTY SMALL VILLAGES – Vacant						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M	M	M		
RAVENNA - Bob Finney (Jeffers)	M	M	M	M		
RICHFIELD - Brian Frantz (Neumeyer)					M	
SILVER LAKE – John Tutak						
STOW – James McCleary (Donovan)	M	M	M	M		
STOW – Mike Jones (Kurtz)	M		M			
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Peters)	A			M		
SUMMIT CO. COMM. & ECON. DEV. - Carissa G. Signore (Krauss)						
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A		A		
SUMMIT COUNTY SMALL VILLAGES - Mayor Rick Justice						
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A		A			
TALLMADGE - Andrea Kidder (Kline)	M	M	M	M		
TWINSBURG - Amy Mohr (Moczadlo)	A	A	M			
WINDHAM - Deborah Blewitt (Snyder)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2018 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	18	1	3	7	13	6

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho						
AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens				M		
AMATS - Curtis Baker	M	M		M		
CUYAHOGA VALLEY NATIONAL PARK – Vacant						
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic						
GREATER AKRON CHAMBER - Gregg Cramer (West)	M					
OHIO TURNPIKE COMMISSION – Anthony Yacobucci						
PORTAGE COUNTY PORT AUTHORITY – Vacant						
PORTAGE PARK DISTRICT - Christine Craycroft					M	
PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)						
RAILROAD INDUSTRY REP. - William A. Callison (Davis)						
SUMMIT COUNTY PORT AUTHORITY – Vacant						
SUMMIT METRO PARKS – Mark Szeremet (Hauber) (King)	M	M	M	A		
TRUCKING INDUSTRY – Vacant						

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Ms. Judy Bennett	AECOM
Mr. Jeff Brown	SCATS
Mr. Rick Bodenschatz	Canton
Mr. Michael Collins	Portage County Engineer
Mr. Jeff Dutton	SCATS
Mr. Mark Grossman	GPD Group
Mr. Dave Holstein	ODOT
Ms. Beth Iacano	Stark County
Ms. Getty List	Canton
Ms. Karen Lubick	MS Consultants, Inc.
Mr. Karl Lucas	SCATS
Ms. Jesenia Medina	DLZ
Mr. Dan Moeglin	Canton
Mr. R. Keith Moore	FHWA
Mr. Chris Owen	Mannik & Smith Group
Mr. Chris Papp	Village of Richfield
Mr. Art Rometo	The Thrasher Group
Mr. Chad Root	ODOT District 4
Ms. Carmen Stemen	FHWA Ohio Division
Mr. Tony Urankar	MS Consultants, Inc.
Mr. Nate Wonsick	Hudson

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, June 7, 2018 – 6:30 p.m.**

Meeting Summary

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

Attendees:

Carlell Howard
William Maki
David H. Mangold

Katherine Manning
Harrison Wicks

Staff:

Curtis Baker, Director
Heather Davis Reidl, Mobility Planner

Jeff Gardner, Transportation Planner
Darryl Kleinhenz, Planner

I. Welcome and Introductions

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees to the Kent Free Library. The attendees introduced themselves.

II. AMATS Work Update

Mr. Baker presented Attachment 6A - Resolution 2018-13.

Mr. Mangold expressed concerns regarding The PORTAGE Hike and Bike Relocation project listed in Attachment 6A - Resolution 2018-13. **Mr. Mangold** expressed reservations regarding the agency appropriating \$353,600 in Transportation Alternatives Set Aside (TASA) funds on a nearly 100-year-old structure that may need replacement by the Wheeling and Lake Erie Railway Company in the future. The attendees discussed the project. **Mr. Mangold** stated that he would discuss the project with Portage Park District Executive Director Chris Craycroft.

Jeff Gardner presented Attachment 6B - Resolution 2018-14.

III. Planning Data Forecast

Mr. Baker described the development and purpose of AMATS' upcoming population forecasts to be used in the preparation of the Greater Akron area's next long-range regional transportation plan for the year 2045.

William Maki asked if the forecast considered the impacts of the Ravenna Arsenal on the surrounding land use in Northeast Portage County. **Mr. Baker** said that such impacts were considered in terms of number of households and trip origins.

The attendees discussed the accuracy and timeliness of available U.S. Census data in the compilation of the forecasts.

IV. Discussion Item

A. Presentation by PARTA - *DART System and Traveling Training.*

Portage Area Regional Transportation Authority (PARTA) Director of Planning Katherine Manning and **PARTA Travel Trainer Carlell Howard** described changes planned for PARTA's Dial-A-Ride service.

Mr. Baker asked which of the DART service changes that PARTA officials expect will be the biggest revenue driver or best cost-reduction measure. **Director Manning** said that the authority has been more aggressive in its contracts and will receive additional state funding by increasing its fares. The director noted that the fare increases will also generate more revenue.

Mr. Baker asked which portions of Portage County will have more DART service days. **Director Manning** said that the western portion of the county will have more service days while the rural areas of the county will have service on Mondays, Wednesdays and Fridays as their smaller populations may warrant.

Mr. Mangold asked how PARTA is collecting DART fares. **Director Manning** said that fare collection is being accomplished through onsite and online ticket sales.

William Maki asked if the University Hospitals Portage Medical Center in Ravenna was the former Robinson Memorial Hospital. **Director Manning** said yes and stated that PARTA has a significant shelter and transfer point at that location.

Director Manning described the new *Free Fare Fridays* campaign, which is a program being offered jointly by METRO of Summit County, PARTA, and the Stark Area Regional Transit Authority (SARTA).

Mr. Howard explained the purpose and functions of PARTA's Travel Training Department.

Mr. Baker asked if PARTA vehicles had the capability to accommodate bicycles. **Mr. Howard** said that the authority's big buses had bike racks. The attendees discussed the use of bike racks on buses.

The attendees discussed SPOT PARTA, the authority's app that provides real-time GPS transit information to transit users' phone, tablet or computer. The attendees discussed the type of users that utilize SPOT PARTA.

V. Open Discussion

- A.** The attendees discussed the meeting schedule. **Mr. Mangold** asked if a CIC meeting could be scheduled in July or August. **Mr. Baker** said that another meeting was unlikely. **Mr. Baker** noted that the Staff has found that June meetings tend to work best for the agency if there are amendments to the four-year Transportation Improvement Program (TIP) that must be considered before the close of the fiscal year.
- B.** **Mr. Maki** suggested that PARTA consider offering and promoting a Saturday noontime service between the city of Kent and Hiram College on behalf of the college students. The attendees discussed Mr. Maki's suggestion.
- C.** **Mr. Mangold** indicated that he would like to address the AMATS Policy Committee during its June 12 meeting regarding the proposed abandonment of 5.5 miles of the Norfolk Southern Corp.'s Randall Secondary (formerly the Erie-Lackawanna) rail line.
- D.** **Mr. Mangold** stated that he would like to contact AMATS personnel to discuss inaccuracies in railroad maps for Portage and Summit counties.

V. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC will be **6:30 p.m.** on **Thursday, September 13, 2018** in the **Akron-Summit County Public Library - Main Library** located at **60 South High Street** in Akron.

Prater, Kerry

From: Baker, Curtis
Sent: Thursday, August 23, 2018 8:02 AM
To: Prater, Kerry
Subject: FW: Reply from Senator Sherrod Brown

FYI – could we add this email to our mailout? It's in regard to the gas tax resolution/letter.

Thx.

CB

Curtis Baker
AMATS
O: 330-375-2436 Ext: 4891
C: 330-283-4933
Cbaker@akronohio.gov

From: Sherrod Brown [mailto:Senator_Brown@brown.senate.gov]
Sent: Monday, August 20, 2018 1:40 PM
To: Baker, Curtis
Subject: Reply from Senator Sherrod Brown

Dear Mr. Baker:

Thank you for getting in touch with me about federal gas tax.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the first long-term transportation bill since 2005. For the next five years it will provide consistent, reliable funding for our nation's infrastructure. I was a member of the Conference Committee that negotiated the final bill. As a conferee, I fought for the most robust bill possible with meaningful investment in public transportation, roads, bridges, highways, and alternative transportation methods. I know the importance of providing states and workers with the certainty that a long-term highway bill provides.

This bill also reauthorized – at current levels – the federal excise tax on motor vehicles through Fiscal Year 2022. Unless Congress takes additional action, there will continue to be excise taxes of 18.3 cents per gallon on gasoline and 24.3 cents per gallon on diesel fuel for the next five years.

During consideration of the FAST Act, some lawmakers proposed increasing the federal gasoline and diesel taxes. While I am pleased we were able to pass a bill that will help improve access, quality, and safety of surface transportation across the country, I believe that going forward Congress should keep all options on the table when considering additional transportation funding.

I appreciate hearing your views on this matter and will keep them in mind should any legislation regarding the gas tax come before the Senate. Thank you again for

contacting me.

Sincerely,

Sherrod Brown
United States Senator

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**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 31, 2018**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	July Expenses
I. Short Range Planning	\$408,000	\$42,798	10%	\$42,798
FY2018 Carryover	108,000	42,798		42,798
FY2019	300,000	0		0
II. Transportation Improvement Program	\$415,000	\$21,818	5%	\$21,818
FY2018 Carryover	115,000	21,818		21,818
FY2019	300,000	0		0
III. Continuing Planning & Data Collection Transportation System Update	\$240,000	\$14,229	6%	\$14,229
FY2018 Carryover	60,000	14,229		14,229
FY2019	180,000	0		0
IV. Long Range Plan Activity	\$424,000	\$15,829	4%	\$15,829
FY2018 Carryover	74,000	15,829		15,829
FY2019	350,000	0		0
V. Service	\$398,016	\$38,885	10%	\$38,885
FY2018 Carryover	67,000	35,626		35,626
FY2018 Planning Grants Carryover	11,016	3,259		3,259
FY2019	320,000	0		0
VII. OhioRideshare and AQ Advocacy	\$157,500	\$7,568	5%	\$7,568
FY2018 OhioRideshare Carryover	10,000	6,279		6,279
FY2019 OhioRideshare	60,000	0		0
FY2019 Air Quality	87,500	1,289		1,289
VIII. Local	\$25,000	\$1,040	4%	\$1,040
AMATS local Costs	25,000	1,040		1,040
IX. AMATS Transportation Quarterly	\$65,637	\$4,275	7%	\$4,275
FY2018 Carryover	11,000	4,275		4,275
FY2019	54,637	0		0
X. GRAND TOTAL AMATS BUDGET	\$2,133,153	\$146,442	7%	\$146,442

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: September 20, 2018

Projects Sold

We are nearing the end of the first quarter of FY 2019. So far no AMATS projects have sold in this quarter. There are a couple large projects that are tentatively planning to sell in the second quarter of FY 2019. Those projects are PID 97638 Cleveland Massillon Road in Norton and PID 99879 Citywide Signal Upgrade in Streetsboro. Please let us know if we can assist you in any way to keep all the projects on schedule. Our goal is to not let projects slip into the fourth quarter of the fiscal year if possible.

Other Funding News

We have a significant deficit in STBG funding in FY 2021. Many of the newer projects that we approved early in the year were scheduled in this fiscal year. Although we have this deficit on radar we are more concerned about the current year and next year. Often delays happen to projects in future years and deficits correct themselves. However when a new TIP is developed this fall, projects will have to be moved to achieve fiscal constraint. Resurfacing projects will be moved out based on PCR scores. Our goal is to not delay any projects that have very low PCR scores. As funding permits, projects that were moved will be advanced back into more current years.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances
August 27, 2018

ODOT PID	STP PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	FY 2021	FY 2022	FY 2023
	<i>Pending</i>								
103293	Cleveland Massillon Rd	Fairlawn	R(C)	\$200,000	2				
97638	Cleveland-Massillon Rd Ph 2 & 3	Norton	(R)C	\$4,911,320	2				
107812	Graham Rd Resurfacing	Stow	C	\$700,000	2				
93819	Howe Ave	Cuy Falls	(P)(R)C	\$5,192,000	3				
89113	Norton Rd/US 224	Summit Co Eng	C	\$3,144,424	3				
103818	Portage Lakes Dr resurfacing	Summit Co Eng	C	\$161,200	3				
88556	Tallmadge Ave/Dayton St	Akron	(R)C	\$2,436,000	4				
107961	Sanitarium Rd resurfacing	Lakemore	C	\$153,912	4				
107679	Infirmary Rd Resurfacing	Portage Co Eng	C	\$643,745	4				
103085	Medina Line Rd-part 2 resurfacing	Summit Co Eng	C	\$743,600	4				
84397	Seiberling Way Ph 1	Akron	P(R)(C)	\$24,668					
107761	Aurora Citywide Signal Improvement	Aurora	R(C)	\$60,000					
93822	SR 91 (Darrow Rd)*	Hudson	P(C)	\$60,260					
108133	E Waterloo Rd PH 1 resurfacing	Akron	C			\$700,000			
108134	E Waterloo Rd PH 2 resurfacing	Akron	C			\$401,343			
108132	South Hawkins Rd resurfacing	Akron	C			\$700,000			
90415	SR 241 (Massillon Rd)	Green	(R)C			\$3,520,000			
93822	SR 91 (Darrow Rd)	Hudson	(P)C			\$2,800,000			
102692	SR 91 & SR 303	Hudson	R(C)			\$80,000			
107886	North River Rd resurfacing	Munroe Falls	C			\$558,590			
107261	S. Medina Line Rd-Ph 1 resurfacing	Norton	C			\$381,700			
99725	Canton Rd resurfacing	Summit Co Eng	C			\$800,000			
84397	Seiberling Way Ph 1	Akron	(P)(R)C				\$4,118,390		
102701	E. Exchange St-complete street	Akron	R(C)				\$240,000		
107761	Aurora Citywide Signal Improvement	Aurora	(R)C				\$3,458,040		
108240	Wooster Rd West reconstruction	Barberton	C				\$5,507,836		
108370	Wooster Rd/State St reconstruction	Barberton	C				\$1,930,644		
102904	W. Steels Corners Rd-phase 1 resurfacing	Cuy Falls	C				\$700,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C				\$277,000		
103172	Massillon Rd (SR 241) Ph 2/Corporate Woods	Green	R				\$1,398,346		
102692	SR 91 & SR 303	Hudson	(R)C				\$1,792,000		
108498	Wooster Rd resurfacing	Norton	C				\$291,200		
102234	SR 14 widening	Streetsboro	C				\$2,650,991		
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C				\$700,000		
108454	Olde Eight Road Resurfacing	Summit Co Eng	C				\$700,000		
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C				\$700,000		
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C				\$700,000		
108140	Ravenna Rd Part 1 resurfacing	Summit Co Eng	C				\$700,000		
108141	Valley View Rd resurfacing	Summit Co Eng	C				\$300,000		
108200	White Pond Dr resurfacing	Summit Co Eng	C				\$600,000		
102701	E. Exchange St-complete street	Akron	(R)C					\$3,600,000	
105373	2nd St SW resurfacing	Barberton	C					\$408,422	
108372	Wooster Rd North resurfacing	Barberton	C					\$278,912	
108374	Norton Rd resurfacing	Barberton	C					\$488,248	
108375	S Van Buren Ave resurfacing	Barberton	C					\$424,232	
108499	W Waterloo Rd resurfacing	Barberton	C					\$191,744	
107794	South Main St South resurfacing	New Franklin	C					\$700,000	
107795	South Main St North resurfacing	New Franklin	C					\$453,471	
108865	Smith Rd resurfacing	Summit Co Eng	C					\$700,000	
108084	Portage Trail Extension Turn Lane	Cuy Falls	C						\$3,649,197
108098	Chestnut Blvd Resurfacing	Cuy Falls	C						\$392,000
107689	Mill Rd/S. Diamond St Resurfacing	Ravenna	C						\$268,000
106416	SR 43 Widening	Streetsboro	C						\$858,657

P = Engineering
R = Right-of-Way
C = Construction

Annual STBG Expenditures	2019	2020	2021	2022	2023
Annual STBG Allocations	\$18,431,129	\$9,941,633	\$26,764,447	\$7,245,029	\$5,167,854
Balance	\$13,038,576	\$10,633,414	\$10,633,414	\$9,422,271	\$9,422,271
	-\$5,392,553	\$691,781	-\$16,131,033	\$2,177,242	\$4,254,417

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CMAQ Funding Program and Balances
 August 27, 2018

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	FY 2021	FY 2022	FY 2023
	Sold								
97833	Air Quality Advocacy Program	AMATS		\$87,500	1				
97830	Rideshare Program	AMATS		\$60,000	1				
	Pending								
99879	Streetsboro citywide signal upgrade	Streetsboro	P(C)	\$212,028	1				
103293	Cleveland Massillon Rd	Fairlawn	R(C)	\$120,000	2				
98585	Tallmadge Rd Interchange	Portage Co Eng	R(C)	\$100,000	2				
99879	Streetsboro citywide signal upgrade	Streetsboro	(P)C	\$2,714,000	2				
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	P(R)C	\$431,300	3				
103171	SR 162-Copley Rd/Cleveland Massillon Rd	Summit Co Eng	C	\$400,000	4				
93433	Canton Rd/East Market St	Akron	R(C)	\$400,000					
93442	SR 43 (South Water St)*	Kent	R(C)	\$75,520					
99826	METRO bus purchase	METRO	C	\$2,200,000					
99825	PARTA bus purchase	PARTA	C	\$800,000					
97834	Air Quality Advocacy Program	AMATS				\$80,000			
97831	Rideshare Program	AMATS				\$60,000			
93433	Canton Rd/East Market St	Akron	(R)C			\$800,000			
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(P)R(C)			\$445,500			
108131	Cleveland Massillon Rd/Ridgewood Rd	Summit Co Eng	C			\$280,000			
100692	Air Quality Advocacy Program	AMATS					\$96,000		
100691	Rideshare Program	AMATS					\$80,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C				\$4,470,215		
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(P)(R)C				\$2,396,300		
102992	CNG Bus Replacement	PARTA	C				\$832,000		
98585	Tallmadge Rd Interchange	Portage Co Eng	(R)C				\$3,000,000		
	Air Quality Advocacy Program	AMATS						\$80,000	
	Rideshare Program	AMATS						\$60,000	
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C					\$2,606,199	
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C					\$2,500,000	
	CNG Bus Buy 2022	PARTA	C					\$920,000	
	Air Quality Advocacy Program	AMATS							\$80,000
	Rideshare Program	AMATS							\$60,000
	CNG Bus Buy	METRO	C						\$1,560,000
106416	SR 43 Widening	Streetsboro	C						\$3,300,775

P = Engineering
 R = Right-of-Way
 C = Construction

	2019	2020	2021	2022	2023
Annual CMAQ Expenditures	\$7,600,348	\$1,665,500	\$10,874,515	\$6,166,199	\$5,000,775
Annual CMAQ Allocations	\$5,511,685	\$5,590,212	\$5,590,212	\$4,954,367	\$4,954,367
Balance	-\$2,088,663	\$3,924,712	-\$5,284,303	-\$1,211,832	-\$46,408

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
TASA Funding Program and Balances
August 27, 2018

ODOT PID	TAP PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	FY 2021	FY 2022	FY 2023
	Pending								
102625	Brittain Rd-sidewalk	Akron	P(C)	\$13,000	1				
103028	SR 18 Walkway-phase 1*	Summit Co Eng	P(R)(C)	\$19,686	1				
103028	SR 18 Walkway-phase 1	Summit Co Eng	(P)R(C)	\$8,000	2				
107963	The Portage Trail - NS Bridge Link	Portage Co Eng	P(C)	\$40,000	3				
89113	Canton Rd/US 224	Summit Co Eng	C	\$421,507	3				
107963	The Portage Trail - NS Bridge Link	Portage Co Eng	(P)C	\$313,600	4				
103028	SR 18 Walkway-phase 1	Summit Co Eng	(P)(R)C	\$321,200	4				
99728	Moore Rd sidewalks	Green	C			\$500,000			
99729	Raber Rd sidewalks	Green	C			\$500,000			
97856	Veterans Trail-Ph 1	Hudson	C			\$500,000			
107814	Darrow Rd (SR 91) Sidewalks	Stow	R(C)			\$74,131			
103834	Portage Hike and Bike-Brady's Leap Connection	Kent	C				\$700,000		
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C				\$516,050		
105373	Towpath Trail Connector-Magic Mile	Barberton	C					\$422,640	
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C					\$700,000	
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C					\$700,000	
107930	Freedom Trail Phase 4	MetroParks	C						\$700,000

P = Engineering
R = Right-of-Way
C = Construction

	2019	2020	2021	2022	2023
Annual TASA Expenditures	\$1,151,503	\$1,574,131	\$1,216,050	\$1,822,640	\$700,000
Annual TASA Allocations	\$1,024,779	\$1,063,342	\$1,063,342	\$942,227	\$942,227
Balance	-\$126,724	-\$510,789	-\$152,708	-\$880,413	\$242,227

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 2018-15 – Approving FY 2019 Elderly and Disabled Program
Project Recommendations (TIP Amendment #10)

DATE: September 5, 2018

Executive Summary

This memorandum discusses the latest round of funding for the area’s Elderly and Disabled Program. The staff is recommending that the Policy Committee approve \$988,277 in federal funds from the Elderly and Disabled Program for handicap-accessible buses and associated equipment for METRO RTA, PARTA, United Disability Services, Family & Community Services, Easter Seals and Hattie Larlham. The approved projects will be programmed into FY 2019 of the TIP.

Introduction

On June 15, 2018, AMATS posted an announcement that it would be accepting applications to receive funding under the Federal Transit Administration’s Enhanced Mobility of Seniors and Individuals with Disabilities Program. Eligible sponsors include non-profit organizations, state or local government authorities, and operators of public transportation services, including private operators of public transportation for services in Summit County, Portage County, or the AMATS portions of Wayne County.

Projects awarded through the Elderly and Disabled Program must be included in, or consistent with, the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The AMATS Policy Committee approved the current Coordinated Plan in May 2018. The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

The deadline for project applications was August 6, 2018.

Background

The purpose of the Elderly and Disabled Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. Capital and operating expenses are eligible. Capital expenses include the acquisition of vehicles, handicap-accessible equipment and computer hardware and scheduling software. Operating expenses may be used to meet and exceed the requirements of the Americans with Disabilities Act (ADA) and to fill the gaps between human services and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce; including transportation to and from jobs and employment support services.

The total amount of Elderly and Disabled funds allocated to the AMATS area from Federal Fiscal Year 2017 is \$545,953, and from FFY 2018 is \$552,133. Ten percent of these funds, \$109,809, will be used for program management by METRO RTA and PARTA, yielding total federal funds available for this application cycle of \$988,277. Approved projects will be programmed into FY 2019 of the TIP.

Review of Applications

The staff received six applications for funding. METRO RTA, PARTA, United Disability Services (UDS), Hattie Larlham, Easter Seals Northern Ohio, and Family & Community Services (FCS) submitted applications. All six agencies are eligible to submit applications under this program. The six applicants requested \$1,579,605 in federal funds, while only \$988,277 is available.

METRO RTA applied for \$500,284 in federal funds for capital expenses for the acquisition of five Light Transit Vehicles (LTVs). Federal funds may not exceed 80% of the total project cost. The total project cost is estimated at \$625,355. These vehicles would be used as replacement vehicles for existing elderly and disabled service provided through the SCAT program.

PARTA applied for \$201,304 in federal funds for capital expenses for the acquisition of computer hardware for scheduling and tracking, communications and Intelligent Transportation System (ITS) equipment and vehicle surveillance cameras. Federal funds may not exceed 80% of the total project cost. The total project cost is estimated at \$251,630.

UDS applied for \$657,814 in federal funds for fourteen converted vans and two Light Transit Vehicles (LTVs). The total project cost is \$822,267 and includes computer hardware and software, and ITS equipment.

Hattie Larlham Care Group is applying for \$85,806 in federal funds for two converted vans (CVs). The total project cost is \$107,258. Federal funds may not exceed 80% of the total project cost for capital items.

Easter Seals Northern Ohio, is applying for \$40,797 in federal funds for one handicap-accessible converted van (CV). The total project cost is \$50,997.

FCS is applying for \$93,600 in federal funds for two modified minivans (MMVs). The total project cost is \$117,000.

The attached Table 1 shows the project scoring for all six agencies' applications. Scoring criteria are found in the AMATS Funding Policy Guidelines. Projects are scored based on project type, level of coordination with other agencies, project effectiveness, the management capacity of the applicant, and the completeness of the application.

Recommendations

After review and discussion with the project applicants, the staff recommends that the Policy Committee approve \$366,212 in federal funds through the Elderly and Disabled Program for METRO RTA for the acquisition of three Light Transit Vehicles (LTVs), and the administration of the program; and \$188,322 for PARTA in support of their acquisition of scheduling, monitoring and tracking hardware, as well as for the administration of the program.

The staff also recommends \$370,149 in federal funds for United Disability Services for the purchase of seven converted vans (CVs) and two LTVs; \$40,797 in federal funds for Easter Seals Northern Ohio for the purchase of one converted van (CV); \$46,800 in federal funds for Family & Community Services for the purchase of one modified minivan (MMV); and \$85,806 for Hattie Larlham to purchase two converted vans (CVs). This recommendation utilizes the full amount of funding available to the AMATS area at this time, and provides funding to all six applicants.

Attached to this memo is Resolution 2018-15. This resolution approves the requested changes to FY 2019 of the TIP as described above. The Staff recommends approval.

Table 1
Enhanced Mobility for the Elderly and Disabled
 Draft Project Recommendations

NO.	SPONSOR	PROJECT	LOCATION	DESCRIPTION	TOTAL PROJECT COST	FEDERAL OPERATING FUNDS REQ'D	FEDERAL CAPITAL FUNDS REQ'D	TOTAL FED. FUNDS REQUESTED	COORDINATED PLAN PAGE #	PROJECT TYPE	SCORE	COORDINATION	SCORE	PROJECT EFFECTIVENESS	SCORE	MANAGEMENT CAPACITY	SCORE	APPLICATION COMPLETENESS	SCORE	TOTAL SCORE
1	United Disability Services	Replacement Vehicles - Transportation for the Elderly and Disabled	Summit and Portage Counties	Capital Project - Purchase of Accessible Vehicles and Computers, ITS: 14 CVs and 2 LTVs	\$822,267	\$0	\$657,814	\$657,814	33	Vehicle Purchase	30	2 RTAs + SS Agencies	30	Impact, Cost, Effect	25	Organized, Capable	5	Complete	5	95
2	METRO RTA	Replacement Vehicles - Transportation for the Elderly and Disabled	Summit County	Capital Project - Purchase of Accessible Vehicles: Five LTVs	\$625,355	\$0	\$500,284	\$500,284	33	Vehicle Purchase	30	2 RTAs + SS Agencies	25	Impact, Cost, Effect	24	Organized, Capable	5	Complete	5	89
3	PARTA	Intelligent Transportation System (ITS) Infrastructure for the Elderly and Disabled	Portage County	Capital Project - Purchase of ADP Computer Hardware, Bus Cameras	\$251,630	\$0	\$201,304	\$201,304	36	ITS	20	2 RTAs + SS Agencies	27	Impact, Cost, Effect	27	Organized, Capable	5	Complete	4	83
4	Hattie Larlham	Replacement Vehicles - Transportation for the Elderly and Disabled	Portage County	Capital Project - Purchase of Accessible Vehicles: Two CVs	\$107,258	\$0	\$85,806	\$85,806	33	Vehicle Purchase	30	RTA + SS Agencies	20	Impact, Cost, Effect	20	Organized, Capable	5	Complete	3	78
5	Family & Community Services	Expansion Vehicles - Transportation for the Elderly and Disabled	Portage County	Capital Project - Purchase of Accessible Vehicles: Two MMVs	\$117,000	\$0	\$93,600	\$93,600	33	Vehicle Purchase	30	RTA + SS Agencies	18	Impact, Cost, Effect	18	Organized, Capable	4	Complete	5	75
6	Easter Seals	Expansion Vehicles - Transportation for the Elderly and Disabled	Summit County	Capital Project - Purchase of Accessible Vehicles: One CV	\$50,997	\$0	\$40,797	\$40,797	33	Vehicle Purchase	30	RTA + SS Agencies	15	Impact, Cost, Effect	18	Organized, Capable	4	Complete	5	72
								\$1,579,605												

Federal Funds	-10%	Admin.	=	Projects	
FY 2017		\$54,953	-	\$54,595	= \$491,358
FY 2018		\$552,133	-	\$55,213	= \$496,920
		\$1,098,086	-	\$109,809	= \$988,277

Maximum Funds Available

Recommendations:

METRO RTA	\$54,904	+	\$311,307	=	\$366,212
PARTA	\$54,904	+	\$133,417	=	\$188,322
Hattie Larlham			\$85,806		
Easter Seals			\$40,797		
UDS			\$370,149		
FCS			\$46,800		
			\$988,277		

RESOLUTION NUMBER 2018-15

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

**APPROVING FY 2019 ELDERLY AND DISABLED PROGRAM PROJECT
RECOMMENDATIONS (TIP AMENDMENT #10)**

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 areas 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 area's transit authorities; and

WHEREAS, the Akron Metropolitan Area Transportation Study accepted applications from eligible agencies in the AMATS area to receive funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

WHEREAS, six applications were submitted by eligible agencies in the AMATS area; and

WHEREAS, the Staff has reviewed and scored these applications; and

WHEREAS, the Staff recommends the projects submitted by METRO RTA, PARTA, United Disability Services, Easter Seals Northern Ohio, Family & Community Services and Hattie Larlham as described in the accompanying memorandum; and

WHEREAS, METRO RTA, PARTA, United Disability Services, Easter Seals Northern Ohio, Family & Community Services and Hattie Larlham are eligible recipients, or subrecipients, of FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds; and

WHEREAS, the AMATS Policy Committee have previously designated METRO RTA and PARTA as the recipients of FTA Section 5310 Enhanced Mobility funds for the area; and

WHEREAS, METRO RTA and PARTA, as the designated recipients, are responsible for administering the grant process and providing oversight for any subrecipients of FTA Section 5310 funds; and

WHEREAS, these projects will be viewed as air quality neutral for TIP purposes; and

RESOLUTION NUMBER 2018-15 (continued)

WHEREAS, the requested TIP amendment described above was posted online via several media, as well as presented to the AMATS Citizens Involvement Committee (CIC) on September 13, 2018; and

WHEREAS, this Committee has reviewed the public comments collected prior to the September 20, 2018, Policy Committee meeting; and

WHEREAS, the projects submitted by METRO RTA, PARTA, United Disability Services Easter Seals Northern Ohio, Family & Community Services and Hattie Larlham are consistent with the *AMATS Area Coordinated Public Transit Human Services Transportation Plan*; and

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

WHEREAS, this Committee has been requested to amend FY 2019 of the AMATS FY 2018-2021 Transportation Improvement Program as discussed in the accompanying memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee authorizes that METRO RTA receive \$311,307 in federal funds from the Elderly and Disabled Program in support of their vehicle acquisition project, along with \$54,904 for the administration of grants and subrecipient oversight.
2. That this Committee authorizes that PARTA receive \$133,417 in federal funds from the Elderly and Disabled Program in support of their acquisition of scheduling, monitoring and tracking hardware (computers and cameras), along with \$54,904 for the administration of grants and subrecipient oversight.
3. That this Committee authorizes that United Disability Services (UDS) receive \$370,149 in federal funds from the Elderly and Disabled Program in support of their acquisition of nine replacement vehicles.
4. That this Committee authorizes that Easter Seals Northern Ohio receive \$40,797 in federal funds from the Elderly and Disabled Program in support of their acquisition of a converted van.
5. That this Committee authorizes that Family & Community Services (FCS) receive \$46,800 in federal funds from the Elderly and Disabled Program in support of their acquisition of a modified minivan.

RESOLUTION NUMBER 2018-15 (continued)

6. That this Committee authorizes that Hattie Larlham receive \$85,806 from the Elderly and Disabled Program in support of their acquisition of two converted vans.
7. That this Committee considers the Citizens Involvement Committee meeting of September 13, 2018, and online public notices as adequately providing an opportunity for public involvement.
8. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee

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 2018-16 – Adding FTA Section 5339 Funds to FY 2019 of the Transportation Improvement Program FY 2018-2021 for METRO RTA (TIP Amendment #11)

DATE: September 5, 2018

Executive Summary

This memorandum discusses an amendment to the FY 2019 program of projects for METRO RTA to add FTA Section 5339 Bus and Bus Facility Program funds for the purchase of three small buses.

METRO has requested that additional funds be added to FY 2019 of the Transportation Improvement Program (TIP) to include Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility funds. These funds will be used for the purchase of three small replacement buses. Adequate funding is available for this project.

METRO is requesting the following change to the TIP:

- Add Capital Funds for the Purchase of 3 Light Transit Vehicles (LTVs)

METRO requests the addition of \$272,930 in FTA Section 5339 funds in FY 2019. This project is intended to maintain their vehicle fleet at adequate levels, maintaining a state of good repair. The project will be funded at 80% federal share. The total project cost is \$341,162.

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.

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 RTA service area.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2018-16. This resolution approves the requested changes to FY 2019 of the TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2018-16

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

**ADDING FTA SECTION 5339 FUNDS TO FY 2019 OF THE TRANSPORTATION
IMPROVEMENT PROGRAM FY 2018-2021 FOR METRO RTA (TIP AMENDMENT
#11)**

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 areas of Wayne County; and

WHEREAS, it is the responsibility of this Committee to develop and maintain the area's 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 Transit Administration (FTA) funds; and

WHEREAS, METRO RTA has requested that FY 2019 of the TIP be amended to add FTA Section 5339 Bus and Bus Facilities Program funds for the purchase of replacement vehicles for their fleet; 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 Committee has analyzed this request and found it to be consistent with the area's Transit Asset Management (TAM) planning goals; and

WHEREAS, this project has been determined to be in conformity with the State Implementation Plan; 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 2018-16 Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2018-2021 Transportation Improvement Program as previously specified.
2. That this Committee affirms that the FY 2018-2021 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 affirms and supports METRO RTA's Transit Asset Management (TAM) planning goals for the maintenance of the area's capital assets, including vehicle fleet.
5. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
6. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
7. That this Committee affirms consistency with environmental justice requirements.
8. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee

Date

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

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

FROM: AMATS Staff

RE: Resolution 2018-17 – Approving Support for Performance Measures Goals, Transit Asset Management and CMAQ Performance Planning

DATE: September 5, 2018

Executive Summary

The purpose of this resolution is to approve support for ODOT performance targets and transit asset management targets, as well as adopt the area's CMAQ performance plan.

Background

Recent federal legislation (MAP-21 and the FAST Act) features a new federal emphasis on performance measurement. This focus is consistent with AMATS' goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

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

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

Currently, US DOT has established performance measures. ODOT is continuing to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

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

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

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

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

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

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

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

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

- **Investment Plan** – In order to link the Regional Transportation Plan (*Transportation Outlook 2040*), which has an horizon of at least 20 years, to projects in the TIP, AMATS may consider developing a mid-range investment plan that, for example, may cover 10 years.
- **Resource Allocation / Program of Projects** – Project prioritization or selection criteria are used to identify specific projects or strategies for a capital plan or TIP. Projects included in the TIP are selected based on performance, and whether they show a clear link to meeting performance objectives.

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

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

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

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

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

TARGET SETTING AND COORDINATION

Safety

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

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

In accordance with federal legislation, AMATS used a five-year average to calculate baseline safety targets. These baseline targets are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area found in the 2014-2016 Traffic Crash Report, approved in March 2018. This technical memorandum also includes analyses of bicycle and pedestrian safety data.

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 1 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2011-2015 for setting the CY 2018 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2018 targets in December 2019. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline.

The CY 2018 highway safety targets for Ohio are:

- 1,051 fatalities
- 9,033 serious injuries
- 0.91 fatality rate
- 8.01 serious injury rate
- 840 non-motorized fatalities and serious injuries

AMATS is also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2018 AMATS decided to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2017-14, approved in December 2017).

ODOT's Calculated Targets for CY 2019

After reviewing historical crash trends, external factors, and through consultation with ODOT's partners, the Strategic Highway Safety Plan Steering Committee recommended that Ohio retain its 1 percent annual reduction target across all five categories.

Although the 1% annual target will be difficult to achieve across all five categories, the SHSP Steering Committee feels an aspirational but achievable target is better than adopting targets that accept the status quo.

Below are Ohio's CY 2019 targets. The baseline years for setting CY 2019 targets are CY 2013-2017. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2019 targets in December 2020. States will be notified in March 2021.

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

CY 2019 Targets for Ohio are:

- 1,062 fatalities
- 8,834 serious injuries
- 0.91 fatality rate
- 7.60 serious injury rate
- 836 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2013-2017):

- 1,083.4 fatalities
- 9,013.2 serious injuries
- 0.93 fatality rate
- 7.76 serious injury rate
- 852.8 non-motorized fatalities and non-motorized serious injuries

The following estimates for CY 2018 are based on crash frequencies reported in CY 2017. Actual safety data for CY 2018 will not be available until next spring (April 2019)

Although we have not reached the end of calendar year 2018, ODOT is projecting the following year end data:

- 823 Number of Fatalities
- 9,031 Number of Serious Injuries
- 0.82 Rate of Fatalities
- 8.83 Rate of Serious Injuries
- 795 Frequency of Non-motorized Fatalities and Non-motorized Serious Injuries

Based on the projections, Ohio can potentially meet 2 of the 5 targets (the number of serious injuries and serious injury rate) and "make significant progress" toward the non-motorist target.

The staff is recommending that the Policy Committee support ODOT's statewide 1 percent annual reduction target for all five safety performance measures in CY 2019.

Infrastructure Condition

Pavement and Bridge Performance Measures

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

National Highway System Pavement Condition		
Pavements	2 Yr. Target	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	N/A	50%
Percentage of Interstate Pavements in Poor Condition	N/A	1%
Percentage of Non-Interstate NHS Pavements in Good Condition	35%	35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%	3%
Interstate System Bridge Condition		
Bridge	2 Yr. Target	4 Yr. Target
Percentage of NHS Bridges in Good Condition	50%	50%
Percentage of NHS Bridges in Poor Condition	5%	5%

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

The staff is recommending support for ODOT's statewide goals.

Congestion Reduction

CMAQ Traffic Congestion Performance Measures

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

Peak Hour Excessive Delay (PHED)

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

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

Mode Share (Non-SOV Travel)

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

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

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

Urbanized Area Peak Hour Excessive Delay		
Peak Hour Excessive Delay (PHED)	2 Yr. Target	4 Yr. Target
Peak Hour Excessive Delay per Capita – Cincinnati	N/A	<12 hrs. / yr.
Peak Hour Excessive Delay per Capita – Cleveland	N/A	<10 hrs. / yr.
Peak Hour Excessive Delay per Capita – Columbus	N/A	<12 hrs. / yr.
Urbanized Area Percent of Non-SOV Travel		
Percent of Non-SOV Travel	2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel – Cincinnati	17.4%	17.4%
Percent of Non-SOV Travel – Cleveland	18.0%	18.5%
Percent of Non-SOV Travel – Columbus	18.2%	19.0%

For the establishment of the PHED measure, ODOT and its partner agencies reviewed data from 2017 using the RITIS Analytics Tool, which draws data from the NPMRDS. Only data from 2017 was reviewed, as this was the only year available in this new dataset. For the establishment

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

AMATS is located in part of the Cleveland urbanized area (UZA). Consequently, ODOT, NOACA and AMATS coordinated the setting of targets for the Cleveland area.

Total CMAQ Emission Reduction Performance Measures

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

Emissions Reduction

ODOT, in coordination with the Ohio MPOs, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all non-attainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors. State DOTs must set targets by May 20, 2018 and targets must be reported to FHWA by October 1, 2018. MPOs, in coordination with State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. Targets are to be set within 180 days after state DOTs have set their targets. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported in the CMAQ Public Access System.

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

The measures and targets are listed as follows:

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

The targets reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2013 – 2016 project emissions data recorded in the Federal Highway Administration’s CMAQ Public Access Database and were averaged to form a trend analysis. AMATS is acting in support of ODOT’s targets.

System Reliability

Travel Time Reliability and Freight Movement Performance Measures

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four year performance period. The two measures are listed below:

Level of Travel Time Reliability		
Travel Time Reliability	2 Yr. Target	4 Yr. Target
Interstate Travel Time Reliability	85%	85%
Non-Interstate NHS Travel Time Reliability	N/A	80%
Level of Truck Travel Time Reliability		
Truck Travel Time Reliability	2 Yr. Target	4 Yr. Target
Interstate Truck Travel Time Reliability Index	<1.50	<1.50

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

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment’s largest ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

The data to assess travel time reliability and establish targets is sourced from FHWA’s National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA’s Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics. The NPMRDS is a relatively new dataset. The current iteration reflects only calendar year 2017 data. Accordingly, ODOT does not have historical data to review in establishing targets. ODOT’s Travel Time Reliability and Freight Travel Time Reliability targets are reflective of the calendar year 2017 data available.

Transit Asset Management Planning – METRO RTA and PARTA

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

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

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

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

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

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

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

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

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

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

To that end, METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, as required by federal guidance. The area RTAs have also shared their agency's performance targets for all rolling stock, equipment, facilities, and infrastructure with AMATS, so that those targets can be included in the TIP for the October 1, 2018, ODOT STIP amendment. METRO and PARTA have also provided a narrative to AMATS for the TIP on their TAM performance targets and measures and how they will achieve those targets, for inclusion in the TIP prior to the October 1, 2018, ODOT STIP amendment. And, METRO and PARTA have certified that their agencies will implement a Transit Asset Management Plan in accordance with 49 CFR part 625 (the current federal guidance, designated as "The TAM Rule").

PARTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2018 Inventory	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES							
Age - %of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>						
	<i>AO - Automobile</i>						
	<i>BR - Over-the-road Bus</i>						
	<i>BU - Bus</i>	0%	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	30%	25%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>						
	<i>FB - Ferryboat</i>						
	<i>MB - Mini-bus</i>						
	<i>MV - Mini-van</i>						
	<i>RT - Rubber-tire Vintage Trolley</i>						
	<i>SB - School Bus</i>						
	<i>SV - Sport Utility Vehicle</i>						
	<i>TB - Trolleybus</i>						
<i>VN - Van</i>	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - %of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	50%	50%	50%	50%	50%	50%
	<i>Steel Wheel Vehicles</i>						
	<i>Trucks and other Rubber Tire</i>	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - %of facilities with a condition rating below Economic Requirements Model (TERM) Scale	<i>Administration</i>	0%	0%	0%	0%	0%	0%
	<i>Maintenance</i>	0%	0%	0%	0%	0%	0%
	<i>Parking Structures</i>	0%	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%	0%

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

In addition to other funding and projects, the FY 2018-2021 TIP programs the following transit projects for PARTA, utilizing \$3.5 million in federal funds, which will contribute to the attainment of the PARTA capital targets:

- PID 99823: 2 Large Replacement Buses, CMAQ funds, \$800,000
- PID 99311: 5 Small Buses, OTPPP (CMAQ) funds, \$413,000
- PID 99825: 2 Large Replacement Buses, CMAQ funds, \$800,000
- PID 104391: 6 Small Buses, FTA 5307 funds, \$312,000
- PID 104397: 6 Small Buses, FTA 5307 funds, \$312,000
- PID 102992: 2 Large Replacement Buses, CMAQ funds, \$832,000

METRO RTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2018 Inventory	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES							
Age - %of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	0%	0%	0%	0%	0%	0%
	AO - Automobile						
	BR - Over-the-road Bus	0%	0%	0%	0%	0%	0%
	BU - Bus	5%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	27%	25%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van	25%	25%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
VN - Van	0%	0%	0%	0%	0%	0%	
EQUIPMENT							
Age - %of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	50%	50%	50%	50%	50%	50%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - %of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%

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

In addition to other funding and projects, the FY 2018-2021 TIP programs the following transit projects for METRO, utilizing \$20.9 million in federal funds, which will contribute to the attainment of the METRO capital targets:

- PID 94960: 8 Large Replacement Buses, FTA 5307 and 5339 funds, \$2,880,000
- PID 94962: 12 Small Buses, FTA 5307 funds, \$1,008,000
- PID 94967: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 99089: 8 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,296,000
- PID 99090: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 99092: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 99096: 3 Large Replacement Buses, FTA 5307 and 5339 funds, \$1,236,000
- PID 108907: 3 Small Buses, FTA 5339 funds, \$272,930
- PID 99097: 10 Small Buses, FTA 5307 funds, \$760,000

- PID 99099: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 99826: 4 Large Replacement Buses, CMAQ funds, \$2,200,000
- PID 104354: 7 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,304,000
- PID 104355: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 104358: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 104362: 7 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,304,000
- PID 104363: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 104365: Shelter and Benches, FTA 5307 funds, \$65,000

Investment prioritization assists AMATS area stakeholders in making more informed investment decisions to improve the SGR of capital assets, and defines when assets need overhaul or replacement. The investment prioritization list, is a list containing the work plans and schedules of proposed METRO RTA and PARTA projects and programs, how METRO and PARTA estimates achieving their SGR goals, and ranks projects and programs based on implementation priority over the TAM Plan horizon period of four years. METRO is designated as a Tier I TAM agency. PARTA is designated Tier II. Each agency is tracking their own capital assets and setting targets in coordination with AMATS. The AMATS FY 2018-2021 TIP prioritizes transit funding for preventive maintenance, bus replacements, elderly and disabled transportation, and passenger amenities.

The FY 2018-2021 TIP, as amended, includes \$28.5 million in federal funds for capital projects, and \$21.2 million in federal funds for preventive maintenance expenditures. Of the federal funds programmed in the FY 2018-2021 TIP, the largest part is designated for the preservation of the existing system. PARTA's acquisition of CNG buses and fueling capability are an expansion of the existing capital assets. By mode of travel, transit projects comprise 46% of total (federal, state and local) TIP programmed costs at approximately \$317 million.

Approximately \$2.2 million in federal funds for elderly and disabled transportation is made available from the FTA Section 5310 program. Projects intended to assist in the transportation of the elderly and disabled are derived from the AMATS Coordinated Public Transit Human Services Transportation Plan (approved May 2018). The goal of the plan is to better coordinate services among regional agencies in order to reduce costs, eliminate the duplication of services and provide assistance to those who are underserved. AMATS has recently awarded nearly \$1 million in federal funds to area social service agencies through METRO RTA and PARTA.

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

ranked contains a year or specific date in which the RTA intends to carry out the program or project.

Staff Recommendation

Attached is Resolution 2018-17 for your review and consideration. This resolution approves AMATS support for ODOT performance targets, the AMATS CMAQ performance plan, and the area's transit asset management planning. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2018-17

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED:

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

RESOLUTION NUMBER 2018-17 (continued)

11. That this committee accepts the self-certification from METRO RTA and PARTA that they are engaging in performance-based asset management planning as required by federal guidance.
12. That this Committee approves the attached AMATS area CMAQ performance plan described in the above memorandum.
13. That this Committee approves that AMATS, as part of the Cleveland-Akron-Lorain non-attainment area, supports the intent of ODOT's statewide targets for air quality improvements.
14. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee

Date

CMAQ Performance Plan

AMATS



September 5, 2018

Akron Metropolitan Area Transportation Study

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AMATS CMAQ Performance Plan

MPO Name: Akron Metropolitan Area Transportation Study

TMA and State(s): Akron, Ohio

The AMATS CMAQ Performance Plan is prepared as an element of the Ohio Department of Transportation (ODOT) statewide CMAQ performance report for the baseline period in accordance with the requirements of 23 CFR 490.107(c) and 23 USC 149(I) by AMATS staff in collaboration with ODOT, Federal Highway Administration (FHWA), and other stakeholders. Specifically, the report addresses performance measures promulgated through the PM3 regulation Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measures to Assess the CMAQ Program – On-Road Mobile Source Emissions).

Table 1a shows the baseline and four-year target peak hours of excessive delay (PHED) per person, per year for the Cleveland urbanized area. The data for this metric was derived from FHWA vehicle occupancy factors, HPMS traffic count data, and the NPMRDS travel time data set. Federal rules require that the Cleveland, Cincinnati and Columbus urbanized areas must set air quality related targets at this time (performance period 1). The northern portions of the AMATS area are located in the Cleveland urbanized area. Consequently, AMATS must coordinate with the Northeast Ohio Areawide Coordinating Agency (NOACA) to set targets for the Cleveland urbanized area.

PHED is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during weekdays (Monday through Friday), with a required morning peak timeframe of 6:00am-10:00am, and a variable evening peak timeframe.

Table 1a
Traffic Congestion Measures: Peak Hour Excessive Delay (PHED)
Annual Hours per Person

PHED 2017 Baseline	7.7 Hours per Person
PHED 2020 2-Year Target	N/A
PHED 2022 4-Year Target	<10.0 Hours per Person

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

Table 1b shows the baseline, two-year, and four-year targets for non-single occupancy vehicle travel (Non-SOV) in the Cleveland urbanized area. The data for this metric was derived from the American Community Survey Economic Characteristics table.

Table 1b
Traffic Congestion Measures: Non-Single Occupancy Vehicle (Non-SOV) Travel
Percent of Total Travel Modes

Percent of Non-SOV Travel Baseline - 2016	17.9%
Percent of Non-SOV Travel 2020 2-Year Target	≥ 18.0%
Percent of Non-SOV Travel 2022 4-Year Target	≥ 18.5%

Table 2 shows the on-road baseline, two-year, and four-year quantitative emissions targets for Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), and Particulate Matter having a diameter of less than 2.5 micrometers (PM_{2.5}). The baseline data was derived from the CMAQ Pubic Access System and aggregated, by state and pollutant type for the years 2014 – 2017. The data for the two and four-year targets was derived from projects in the TIP with quantitative emissions benefits, for the years 2018 – 2021. Data is expressed in kilograms of pollutant per day. The 2014-2017 baseline data is for the AMATS area. The two-year and four-year statewide targets have been set by ODOT, and are supported by AMATS.

Table 2 – On-Road Mobile Source Emissions (kg/day)

	NOx	VOC	PM _{2.5}
2014-2017 AMATS Baseline	18.8500	125.0610	5.9028
2020 ODOT 2-Year Target	537	69	36
2022 ODOT 4-Year Target	537	537	36

Table 3 lists all of the projects in the TIP with quantitative emissions benefits for the years 2018-2021. Additionally, each project includes a description on how AMATS anticipates these projects will contribute to the achievement of the PHED and Non-SOV targets.

Table 3 – Future Projects Estimated Emissions Benefits - Description of Projects

Project	Project Description	Year of Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	PM _{2.5} Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
East Summit St	Traffic Flow Project, ITS, Traffic Signal improvements and coordination	2014	2.8300	1.7100		Reduces Congestion and Delay	N/A
JRayl Dual Fuel	Non-Transit Alternative fuels, public private partnership, CNG vehicles	2014		1.3700	0.0900	N/A	N/A
METRO Bus Overhaul	Purchase or modification of conventionally fueled vehicles	2014	0.4800	16.0000	0.8600	Removes Multiple Vehicles from the Network	Encourages Transit Ridership
AMATS FY 2015 Air Quality	Demand Management Project – Public Education	2014	QA	QA		Removes Multiple Vehicles from the Network	Encourages Alternate Modes
AMATS FY 2015 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2015	QA	QA		Removes Multiple Vehicles from the Network	N/A
SR 91-5.12	Left-turn lane, managed lanes	2015	0.0090	0.0040	0.0008	Reduces Congestion and Delay	N/A
Smith Dairy CNG 2013	Non-transit alternative fuels, CNG vehicles	2015		8.1620	0.6800	N/A	N/A
AMATS FY 2016 Air Quality	Demand Management Project – Public Education	2015	0.0980	0.2060	0.0090	N/A	Encourages Alternate Modes
AMATS FY 2016 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2015	5.3100	11.1400	0.4800	Removes Multiple Vehicles from the Network	N/A
PARTA 2015 DERG CNG bus	CNG vehicles	2016		0.2220	0.0250	Removes Multiple Vehicles from the Network	Encourages Transit Ridership

SR 91-11.83	Left-turn lane, managed lanes	2016	1.1640	0.06350		Reduces Congestion and Delay	N/A
Cedar/Exchange St	Reducing lanes, signal coordination, bike lanes	2016	0.7690	0.4460		Reduces Congestion and Delay	Encourages Alternate Modes
Streetsboro signals	Signal coordination, ITS	2016	0.2540	0.1820	0.0130	Reduces Congestion and Delay	N/A
AMATS FY 2017 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2016	QA	QA		Removes Multiple Vehicles from the Network	N/A
AMATS FY 2017 Air Quality	Demand Management Project – Public Education	2017	0.1000	0.2000	.0100	N/A	Encourages Alternate Modes
Arlington Rd	Signal coordination, ITS, left-turn lane at Warner	2017	0.6980	0.0270		Reduces Congestion and Delay	N/A
Frost Rd PH 1	Signal coordination, TWLTL	2017	2.5340	1.0550		Reduces Congestion and Delay	N/A
PARTA CNG Fueling Station	New CNG fueling station to PARTA HQ	2017	0.4500	28.6800		Removes Multiple Vehicles from the Network	Encourages Transit Ridership
West side signals – Ravenna	Signal coordination	2017	0.0410	0.0130		Reduces Congestion and Delay	N/A
PARTA 2017 bus replacement	Bus replacement	2017	4.1130	0.2510	0.0850	Removes Multiple Vehicles from the Network	Encourages Transit Ridership
JRayl CNG trucks FY13	Non-Transit Alternative fuels, CNG vehicles	2017		54.7580	3.6500	N/A	N/A
AMATS FY 2018 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2018	5.8000	12.1500	0.5200	Removes Multiple Vehicles from the Network	N/A
Streetsboro citywide signal upgrade	Signal coordination, ITS	2018	0.2540	0.1820	0.0130	Reduces Congestion and Delay	N/A
SR 43 (S Water St)	Turn lanes and signal coordination	2018	0.4946	0.2274		Reduces Congestion and Delay	N/A

PARTA bus purchase	2 large buses	2018	7.6800	0.2800	0.2090	Removes Multiple Vehicles from the Network	Encourages Transit Ridership
AMATS FY 2019 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2019	5.9000	12.3600	0.5300	Removes Multiple Vehicles from the Network	N/A
AMATS FY 2019 Air Quality	Public Education, Outreach	2019	0.1010	0.2120	0.0090	N/A	Encourages Alternate Modes
Canton Rd/East Market St	Roundabout	2019	0.1802	0.1533	0.0050	Reduces Congestion and Delay	N/A
Cleveland Massillon Rd	Roundabout at Rothrock & restricting I-77 ramp to right-turn only	2019	0.4222	0.3025	0.0216	Reduces Congestion and Delay	N/A
Massillon Rd Ph 3/ Boettler Rd	Roundabout	2019	0.4318	0.3094	0.0220	Reduces Congestion and Delay	N/A
METRO & PARTA bus purchase	Transit bus replacement with CNG	2019	2.5900	13.9900	2.3900	Removes Multiple Vehicles from the Network	Encourages Transit Ridership
Tallmadge Rd interchange	Reconstruction of I-76 WB off-ramp to relocation Mogadore intersection & add turn lanes	2019	1.8077	1.2954	0.0923	Reduces Congestion and Delay	N/A
SR 162-Copley Rd/ Cleveland Massillon Rd	Intersection improvements – Add EB left and SB right turn lanes	2019	0.0840	0.0990	0.0030	Reduces Congestion and Delay	N/A
AMATS FY 2020 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2020	QA	QA	QA	Removes Multiple Vehicles from the Network	N/A
AMATS FY 2020 Air Quality	Public Education, Outreach	2020	QA	QA	QA	N/A	Encourages Alternate Modes
Cleveland Massillon Rd/ Ridgewood Rd	Intersection improvements – Add EB left and SB right turn lanes	2020	0.0990	0.1170	0.0030	Reduces Congestion and Delay	N/A
AMATS FY 2021 Rideshare	Carpooling/Vanpooling, Marketing, Outreach	2021	QA	QA	QA	Removes Multiple Vehicles from the Network	N/A

AMATS FY 2021 Air Quality	Public Education, Outreach	2021	QA	QA	QA	N/A	Encourages Alternate Modes
PARTA CNG bus replacement	Replace older diesel with CNG buses	2021	0.0600	1.7700	0.0100	Removes Multiple Vehicles from the Network	Encourages Transit Ridership

Cleveland-Akron-Lorain Air Quality Non-Attainment Area

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

USEPA also designated several of the counties in this area (including Summit and Portage) as non-attainment for PM_{2.5} (particulate matter) under the 2006 standard. This area includes Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, and a portion of Ashtabula County.

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

The USDOT requires air quality conformity determinations every time a new TIP or Regional Transportation Plan is completed. This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the TIP and Regional Transportation Plan. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

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

NOACA’s air quality emissions targets are shown below for informational purposes. AMATS is supporting ODOT’s statewide emissions targets as discussed above.

Cleveland Urbanized Area Traffic Congestion Targets

CMAQ Traffic Congestion Measures	Current	ODOT 2 Yr. Target	ODOT 4 Yr. Target	Cleveland UZA Recommended 2 Yr. Target	Cleveland UZA Recommended 4 Yr. Target
Cleveland UZA - Peak Hour Excessive Delay (PHED) per Person	7 hr 23 min	N / A	<10 hrs / yr	N / A	<10 hrs / yr
Cleveland UZA - Percent of Non-SOV Travel	17.90%	17.80%	17.80%	18.00%	18.50%

NOACA Area Air Quality Targets

CMAQ On-Road Mobile Source Emissions	Current (Statewide)	ODOT 2 Yr. Target	ODOT 4 Yr. Target	NOACA Recommended 2 Yr. Target	NOACA Recommended 4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	5 yr avg - 85.90 kg/day	69 kg/day	69 kg/day	16.16 kg/day	38.56 kg/day
Nitrous Oxide Total Emission Reduction	5 yr avg - 671.31 kg/day	537 kg/day	537 kg/day	56.71 kg/day	107.17 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	5 yr avg - 44.97 kg/day	36 kg/day	36 kg/day	3.96 kg/day	7.58 kg/day

FEDERAL REQUIREMENTS FOR CMAQ PROJECT FUNDING

The Congestion Mitigation and Air Quality (CMAQ) program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. Reducing congestion is a key objective of federal surface transportation policy. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all federal-aid projects, CMAQ projects must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP) (or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO). In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

AMATS and ODOT each receive CMAQ funding and allocate it annually to fund applicable projects. In 2012, ODOT created the Ohio Statewide Urban Congestion Mitigation and Air Quality CMAQ Program (OSUCC). The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated. OSUCC is administered as a subcommittee of the Ohio Association of Regional Councils (OARC) Executive Directors. OSUCC is charged with developing protocols for managing the program, along with project selection. The CMAQ Program provides approximately \$60 million annually, to Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000.

Projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a quantitative assessment is sufficient. All projects awarded annually must be entered into the CMAQ Public Access System (PAS). Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region. Table 3 above lists the quantified benefits, if any, included in the PAS for the AMATS area for recent years (2014 to 2021). Further information on the joint MPO/ODOT CMAQ project process can be found in the AMATS Funding Policy Guidelines.

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

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

FROM: AMATS Staff

RE: Resolution 2018-18 – Approving the FY 2018 Year End Completion Report

DATE: September 5, 2018

This memorandum discusses the status of activities and expenditures for transportation planning in the Akron Metropolitan Area for the state fiscal year ending June 30, 2018. The purpose of this resolution is to approve the Fiscal Year 2018 Year End Completion Report for transmittal to ODOT.

Each year AMATS prepares a Transportation Planning Work Program that is the basis for federal financial assistance for planning. ODOT requires AMATS, following the close of each fiscal year (June 30), to review the previous year's Work Program and compare the scope of work that was originally proposed to that which was completed. Completion of the Work Program is a prerequisite for certification of the planning process. This memorandum summarizes the Fiscal Year 2018 Year End Completion Report. The planning work necessary for FY 2018 was completed, and the expenditures were within the budgeted amounts. All items were completed by the end of the fiscal year on June 30. A DRAFT copy of the report can be viewed here <http://amatsplanning.org/wp-content/uploads/FY-2018-ODOT-Year-End-Report-DRAFT.pdf>.

Upon approval, this report will be submitted to the Ohio Department of Transportation (ODOT).

Attached is a financial summary of the Fiscal Year 2018 Year End Completion Report for all of the work elements scheduled during FY 2018. A number of significant products and activities were completed during FY 2018. These include:

1. Maintained the FY 2018-2021 Transportation Improvement Program as amended
2. Solicited applications for new projects using STBG and TASA funding
3. Participated in the Statewide CMAQ Discretionary Funds Program
4. Monitored projects that use federal funds sub-allocated to AMATS
5. Implemented the newly-approved Regional Transportation Plan: *Transportation Outlook 2040*
6. Updated the *Coordinated Public Transit/Human Services Transportation Plan*
7. The High Crash Locations (2014-2016) Report

8. Over 370 Traffic Counts
9. 2017 AMATS Annual Report
10. The promotion of commuter alternatives through bicycle and pedestrian advocacy
11. Management of the Gohio Commute Program
12. Integrated and monitored performance measures as part of the Plan and TIP processes consistent with the FAST Act

Because AMATS is well within budget, funds were able to be carried over from FY 2018. These funds total approximately \$456,016 (see the attached summary table) and must be expended by December 31, 2018.

Attached is Resolution Number 2018-18 approving the FY 2018 Year End Completion Report and authorizing its submission to ODOT and USDOT as evidence of completing the FY 2018 Transportation Planning Work Program. All work elements remain within budget. The Staff recommends approval.

**FY 2018
YEAR END FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 1, 2017 to June 30, 2018**

Description	Annual Budget	FY2018 Expenses	% Budget Expended	Carryover to FY2019
I. Short Range Planning	\$490,766	\$381,736	78%	\$108,000
FY2017 Carryover	84,000	83,911		0
FY2018	406,766	297,825		108,000
II. Transportation Improvement Program	\$367,250	\$236,781	64%	\$129,000
FY2017 Carryover	142,250	141,437		0
FY2018	225,000	95,344		129,000
III. Continuing Planning & Data Collection Transportation System Update	\$211,300	\$151,454	72%	\$60,000
FY2017 Carryover	31,300	31,587		0
FY2018	180,000	119,867		60,000
IV. Long Range Plan Activity	\$246,500	\$171,054	69%	\$74,000
FY2017 Carryover	66,500	65,720		0
FY2018	180,000	105,334		74,000
V. Service	\$704,059	\$639,664	91%	\$64,016
FY2017 Carryover	156,900	157,002		0
FY2018	352,762	299,281		53,000
FY2018 Planning Grants	194,397	183,381		11,016
VI. Planning Supplemental Funding	\$21,000	\$12,069	57%	\$0
FY2016 Carryover	21,000	12,069		0
VII. OhioRideshare and AQ Advocacy	\$193,300	\$107,928	56%	\$10,000
FY2017 OhioRideshare Carryover	17,000	16,208		0
FY2018 OhioRideshare	50,000	39,729		10,000
FY2017 Air Quality Carryover	56,300	51,991		0
FY2018 Air Quality	70,000	0		0
VIII. Local	\$25,000	\$35,492	142%	\$0
AMATS Local Costs	25,000	35,492		0
IX. AMATS Transportation Quarterly	\$54,471	\$43,348	80%	\$11,000
FY2017 Carryover	6,600	6,489		0
FY2018	47,871	36,859		11,000
X. GRAND TOTAL AMATS BUDGET	\$2,313,646	\$1,779,526	77%	\$456,016

RESOLUTION NUMBER 2018-18

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

APPROVING THE FISCAL YEAR 2018 YEAR END COMPLETION REPORT

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 and Milton Township areas of Wayne County; and

WHEREAS, this Committee is responsible for directing, coordinating and administering the Transportation Planning Work Program for the AMATS area; and

WHEREAS, an AMATS Year End Completion Report that compares the scope of work proposed in the Transportation Planning Work Program to the work that was completed, must be prepared annually; and

WHEREAS, this Committee has reviewed and found acceptable the Fiscal Year 2018 Year End Completion Report containing the work scheduled in the FY 2018 Transportation Planning Work Program and a comparison with progress made on those products.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the FY 2018 Year End Completion Report.
2. That this Committee directs the AMATS Staff to transmit a copy of this resolution to the United States Department of Transportation and the Ohio Department of Transportation as evidence of completing the FY 2018 Transportation Planning Work Program.

Mayor Bobbie Beshara, 2018 Chairwoman
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 2018-19 – Concurrence with the Revised Air Quality Conformity Analysis for the Cleveland-Akron Air Quality Non-attainment Area to Amend the CUY IR-71 Auxiliary Lane Project to the NOACA Long Range Transportation Plan and TIP

DATE: September 5, 2018

The Northeast Ohio Areawide Coordinating Agency (NOACA) is requesting that the AMATS Policy Committee concur with the regional air quality conformity determination for the Cleveland-Akron air quality nonattainment area to amend its proposed Long Range Transportation Plan - *AIM Forward 2040* (Plan) and SFY 2018-2021 Transportation Improvement Program (TIP). The amendment will include a new ODOT sponsored capacity project as follows:

- **PID 107119: CUY IR-71-2.65 Auxiliary Lane** – The proposed project involves adding an auxiliary lane along southbound IR-71, from the Ohio Turnpike (IR-80) entrance ramp to the SR-82 westbound exit in Cleveland. The project extends approximately 6,200 feet between ramp terminals. The work will include converting the IR-71 southbound exit to SR-82 westbound to a two-lane exit.

In accordance with federal Transportation Conformity Regulations, 40 CFR Parts 51 and 93 and September 2017, clarification from EPA regarding exempt project interpretations, the planning process has determined the proposed project adds capacity and requires a conformity determination.

NOACA has prepared the necessary analysis to demonstrate that the amendment of these documents will not interfere with the Cleveland-Akron area's air quality conformity status. The results of the analysis are included in **Exhibit 1**.

This amendment will necessitate a new Cleveland-Akron Air Quality area conformity determination for the 2008 8-Hour ozone standard and 2006 and 2012 fine particulate matter (PM 2.5) standards for the Plan and SFY 2018-2021 TIP. A conformity finding is determined on a nonattainment area rather than a sub area basis. Therefore the new regional air quality conformity determination will affect the Metropolitan Planning Organizations (MPOs) of the Erie Regional Planning Commission (covers the Lorain County portion of the City of Vermilion); NOACA (covers Cuyahoga, Geauga, Lake, Lorain, and Medina Counties); AMATS (covers Portage and Summit Counties); and the Ohio Department of Transportation (covers Ashtabula County). Each of the area's planning partners must approve a new conformity finding

for the area whenever a Plan or TIP amendment for a capacity addition with air quality impacts is proposed by one of the other agencies.

Both USEPA and the Federal Highway Administration (FHWA) must then review and approve the conformity findings before they become effective. The emissions totals of the amended air quality conformity analysis demonstrate transportation conformity for NOACA's IR-71 auxiliary lane project in Cuyahoga County as part of the Cleveland-Akron air quality nonattainment area.

STAFF RECOMMENDATION

Resolution 2018-19 establishes AMATS concurrence with the results of the air quality analysis for the NOACA Plan and TIP amendment, in keeping with the interagency coordination requirements for the nonattainment area. The Staff recommends approval.

Interagency Consultation

- **Latest planning assumptions**
 - Model of record calibrated and validated in March 2017
 - Variables last updated in March 2017
- **Latest emission modeling**
 - Emissions analyses will be conducted using MOVES2014
- **Conformity Test** – Analysis years per tables below
 - 2008 Ozone SIP State Implementation Plan (SIP) budget tests
 - 2015 and 2022 PM_{2.5} SIP budget tests
 - Review Ozone and PM_{2.5} budgets below to confirm accuracy
- **Interagency consultation** was initiated on May 1, 2018.
- **Public Involvement effort with Air Quality Conformity results** - The proposed revision will be provided for public comment consistent with NOACA's Public Interaction Policy (PIP). The proposed plan amendment including the conformity results will be posted on the website for public review and comment leading up to the NOACA Board of Directors' amendment action.
- The NOACA Board of Directors will be asked to approve the amendment of NOACA's long-range transportation plan (Plan) and the Transportation Improvement Program (TIP) to include the proposed project at its meeting on September 14, 2018.
- The AMATS Technical Advisory Committee will make its recommendation to the Policy Committee at its September 13, 2018 meeting. The AMATS Policy Committee will take action at its September 20, 2018 meeting.
- The ERPC Technical Advisory Committee will make its recommendation to the Policy Committee at its July 20, 2018 meeting. The ERPC Policy Committee will take action at its July 26, 2018 meeting.
- The participating MPOs and ODOT will conduct their public involvement for this conformity action in accordance with their respective public involvement policies.
- Upon adoption, the respective MPO resolutions will be forwarded to NOACA to be incorporated with all related materials and submitted to ODOT.

Exhibit 1
Summary Tables
Cuyahoga IR-71-2.65 (PID 107119)
Auxiliary Lane Project
Air Quality Conformity Analyses

8-Hour Ozone

Attainment status: 2008 8-Hour Ozone standard – Maintenance Area (Federal Register / Vol. 77, No. 98 / Monday, May 21, 2012)
1997 8-Hour Ozone Standard - Maintenance Area (Federal Register Notice Final Rule 9/15/09)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard Motor Vehicle Emissions Budget (MVEBs)
No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests for the time being per USEPA.

8-Hour Geography: ATB, CUY, GEA, LAK, LOR, MED, POR, SUM Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2020 Budget Year and year in current TIP – 1st Analysis Year
2030 Interim year
2040 Plan(s) horizon year

8-Hour Ozone Test	2020 8-Hour Budget	2020 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
AMATS	tons/day				
VOC		6.22		4.20	3.74
NOx		9.37		5.24	4.17
NOACA					
VOC		18.35		10.65	7.45
NOx		25.51		11.70	8.14
Ashtabula Co.					
VOC		0.93		0.58	0.54
NOx		1.56		0.84	0.72
Totals					
VOC	38.85	25.50	30.80	15.43	11.74
NOx	61.56	36.44	43.82	17.79	13.03

PM_{2.5} 2006 Standard

Attainment status: Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013 – Proposal to redesignate

SIP Status: Cleveland Area to attainment for 1997 and 2006 PM_{2.5} Standards – FR notice included an adequacy finding for the MOVES based MVEBs

Geography: CUY, LAK, LOR, MED, POR, & SUM Counties & Ashtabula Twp., ATB County, OH

Conformity Tests: Budget tests
 Analysis Years: 2020 Year in current TIP – 1st Analysis Year
 2022 PM2.5 Budget Year
 2030 Interim year
 2040 Plan(s) horizon year

PM _{2.5} Test	2015 Budget	2020 Emissions	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
AMATS	tons / year					
Direct PM		155.61		133.40	106.37	107.20
NOx		3,189.25		2,730.52	1,864.41	1,657.69
NOACA						
Direct PM		565.09		487.28	376.06	333.57
NOx		12,557.57		10,361.26	6,046.52	4,115.89
Ashtabula Twp.						
Direct PM		2.59		2.19	1.68	1.68
NOx		60.48		50.33	35.26	32.81
Area Totals						
Direct PM	1,371.35	723.29	880.89	622.86	484.11	442.46
NOx	35,094.70	15,807.30	17,263.65	13,142.11	7,946.19	5,806.39

PM_{2.5} 2012 Standard

Attainment status: PM2.5 Moderate Nonattainment Area (80 FR 2205 / January 14, 2015 – Cuyahoga and Lorain Counties designated moderate nonattainment area for 2012 Standards)
 SIP Status: Attainment demonstration not due at this time
 Geography: Cuyahoga and Lorain County, OH
 Conformity Tests: 1997/2006 SIP Maintenance Plan Budget - CUY & LOR subset - tests
 Analysis Years: 2021 Attainment year – 1st Analysis year
 2022 Budget year
 2030 Interim year
 2040 Plan(s) horizon year

PM _{2.5} Test	2015* Budget	2020 Emissions	2021 Emissions	2022* Budget	2022 Emissions	2030 Emissions	2040 Emission
NOACA	tons/year						
Direct PM	659.35	407.67	353.54	463.02	351.75	273.39	242.32
NOx	18,202.07	8,897.42	8,547.50	8,957.18	7,304.60	4,269.44	2,914.42
	*Cuyahoga and Lorain County budget totals from the 1997/2006 PM _{2.5} SIP Maintenance Plan						

RESOLUTION NUMBER 2018-19

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

**CONCURRENCE WITH THE REVISED AIR QUALITY CONFORMITY ANALYSIS
FOR THE CLEVELAND-AKRON AIR QUALITY NONATTAINMENT AREA TO
AMEND THE IR-71 AUXILIARY LANE PROJECT TO THE NOACA LONG RANGE
TRANSPORTATION PLAN AND TIP**

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 areas of Wayne County and,

WHEREAS, the United States Environmental Protection Agency (USEPA) establishes air pollution standards pursuant to the Clean Air Act for the preservation of public health and the environment, and

WHEREAS, nonattainment and maintenance areas through a process called transportation conformity must demonstrate conformity between their transportation planning efforts and the adopted or interim budgets as applicable for these pollutants; and

WHEREAS, the USEPA designated the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit a maintenance area under the 2008 eight-hour ozone standard; and designated the counties of Cuyahoga and Lorain a maintenance area under the 2006 fine particles standard and designated the counties of Cuyahoga and Lorain a moderate nonattainment area under the 2012 fine particles standard; and

WHEREAS, NOACA intends to amend its Long Range Transportation Plan and 2018-2021 Transportation Improvement Program to add the CUY IR-71-2.65 Auxiliary Lane project (PID 107119) along southbound IR-71 from the Ohio Turnpike (IR-80) entrance ramp to the SR-82 westbound exit in Cuyahoga County, which adds capacity to the nonattainment area's roadway system; and

WHEREAS, NOACA has prepared the necessary air quality conformity analyses for both ozone and fine particulate matter (PM_{2.5}), in accordance with the requirements specified by the Fixing America's Surface Transportation Act (FAST) and the Clean Air Act Amendments of 1990; and

WHEREAS, the demonstration of air quality conformity has been established for the eight-hour ozone and fine particles standards for this amendment on behalf of the Cleveland-Akron nonattainment area; and

RESOLUTION NUMBER 2018-19 – Continued

WHEREAS, the necessary coordination between the Cleveland-Akron air quality area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred to establish conformity under the eight-hour ozone and fine particles standards.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee concurs with NOACA’s air quality conformity analysis for the eight county Cleveland-Akron air quality nonattainment area as necessitated by the amendment of its Long Range Transportation Plan and Transportation Improvement Program to include the CUY IR-71-2.65 Auxiliary Lane project in Cuyahoga County.
2. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee

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 2018-20 Approving Amendment #12 to the Transportation Improvement Program FY 2018-2021 to add two new projects, combine two existing projects into one, and revise one existing project.

DATE: September 6, 2018

Add Two New Projects

Cleveland Massillon Road and Ridgewood Road – Is a new intersection improvement project in Copley Township. The project will add a new eastbound left turn lane on Ridgewood Road and a southbound right turn lane on Cleveland Massillon Road. Construction is scheduled in FY 2020 using \$280,000 of Congestion Mitigation & Air Quality (CMAQ) funds.

IR 76 (Kenmore Leg) – Is a new freeway project in the City of Akron from IR 277/US 224 to IR 77. This section of freeway is locally known as the Kenmore Leg. The project will make improvements to the shoulders, possibly construct pull offs, and improve ramps at both ends of the section. Engineering is scheduled in FY 2019 using \$1,827,243 of federal funds and \$203,027 of state funds.

Combine Two Existing Projects into One

Cleveland Massillon Road Phase 2 and 3 – Is a project in the City of Norton to add a new two way left turn lane and new sidewalks to Cleveland Massillon Road. Phase 2 and Phase 3 were originally two separate projects with distinct PID numbers. The two phases are next to each other and some of the drainage work extends into both phases. It was determined that construction would go more smoothly if the two phases were combined into one project. This new merger will be identified with the PID number that was assigned to Phase 2. The new project limits will now be from just north of Shannon Drive to Pleasant Drive. Construction is scheduled in FY 2019 using \$4,911,320 of Surface Transportation Block Grant (STBG) funds.

Revise One Existing Project

SR 91 Darrow Rd – Is a project in Hudson that adds a new two way left turn lane and new sidewalks to SR 91 Darrow Rd from the I-80 Turnpike Bridge to Middleton Road. Right of Way is being added to this project in FY 2019 using \$60,260 of STBG funds.

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 2018-20. This Resolution approves the amendment to the TIP FY 2018-2021. The Staff recommends approval.

RESOLUTION NUMBER 2018-20

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

Approving Amendment #12 to the Transportation Improvement Program FY 2018-2021 to add two new projects, combine two projects into one and revise one existing project.

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 areas 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 2018-2021 Transportation Improvement Program for the following projects as discussed in the accompanying memorandum:

- 1. SUM-Cleveland Massillon Road Phase 2/3 (PID 97638)** - Is a project in the City of Norton to add a new two way left turn lane and new sidewalks to Cleveland Massillon Road. Phase 2 and Phase 3 were originally two separate projects with distinct PID numbers. The two phases are next to each other and some of the drainage work extends into both phases. It was determined that construction would go more smoothly if the two phases were combined into one project. This new merger will be identified with the PID number that was assigned to Phase 2. The new project limits will now be from just north of Shannon Drive to Pleasant Drive. Construction is scheduled in FY 2019 using \$4,911,320 of Surface Transportation Block Grant (STBG) funds.
- 2. SUM-Cleveland Massillon Road and Ridgewood Road (PID 108131)** - Is a new intersection improvement project in Copley Township. The project will add a new eastbound left turn lane on Ridgewood Road and a southbound right turn lane on Cleveland Massillon Road. Construction is scheduled in FY 2020 using \$280,000 of Congestion Mitigation & Air Quality (CMAQ) funds.
- 3. SUM-IR 76-6.15 (PID 100713)** - a new freeway project in the City of Akron from IR 277/US 224 to IR 77. This section of freeway is locally known as the Kenmore Leg. The project will make improvements to the shoulders, possibly construct pull offs, and improve ramps at both ends of the section. Engineering is scheduled in FY 2019 using \$1,827,243 of federal funds and \$203,027 of state funds.
- 4. SUM-SR 91 (Darrow Road)-15.67 (PID 93822)** - Is a project in Hudson that adds a new two way left turn lane and new sidewalks to SR 91 Darrow Rd from the I-80 Turnpike Bridge to Middleton Road. Right of Way is being added to this project in FY 2019 using \$60,260 of STBG funds.

WHEREAS, the necessary public involvement has been carried out as described in the AMATS Public Participation Plan and,

WHEREAS, it has been determined that the Cleveland Massillon Road project is not exempt from regional air quality conformity analysis and has been analyzed for air quality conformity. An air quality conformity determination that addresses both ozone and PM_{2.5} pollutants has been conducted and has shown that the projects will conform to air quality requirements 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 2018-20 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2018-2021 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
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 Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 12 - 9/20/18
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021
TABLE H-3
HIGHWAY IMPROVEMENTS

PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2018	2019	2020	2021	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
97638	SUM-CLEVELAND MASSILLON RD (Phase 2/3) (Combine Phase 2 and 3 into one project)	1.00	NORTON CLEVELAND MASSILLON RD FROM N. OF SHANNON TO PLEASANT DR	MEDIAN TURN LANE SIGNAL UPGRADE RESURFACING SIDEWALKS	STBG-A HSIP LOCAL	C C C		4,911.3 236.0 2,818.7			10,263.3	NORTON	ANALYZE
108131	SUM-CLEVELAND MASSILLON RD/ RIDGEWOOD RD (New Project)	0.20	COPLEY TOWNSHIP CLEVELAND MASSILLON RD AT RIDGEWOOD RD (NORTH INTERSECTION)	NEW EB LEFT TURN LANE ON RIDGEWOOD SB RIGHT TURN LANE ON CLEVELAND MASSILLON	CMAQ LOCAL	C C			280.0 70.0		370.0	SUMMIT COUNTY ENGINEER	EXEMPT
100713	SUM-IR 76-6.15 (New Project)	3.30	AKRON IR 76 FROM IR 277/US 224 TO IR 77 (THIS SECTION OF FREEWAY IS LOCALLY KNOWN AS THE KENMORE LEG)	IMPROVED SHOULDERS POSSIBLE PULL OFFS RAMP RECONSTRUCTION AT BOTH ENDS	FED STATE	P P		1,827.2 203.0			7,450.0	ODOT	EXEMPT
93822	SUM-SR 91-15.67 (Darrow Rd) (Add funding for RW phase)	1.04	HUDSON SR 91 (DARROW RD) FROM TURNPIKE BRIDGE TO MIDDLETON RD	TURN LANES SIDEWALKS	STBG-A LOCAL	R R		60.3 68.7			4,073.9	HUDSON	EXEMPT