



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

Thursday, September 23, 2021  
1:30 p.m.

Agenda

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation
2. **Minutes**
  - A. August 12, 2021 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**
  - A. *AMATS Funding Policy Guidelines* – **Motion Requested** Attachment 4A
5. **New Business**
6. **Resolutions**
  - A. **Resolution 2021-13** – Approving Amendment #12 to the FY 2021-2024 Transportation Improvement Program to combine several groups of projects that are in the same area and adjacent to each other for economies of scale and easier management. This amendment will also revise the construction year of an existing resurfacing project, add a new resurfacing project to FY 2022 and cancel a resurfacing project programmed in FY 2022. – **Motion Required** Attachment 6A
  - B. **Resolution 2021-14** – To Add ODOT and Ohio EPA Funds in FY 2022 for METRO RTA (FY 2021-2024 TIP Amendment #13). – **Motion Required** Attachment 6B
  - C. **Resolution 2021-15** – Approving the FY 2021 Year End Completion Report. – **Motion Required** Attachment 6C
7. **Other Business**
  - A. Formation of 2022 Nominating Committee Oral
  - B. 2022 AMATS Meeting Calendar – **Motion Requested** Attachment 7B
8. **Adjournment**

**Next Regular Meeting:  
Thursday, December 16, 2021 - 1:30 PM  
Ballroom A - Hilton Garden Inn  
1307 E. Market St., Akron, Ohio**



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

Thursday, September 16, 2021  
1:30 p.m.

Agenda

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. August 10, 2021 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**
  - A. *AMATS Funding Policy Guidelines* – **Motion Requested** Attachment 4A
5. **New Business**
6. **Resolutions**
  - A. **Resolution 2021-13** – Approving Amendment #12 to the FY 2021-2024 Transportation Improvement Program to combine several groups of projects that are in the same area and adjacent to each other for economies of scale and easier management. This amendment will also revise the construction year of an existing resurfacing project, add a new resurfacing project to FY 2022 and cancel a resurfacing project programmed in FY 2022. – **Motion Required** Attachment 6A
  - B. **Resolution 2021-14** – To Add ODOT and Ohio EPA Funds in FY 2022 for METRO RTA (FY 2021-2024 TIP Amendment #13). – **Motion Required** Attachment 6B
  - C. **Resolution 2021-15** – Approving the FY 2021 Year End Completion Report. – **Motion Required** Attachment 6C
7. **Other Business**
  - A. Formation of 2022 Nominating Committee Oral
  - B. 2022 AMATS Meeting Calendar – **Motion Requested** Attachment 7B
8. **Adjournment**

**Next Regular Meeting:  
Thursday, December 9, 2021 - 1:30 PM  
Ballroom A - Hilton Garden Inn  
1307 E. Market St., Akron, Ohio**



**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Meeting Room 3**

**Akron-Summit County Public Library – Akron Main Public Library  
60 South High Street, Akron, Ohio**

Thursday, September 16, 2021  
6:30 p.m.

**Agenda**

1. **Welcome**
2. **Introductions**
3. **Item**
  - A. *AMATS Funding Policy Guidelines.*
  - B. Fiscal Year 2021 Year End Completion Report.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:  
Thursday, December 9, 2021 - 6:30 p.m.

**All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org)**

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, August 12, 2021 – 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/meetings/](http://www.amatsplanning.org/category/meetings/).

**I. Call to Order**

**A. Chairwoman Clark** called the meeting to order. The attending members constituted a quorum.

**B. Audience Participation**

None.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the June 24, 2021 meeting.

**Motion**

*Paul Adamson* made a motion to approve the minutes and it was seconded by *Gerard Neugebauer*. The motion was approved by a voice vote.

**III. Staff Reports**

**A. Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Motion**

*Bobbie Beshara* made a motion to approve the Financial Progress Report and it was seconded by *William B. Judge*. The motion was approved by a voice vote.

**B. Technical Progress Report**

**Mr. Baker** summarized developments related to the proposed five-year, \$1.2 trillion infrastructure bill being considered by Congress. **Mr. Baker** noted that the legislation does not include a gas tax increase, but does include a pilot VMT Program.

**Mr. Baker** said that he and Chairwoman Clark have discussed the possibility of asking the Policy Committee membership to wear masks for the Sept. 23 committee meeting to lessen the spread of the Delta variant of the COVID-19 virus.

**Mayor Bertrand** expressed concerns regarding the necessity of wearing masks and conflicting information from the CDC. **Joe Paradise** expressed support for the wearing of masks by the membership to protect immunocompromised individuals such as him. **Chairwoman Clark** said that the Policy Committee members will wear masks if the committee meets in person in September.

#### C. **AMATS Federal Funds Report**

**David Pulay** presented Attachment 3C.

**Mr. Pulay** presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated July 28, 2021.

**Mayor Adamson** asked when funding applications are due to AMATS. **Mr. Pulay** said that STBG, Resurfacing and TASA program applications are due Oct. 29.

#### IV. **Old Business**

None.

#### V. **New Business**

##### A. **AMATS Funding Policy Guidelines.**

**Mr. Pulay** presented Attachment 5A.

**Mr. Paradise** expressed his opposition to a proposed change to the *AMATS Funding Policy Guidelines* to revise the limit of projects funded per sponsor from three to two per funding category. **Mr. Paradise** stated that this change would limit the ability of the Summit County Engineer's office to obtain projects on behalf of the county's townships.

**Mr. Paradise** suggested that AMATS consult with its legal counsel and ODOT as to whether such a change would be discriminatory to townships. **Mr. Paradise** stated that such a change may be a violation on the part of AMATS of Title VI of the U.S. Civil Rights Act of 1964. **Mr. Paradise** recommended that AMATS seek legal counsel as to the legality of this proposed change and share its counsel's position with the Policy Committee prior to a committee vote regarding the proposed guideline changes.

**Mr. Baker** asked if Mr. Paradise was stating the opinion of the legal counsel for the Summit County Engineer's office or his own opinion regarding the Title VI

ramifications of the proposed funding change. **Mr. Paradise** said that it was his opinion.

**Mr. Baker** said that he did not believe that the proposed change, which would permit applicants to seek funding for a set number of projects, is discriminatory. **Mr. Baker** added that projects are selected by AMATS based on scoring criteria which is applied to all communities. **Mr. Baker** requested that Mr. Paradise present an argument prepared by Summit County government's legal counsel stating how the change violates Title VI provisions. **Mr. Paradise** said that he would provide a legal argument from counsel.

**Mr. Pulay** noted that the proposed change means that applicants could seek two projects per funding category, i.e., the STBG, Resurfacing and TASA programs. **Mr. Pulay** indicated that applicants may seek funding for a maximum of six projects. **Mayor Neugebauer** asked if Mr. Pulay meant that sponsors could be awarded the maximum number of six projects during each project application process. **Mr. Pulay** said yes.

**Jim Bowling** praised AMATS for proposing the Project Delivery Incentive Program (PDIP). **Mr. Bowling** stated that PDIP represents a creative method to incentivize project delivery which would secure timely funding for the region and hasten resurfacing projects.

**Bobbie Beshara** asked how the Staff arrived at the point totals to be awarded to project applications for landslide-related issues. **Ms. Beshara** stated that the point scoring system seemed high for a new program. **Mr. Pulay** noted that AMATS has always awarded 20 points for bridge closures. Under the proposed change, AMATS would merely expand the definition of a closure to include road closures resulting from landslides or similar developments.

## **VI. Resolutions**

### **A. Resolution 2021-12R – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11).**

**Jeff Gardner** presented Attachment 6A.

#### **Motion**

***Bryan Herschel** made a motion to approve Resolution 2021-12R and it was seconded by **Lou Bertrand**. The motion was approved.*

## **VII. Other Business**

None.

## **VIII. Adjournment**

### **A. Motion**

***Bobbie Beshara** made a motion to adjourn and it was seconded by **William B. Judge**. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m. on Thursday, September 23, 2021.**

**AMATS POLICY COMMITTEE  
2021 ATTENDANCE**

	<b>Jan 28</b>	<b>Mar 25</b>	<b>Apr 22</b>	<b>May 20</b>	<b>Jun 24</b>	<b>Aug 12</b>	<b>Sept 23</b>	<b>Dec 16</b>
<b>M Denotes Member Present</b>								
<b>A Denotes Alternate Present</b>								
<b>AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)</b>	A	A		A		A		
<b>AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)</b>	A	A						
<b>BARBERTON - Mayor William B. Judge (Hunt) (Tracy)</b>				A	A	A	M	
<b>BOSTON HEIGHTS - Mayor Bill Goney (Polyak)</b>				M				
<b>CLINTON - Mayor Clarissa Allega</b>						A	M	
<b>CUYAHOGA FALLS - Mayor Don Walters (Zumbo)</b>	A	A	A	A	A			
<b>DOYLESTOWN - Mayor Terry Lindeman (Kerr)</b>		A						
<b>FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)</b>	A			A				
<b>GARRETTSVILLE - Mayor Rick Patrick (Klamer)</b>								
<b>GREEN - Mayor Gerard Neugebauer (Wax Carr)</b>	M	M	A	M	A	M		
<b>HIRAM - Mayor Lou Bertrand (J. McGee)</b>			M			M		
<b>HUDSON - City Mgr. Jane Howington (Comeriatto) (Hannan) (Sheridan)</b>	A	A	A	A	A	A		
<b>KENT - City Mgr. David Ruller (Baker) (Bowling)</b>	A	A	A	A	A	A		
<b>LAKEMORE - Mayor Richard Cole (Fast)</b>		A		A				
<b>MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)</b>								
<b>MANTUA - Mayor Linda Clark (Iafelice) (Trew)</b>	M	M	M	M	M	M		
<b>METRO - Dawn Distler (Shea)</b>	M	M		M	M	M		
<b>MOGADORE - Mayor Michael Rick</b>			A					
<b>MUNROE FALLS - Mayor James W. Armstrong (Bowery)</b>								
<b>NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)</b>	M	M	M	M	A	M		
<b>NORTHFIELD - Mayor Jesse Nehez (Magistrelli)</b>								
<b>NORTON - Administrative Officer Robert Fowler (Slaga)</b>	M	M	M			M		
<b>ODOT - Gery Noirot (Phillis) (Root)</b>	M	M	M	M	M	M		
<b>PARTA - Claudia Amrhein (Baba) (Popik) (Schrader)</b>	M	M	A	A	A	M		
<b>PENINSULA - Mayor Daniel R. Schneider, Jr.</b>								
<b>PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)</b>								
<b>PORTAGE COUNTY COMM. - Vicki Kline (Long)</b>								
<b>PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)</b>	A	A	M					
<b>PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)</b>	A	M	M	M	M			
<b>RAVENNA - Mayor Frank Seman (Finney)</b>	A		A	A	A	A		
<b>REMINDEVILLE - Mayor Sam Alonso (Krock)</b>								
<b>RICHFIELD - Mayor Michael Wheeler (Darwish) (Papp)</b>			M					
<b>RITTMAN - City Mgr. Bobbie Beshara (Robertson)</b>	A	M	M	M	M	M		
<b>SILVER LAKE - Mayor Bernie Hovey (Housley)</b>								
<b>STOW - Mayor John Pribonic (McCleary)</b>	A		A	A		A		
<b>STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)</b>	A	A	M	M				
<b>SUGAR BUSH KNOLLS - Mayor John Guidubaldi</b>								
<b>SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Hauber) (Paradise)</b>	A	A	A	A		A		
<b>SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Miller-Dawson)</b>			A					
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV. - Bryan Herschel</b>				M		M		
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV. - Stephen Knittel</b>								
<b>TALLMADGE - Mayor David G. Kline (Kidder)</b>	M	M	A	M		M		
<b>TWINSBURG - Mayor Ted Yates (Mohr) (Finch)</b>		A	A	A	A	A		
<b>WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)</b>								
<b>WAYNE COUNTY ENGINEER - Scott A. Miller (Jones)</b>	M	M	M	A				
<b>WINDHAM - Mayor Deborah Blewitt</b>								



**AMATS POLICY COMMITTEE  
2021 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Chad Root	ODOT

**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Tuesday, August 10, 2021 – 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/meetings/](http://www.amatsplanning.org/category/meetings/).

**I. Call to Order**

- A. **Chairman John H. Cieszkowski, Jr.** called the meeting to order. The attending members constituted a quorum.

**II. Minutes – Motion Required**

A. **Approval of Minutes**

Members were asked to approve the minutes of the June 17, 2021 meeting.

**Motion**

***Jim Bowling** made a motion to approve the minutes 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**

***Bobbie Beshara** made a motion to approve the Financial Progress Report and it was seconded by **Amy Mohr**. The motion was approved by a voice vote.*

B. **Technical Progress Report**

**Mr. Baker** summarized developments related to the proposed five-year, \$1.2 trillion infrastructure bill being considered by Congress. **Mr. Baker** noted that the legislation does not include a gas tax increase.

**Mr. Baker** said that AMATS is following current CDC guidelines with regards to the Delta variant of the COVID-19 virus. **Mr. Baker** noted that AMATS committees may be prohibited from resuming online meetings due to the expiration of state health orders that permitted such meetings during the earlier stages of the COVID-19 Pandemic.

C. **AMATS Federal Funds Report**

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ and TASA Funding Program and Balances dated July 28, 2021.

IV. **Old Business**

None.

V. **New Business**

A. **AMATS Funding Policy Guidelines.**

Mr. Pulay presented Attachment 5A.

Chuck Hauber stated that the Summit County Engineer's office is concerned that the proposed change to the *AMATS Funding Policy Guidelines* to revise the limit of projects funded per sponsor from three to two per funding category would negatively impact Summit County's nine townships. Mr. Hauber said that Summit County Engineer Deputy Director of Engineering Services Joe Paradise would convey the office's concerns during the Aug. 12 Policy Committee meeting.

VI. **Resolutions**

A. **Resolution 2021-12R – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11).**

Jeff Gardner presented Attachment 6A.

**Motion**

*Jim McCleary made a motion to approve Resolution 2021-12R and it was seconded by Jim Bowling. The motion was approved.*

VII. **Other Business**

VIII. **Adjournment**

A. **Motion**

*Jim Bowling made a motion to adjourn and it was seconded by John Kovacich. The motion was approved.*

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, September 16, 2021.**

**AMATS TECHNICAL ADVISORY COMMITTEE  
2021 ATTENDANCE**

	Jan 21	Mar 18	Apr 21	May 13	Jun 17	Aug 10	Sept 16	Dec 9
<b>M Denotes Member Present</b>								
<b>A Denotes Alternate Present</b>								
<b>AKRON ENGINEERING BUREAU- Michael J. Teodecki (Jonke)</b>	M	M	M	M				
<b>AKRON PLANNING DEPT. – Helen Tomic (Garritano)</b>								
<b>AKRON TRAFFIC ENGINEERING - Michael Lupica</b>	M	M	M	M		M		
<b>AURORA - Harry Stark (Cooper)</b>	M	M	A	A				
<b>BARBERTON – Trevor Hunt (Halter)</b>	M	M	M		M			
<b>BARBERTON – Greg Tracy</b>								
<b>CUYAHOGA FALLS – Adam Paul</b>								
<b>CUYAHOGA FALLS - Tony V. Demasi (Marko)</b>	M	M		M	M	M		
<b>DOYLESTOWN - Eng. Assoc. - Ronny Portz</b>								
<b>FAIRLAWN - Nicholas Spagnuolo (Staten)</b>	A							
<b>GREEN - Wayne Wiethe (Haring)</b>	M	M	M	M				
<b>GREEN - Paul Pickett (Schemansky)</b>			M					
<b>HUDSON – Nick Sugar (Hannan)</b>	M	M	M	M				
<b>HUDSON – Brad Kosco (Wonsick)</b>	M	M	M	M	M	M		
<b>KENT - Jim Bowling</b>	M	M	M		M	M		
<b>KENT - Jon Giaquinto (Baker)</b>								
<b>LAKEMORE – Mayor Richard Cole, Jr. (Fast)</b>				A	A			
<b>MACEDONIA - Joseph Gigliotti (Sheehy)</b>	M		M	M	M	M		
<b>METRO – Valerie Shea (Baarson) (Mullen)</b>	M	M	M	M	M	M		
<b>MOGADORE – Vacant</b>								
<b>MUNROE FALLS – Vacant</b>								
<b>NEFCO - Joe Hadley, Jr. (Lautzenheiser)</b>	A	A	A	A	A	M		
<b>NEW FRANKLIN – Bryan Kepler (Ganoe)</b>	M	M		M		M		
<b>NORTHFIELD - Richard S. Wasosky</b>								
<b>NORTON – Josh Slaga (Hess)</b>				A	A			
<b>ODOT – Chad Root (Bruner) (Phillis)</b>	M	M	M	A	A	M		
<b>PARTA – Claudia Amrhein (Baba) (Popik) (Schrader)</b>	A	A	A	A	A	A		
<b>PORTAGE COUNTY ENGINEER – Larry Jenkins (Kusner)</b>	M	M	M	M	A	A		
<b>PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)</b>								
<b>PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty</b>								
<b>PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)</b>	M	M				M		
<b>RAVENNA - Robert Finney (Jeffers)</b>	M	M	M	M	M			
<b>RICHFIELD - Chris Papp (Frantz) (Neumeyer)</b>	M		M	M		M		
<b>RITTMAN – Bobbie Beshara (Robertson)</b>	M	M	M	M	M	M		
<b>SILVER LAKE – John Tutak</b>								
<b>STOW – Jim McCleary</b>	M	M	M	M		M		
<b>STOW – Nate Leppo (Jones)</b>								
<b>STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)</b>	M	M	M	M	M	M		
<b>SUMMIT CO. COMM. &amp; ECON. DEV. – Dennis Tubbs</b>	A		A	A				
<b>SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)</b>	A	A	A	A		A		
<b>SUMMIT COUNTY SMALL VILLAGES – Brian Gorog</b>	M	M	M	M				
<b>SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)</b>	A							
<b>TALLMADGE - Andrea Kidder (Kline)</b>		M	M	M		M		
<b>TWINSBURG - Amy Mohr (Muter)</b>	M	M	M	M	M	M		
<b>WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)</b>								
<b>WINDHAM – Deborah Blewitt (Brown)</b>								

**AMATS TECHNICAL ADVISORY COMMITTEE  
2021 ATTENDANCE**

**M Denotes Member Present**  
**A Denotes Alternate Present**

**Jan 21   Mar 18   Apr 21   May 13   Jun 17   Aug 10   Sept 16   Dec 9**

**NON-VOTING MEMBERS**

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

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Mike Collins	Portage County Engineer
Mr. Curtis Deibel	GPD Group
Mr. Nathan Leppo	City of Stow
Mr. Allen Mavrides	DLZ
Mr. Art Rometo	CDM Smith

**STAFF MEMBERS PRESENT**

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

**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Thursday, August 5, 2021 – 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/](http://www.amatsplanning.org/category/podcasts/).

**Attendees:**

Joel Helms  
Tiffany Jones  
William Maki  
Austen Rau  
Fred Wise

**Staff:**

Farhad Ahmadzai, Transportation Engineer  
Curtis Baker, Director  
Jeff Gardner, Transportation Planner  
Darryl Kleinhenz, Planner

**I. Welcome**

**Curtis Baker** welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

**II. Discussion Items**

**A. Mr. Baker** described the various impacts of the COVID-19 Pandemic on transportation planning in the Greater Akron area.

**Mr. Baker** summarized developments related to the proposed five-year, \$1.2 trillion infrastructure bill being considered by Congress. **Mr. Baker** said that the proposed legislation includes new climate change and equity considerations.

**Mr. Baker** said that AMATS approved a new long-range regional transportation plan, *Transportation Outlook 2045*, in May.

**B. Mr. Baker** presented Attachment 5A - *AMATS Funding Policy Guidelines*. The members discussed the Project Delivery Incentive Program (PDIP) and the impacts of the proposed guideline changes on the Surface Transportation Block Grant (STBG), Resurfacing, and Transportation Alternatives Set-Aside (TASA) funding programs.

Referring to Attachment 3C – AMATS Federal Funds Report, **Fred Wise** questioned the necessity of programming \$700,000 in TASA funds for a new pedestrian bridge project spanning the Cuyahoga River near the Cuyahoga Valley National Park in Boston Township. **Mr. Wise** suggested that a more effective use of the funds would have been to install bike lanes along the nearby Boston Mills Road. **Mr. Baker** explained that AMATS does not consider the merits of a project’s funding application beyond whether it qualifies for funding. **Mr. Baker** said that the project is to provide access between the Towpath Trail and the Boston Mill Visitor Center. The members discussed the merits of the project.

**Austen Rau** asked for a clarification regarding the deadline for AMATS’ funding application cycle. **Mr. Baker** said that STBG, Resurfacing and TASA program applications are due Oct. 29.

**William Maki** asked why landslides are being addressed in the *AMATS Funding Policy Guidelines*. **Mr. Baker** said that, while the agency is not and never will be a primary source of funding to address emergency situations for projects comparable to state and federal sources, it can provide funds for projects that have the potential to prevent emergencies such as landslides. The members discussed various funding scenarios for communities facing landslide and other emergency situations.

- C. Referring to Attachment 6A - Resolution 2021-12R – Approving FY 2022 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #11), **Tiffany Jones** asked whether smaller transit service-oriented agencies are eligible to apply for funding from the Federal Transit Administration 5310 Funding Program. **Mr. Baker** said yes. **Ms. Jones** asked when agencies may be able to apply for FTA 5310 funds. **Jeff Gardner** said that the next round of funding would likely be announced in January 2022, but noted that AMATS does not administer the program in the Greater Akron area at present. **Mr. Gardner** said that the Ohio Department of Transportation (ODOT) administers the FTA 5310 Program. **Mr. Gardner** said that the web site for the ODOT Office of Transit provides a link for the [Specialized Transportation Program \(5310\)](#).
- D. **Mr. Wise** asked what the difference was between a non-voting member and a voting member of AMATS. **Mr. Baker** explained that voting members are generally communities of select population size, county governments, county engineers and transit authorities with vested interests in the regional planning process. **Mr. Baker** said that non-voting entities, such as airports, air quality agencies, park systems and private providers, tend to serve in an advisory capacity throughout the process.

### III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, September 16, 2021.**

**FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
July 31, 2021**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	July Expenses
<b>I. Short Range Planning</b>	<b>\$336,000</b>	<b>\$17,328</b>	<b>5%</b>	<b>\$17,328</b>
FY2021 Carryover	61,000	17,328		17,328
FY2022	275,000	0		0
<b>II. Transportation Improvement Program</b>	<b>\$228,000</b>	<b>\$22,962</b>	<b>10%</b>	<b>\$22,962</b>
FY2020 Carryover	53,000	22,962		22,962
FY2021	175,000	0		0
<b>III. Continuing Planning &amp; Data Collection Transportation System Update</b>	<b>\$254,000</b>	<b>\$570</b>	<b>0%</b>	<b>\$570</b>
FY2021 Carryover	74,000	570		570
FY2022	180,000	0		0
<b>IV. Long Range Plan Activity</b>	<b>\$462,000</b>	<b>\$31,394</b>	<b>7%</b>	<b>\$31,394</b>
FY2021 Carryover	62,000	31,394		31,394
FY2022	400,000	0		0
<b>V. Service</b>	<b>\$519,000</b>	<b>\$8,639</b>	<b>2%</b>	<b>\$8,639</b>
FY2021 Carryover	89,000	8,639		8,639
FY2022	430,000	0		0
<b>VI. OhioRideshare and AQ Advocacy</b>	<b>\$246,500</b>	<b>\$24,902</b>	<b>10%</b>	<b>\$24,902</b>
FY2021 OhioRideshare Carryover	45,500	5,684		5,684
FY2022 OhioRideshare	80,000	0		0
FY2021 Air Quality Carryover	21,000	19,218		19,218
FY2022 Air Quality	100,000	0		0
<b>VII. Local</b>	<b>\$25,000</b>	<b>\$27,653</b>	<b>111%</b>	<b>\$27,653</b>
AMATS local Costs**	25,000	27,653		27,653
<b>VIII. AMATS Transportation Quarterly</b>	<b>\$30,635</b>	<b>\$3,876</b>	<b>13%</b>	<b>\$3,876</b>
FY2021 Carryover	21,000	3,876		3,876
FY2022	9,635	0		0
<b>IX. GRAND TOTAL AMATS BUDGET</b>	<b>\$2,101,135</b>	<b>\$137,323</b>	<b>7%</b>	<b>\$137,323</b>

\*\*Moving expenses for AMATS offices (unexpected)



## 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 9, 2021

AMATS is optimistic that changes to our Funding Policy Guidelines will be approved and we can move forward with the next round of funding new projects. The applications will be posted on our website and will be due by October 29<sup>th</sup>. You do not need to submit paper copies but instead we prefer to have them sent electronically. My email is [dpulay@akronohio.gov](mailto:dpulay@akronohio.gov). Please let us know if you have any questions or need help with anything. The table below summarizes the funding programs we are administering.

Funding Program	Description/Primary Purpose	Eligible Project Phases	Funding Match	Maximum Project Funding
<b>Surface Transportation Block Grant (STBG)</b>	Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities.	Right-of-way Construction	80% federal 20% local	\$6,000,000
<b>Transportation Alternatives Set Aside (TASA)</b>	Funding for bike and pedestrian facilities.	Planning (SRTS) Engineering Right-of-way Construction	80% federal 20% local	\$700,000
<b>AMATS Resurfacing Program</b> (STBG funds reserved exclusively for resurfacing)	Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads.	Construction	80% federal 20% local	\$700,000

AMATS is projected to have \$30,000,000 available for new projects. This amount includes over programming. The table below shows how the funding will be allocated to each program.

Projected Funding Available for 2021 Funding Cycle	
<b>Total:</b>	<b>\$ 30,000,000</b>
STBG	\$ 14,000,000
Resurfacing	\$ 14,000,000
TASA	\$ 2,000,000

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**STBG Funding Program and Balances**  
August 2, 2021

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025
112487	Romig Rd BRT Study	METRO	P	\$80,000	1					
106875	AV/CV Data System Analysis		P	\$90,001						
102701	E. Exchange St-complete street	Akron	R(C)	\$240,000						
108200	White Pond Dr resurfacing	Summit Co Eng	C	\$600,000	3					
108454	Olde Eight Road Resurfacing	Summit Co Eng	C	\$700,000	3					
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C	\$700,000	3					
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C	\$700,000	3					
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C	\$700,000	3					
112754	Johnson Rd Resurfacing	Norton	C	\$443,869	3					
112757	Riddle St Resurfacing	Ravenna	C	\$200,000	3					
112756	S Chestnut St Resurfacing	Ravenna	C	\$192,000	3					
113169	Munroe Falls Av Resurfacing	Munroe Falls	C	\$261,190	3					
113171	Tallmadge Rd Ph 1 Resurfacing	Portage Co	C	\$700,000	3					
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C	\$336,588	3					
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C	\$459,662	3					
112755	New Milford Rd Resurfacing	Portage Co Eng	C	\$590,882	3					
106539	Wooster Rd/State St reconstruction	Barberton	C	\$1,329,680	4					
115334	Broad Blvd Resurfacing	Cuyahoga Falls	C	\$800,000						
115313	Arlington St Resurfacing	Akron	C	\$800,000						
115299	Eastern Rd/Gates St Resurfacing	Wayne Co	C	\$606,887						
115305	Eastern Rd Resurfacing	Rittman	C	\$465,712						
115336	Barber Rd Resurfacing	Norton	C	\$662,923						
115308	Tallmdge Rd Ph 2 Resurfacing	Portage Co	C	\$523,444						
115337	Munroe Ave Ph 1 Resurfacing	Tallmadge	C	\$152,357						
115339	E. Mennonite Rd Resurfacing	Aurora	C	\$572,000						
115340	Main St/S. Water St Resurfacing	Kent	C	\$799,200						
115338	Brecksville Rd (north) Resurfacing	Richfield	C	\$800,000						
115341	Frost Rd Resurfacing	Streetsboro	C	\$508,712						
112583	Ravenna Rd Resurfacing	Twinsburg	C	\$432,000			3			
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C	\$700,000			3			
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C			\$700,000	1			
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C			\$356,264	1			
106416	SR 43 Widening	Streetsboro	C			\$731,225	2			
112743	Terex Rd Resurfacing	Hudson	C			\$506,000	3			
113176	Swartz Rd Resurfacing	Summit Co	C			\$500,000	3			
102701	E. Exchange St-complete street	Akron	(R)C			\$3,600,000	4			
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,649,197	4			
115348	Riverview Rd+ Resurfacing	Akron	C			\$700,000				
115350	4th St Resurfacing	Barberton	C			\$323,728				
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C			\$573,764				
115352	E Sanitarium Rd Resurfacing	Lakemore	C			\$100,000				
115353	Mogadore Rd Resurfacing	Mogadore	C			\$506,040				
115354	Cleveland Massillon Rd Resurfacing	New Franklin	C			\$562,132				
115356	Cannon Rd Resurfacing	Twinsburg	C			\$540,000				
	Ohio Ave Resurfacing	Rittman	C			\$496,852				
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000	1	
112741	Hopocan Av Resurfacing	Barberton	C					\$281,696	1	
112735	Snyder Av Resurfacing	Barberton	C					\$611,976	1	
112740	Wooster Rd W Resurfacing	Barberton	C					\$231,808	3	
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836	3	
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390	4	
115357	Eastern Rd Resurfacing	Norton	C					\$642,240		
115358	Canton Rd Resurfacing	Summit Co Eng	C					\$528,000		
115359	Old Forge Rd Resurfacing	Portage Co Eng	C					\$628,362		
115360	N Chestnut St Resurfacing	Ravenna	C					\$504,000		
112716	N Main St Complete Streets	Akron	(R)C							\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C							\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C							\$600,000

		2022	2023	2024	2025
P = Engineering	Annual STBG Expenditures	\$16,158,494	\$13,845,202	\$13,354,308	\$10,200,000
R = Right-of-Way	Annual STBG Allocations	\$11,612,891	\$10,633,414	\$10,633,414	\$10,633,414
C = Construction	Balance	-\$4,545,603	-\$3,211,788	-\$2,720,894	\$433,414

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**CMAQ Funding Program and Balances**  
 August 2, 2021

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	FY 2024	FY 2025
	<b>Sold</b>							
111426	Air Quality Advocacy Program	AMATS		\$100,000	1			
111431	Rideshare Program	AMATS		\$80,000	1			
	<b>Pending</b>							
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C	\$2,827,675	4			
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C	\$2,606,199	4			
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,500,000	4			
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000	1			
111428	Air Quality Advocacy Program	AMATS				\$100,000		
111432	Rideshare Program	AMATS				\$80,000		
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202		
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000		
106416	SR 43 Widening	Streetsboro	C			\$3,300,775		
111429	Air Quality Advocacy Program	AMATS					\$100,000	
111433	Rideshare Program	AMATS					\$80,000	
113165	Ravenna & Shephard Improvements	Macedonia	R(C)				\$80,000	
113161	Highland & Valley View Improvements	Macedonia	R(C)				\$104,000	
112245	METRO CNG Replacements (3 buses)	METRO	C				\$1,260,000	
112244	PARTA 2 replacement clean diesel buses	PARTA	C				\$779,253	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)				\$32,000	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C				\$228,000	
112716	N Main St Complete Streets	Akron	C					\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C					\$6,000,000
113161	Highland & Valley View Improvements	Macedonia	(R)C					\$1,704,811
113165	Ravenna & Shephard Improvements	Macedonia	(R)C					\$1,289,288
				2022		2023	2024	2025
		Annual CMAQ Expenditures		\$9,033,874		\$5,307,977	\$2,663,253	\$9,894,099
		Annual CMAQ Allocations		\$5,591,127		\$5,591,127	\$5,591,127	\$5,591,127
		Balance		-\$3,442,747		\$283,150	\$2,927,874	-\$4,302,972

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

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**TASA Funding Program and Balances**  
 August 2, 2021

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	FY 2024	FY 2025
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C	\$38,416				
106539	Wooster Rd/State St reconstruction	Barberton	R	\$13,000				
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$337,200				
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C	\$700,000				
99729	Raber Rd sidewalks	Green	C			\$500,000		
107930	Freedom Trail Phase 4	MetroParks	C			\$700,000		
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C			\$700,000		
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C			\$313,600		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)(C)			\$120,000		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)				\$32,000	
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C					\$700,000
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)					\$368,000

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

	2022	2023	2024	2025
Annual TASA Expenditures	\$1,088,616	\$2,333,600	\$32,000	\$1,768,000
Annual TASA Allocations	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342
Balance	-\$25,274	-\$1,270,258	\$1,031,342	-\$704,658

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
CRRSAA Special Funding (\$4 M)**

August 2, 2021

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	Quarter
115348	Riverview Rd et al Resurfacing	Akron	C	\$700,000			
115350	4th St Resurfacing	Barberton	C	\$323,728			
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C	\$573,764			
115352	E Sanitarium Rd Resurfacing	Lakemore	C	\$100,000			
115353	Mogadore Rd Resurfacing	Mogadore	C	\$506,040			
115354	Cleveland Massillon Rd Resurfacing	New Franklin	C	\$562,132			
115356	Cannon Rd Resurfacing	Twinsburg	C	\$540,000			
	Ohio Ave Resurfacing	Rittman	C	\$496,852			
115357	Eastern Rd Resurfacing	Norton	C			\$642,240	
115358	Canton Rd Resurfacing	Summit Co Eng	C			\$528,000	
115359	Old Forge Rd Resurfacing	Portage Co Eng	C			\$628,362	
115360	N Chestnut St Resurfacing	Ravenna	C			\$504,000	

2023

2024

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

Annual STBG Expenditures

**\$3,802,516**

**\$2,302,602**

**TOTAL**

**\$6,105,118**

**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:** Funding Policy Guidelines

**DATE:** September 9, 2021

Last month at the AMATS Technical Advisory Committee and Policy Committee meetings a proposed list of Funding Policy changes was discussed. In the best interests of our members AMATS did request immediate approval but instead preferred to allow time for everyone to review the changes. Since that time we have not had any opposition to the changes. Below are condensed descriptions of the proposed changes.

- 1. The Project Delivery Incentive Program (PDIP) -** The purpose of PDIP is to incentive project sponsors to deliver their projects in a specified time window. If projects are delivered within that time window their local match will be reduced to 10 percent of the project cost (instead of the traditional 20 percent). The maximum reduction of local share will be \$100,000. Projects applied for in the Resurfacing Program and the STBG program will be eligible. The timeline for resurfacing projects will be two years and for other STBG projects it will be four years.
- 2. Revise the limit of projects funded per sponsor from three to two per funding category per funding cycle.** The purpose of this change is to promote a more equitable distribution of our funding. There is no limit on the number of applications a sponsor may submit.
- 3. Add language about the ODOT Let and Local Let Process.** AMATS funded projects may be ODOT Let or Local Let with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure they comply with all federal and state laws, regulations and policies.
- 4. Surface Transportation Block Grant (STBG) Revisions.**
  - a) Award points for landslide issues.** Expand existing "Bridge Closed" to "Bridge/Road Closed" which could include reasons from landslides (20 points). Add the language "Documented Landslide Endangering Road" (15 points).
  - b) Describe improvements and how many points will be given for complete street components.** A maximum of 10 points will be awarded according to the following table.

Complete Streets Components	Points	
Bicycle, Pedestrian and Transit	(Maximum of 10 points)	
<u>Transit Improvements</u>	Full	Partial
Bus Signal Priority/Preemption	4	2
Enhanced Bus Shelters	4	2
Dedicated Transit Lanes	4	2
ADA Sidewalk Extensions at Bus Stops	4	NA
Other Transit Enhancements	4	2
<u>Bicycle and Pedestrian Improvements</u>		
Cycle Track/Shared Use Path	4	NA
New Sidewalks	4	2
On Street Bicycle Lane	4	2
Other Bicycle/Pedestrian Enhancements	4	2

- c) **Change delay reduction from Level of Service (LOS) to percent Free Flow Speed.** This change is necessitated because the methodology AMATS uses to measure congestion has changed from LOS to Free Flow Speed. If a new project is a recommended capacity improvement in the 2020 Congestion Management Process (CMP) Report it will receive 10 points.

### 3. Resurfacing Program Revisions.

- a) **Average Daily Traffic (ADT) point structure.** The points given for ADT shall be capped at 15 for values of 15,000 and above instead of capped at 10 points for values of 10,000 and above. For ADT values less than 15,000 it shall be divided by 1,000 to determine the number of points given.

The revised Funding Policy Guidelines are attached for your review. The staff recommends approval of the proposed Funding Policy Guidelines changes.

# FUNDING POLICY GUIDELINES

Revised July 2021

Akron Metropolitan Area Transportation Study  
Suite 1300  
One Cascade Plaza  
Akron, Ohio 44308

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

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



## TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
1	<b>Introduction</b>	3
2	<b>Policy Guidelines</b>	
	Program Administration	4
	General Project Eligibility	5
	Funding Programs	
	Surface Transportation Block Grant	7
	Transportation Alternatives Program	9
	Resurfacing Program	12
	Pavement Repair and Sidewalk Ramp Program	15
	FTA Urbanized Area Formula Program	16
	FTA Elderly and Disabled Program	18
	FTA Bus and Bus Facilities Program	20
3	<b>TIP Project Selection and Implementation Process</b>	
	Duties of TAC and TAC TIP Subcommittee	22
	Project Selection Process	24
4	<b>Evaluation Criteria</b>	
	STBG Project Evaluation Criteria	26
	TASA Project Evaluation Criteria	28
	Resurfacing Project Evaluation Criteria	30
	Elderly and Disabled Evaluation Criteria	31
5	<b>Appendix</b>	
	Overview of Transportation Funding Programs	
	Roadways Eligible for Federal-aid Funding	

## SECTION 1

### INTRODUCTION

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

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

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

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

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

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

## SECTION 2

### **POLICY GUIDELINES**

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

#### **PROGRAM ADMINISTRATION**

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

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

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

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

## **GENERAL PROJECT ELIGIBILITY**

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

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

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

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

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

Timeline for the PDIP program is as follows:

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

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

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

# SURFACE TRANSPORTATION BLOCK GRANT

## Description

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

## Eligibility

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

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

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

## Program Policies

### 1. Federal Participation

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

### 2. Local Participation

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

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

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

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

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





## TRANSPORTATION ALTERNATIVES SET ASIDE

### **Description**

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

### **Eligibility**

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

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

The feasibility study must include the following:

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

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

### **Program Policies**

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

AMATS. Sidewalks are eligible for upgrading if the project is taking a standard sidewalk and substantially widening it to accommodate multiple uses (ex. upgrading a 4 ft sidewalk to an 8 ft sidewalk to accommodate bicycle traffic)

5. Federal Participation

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

6. Local Participation

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

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

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

9. Right-of-Way

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

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

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

12. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.

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

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

# AMATS RESURFACING PROGRAM

## **Description**

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

## **Eligibility**

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

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

## **Program Policies**

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

- b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
- c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.

6. Local Participation

- a. The minimum local share is 20% of total eligible costs (excluding 100% local items). **If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$87,500 (based on the maximum STBG funding by AMATS of \$700,000).**
- b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.

7. Right-of-Way – the right-of-way phase is not eligible for funding.

8. Resurfacing Funding Cap – Resurfacing projects have a construction cap of \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. Any cost above this amount is the responsibility of the local sponsor.

9. Project Delays – Funding for STBG projects that are delayed or cancelled will be re-evaluated based on the following principles:

- a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
- b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.

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

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

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

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

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

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

### **Description:**

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

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

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

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

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component.

AMATS requires that all of its members have an ADA Transition Plan, and certify this as part of the project funding application process.

### **Eligibility**

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

### **Program Policies**



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

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

### **Description**

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

### **Eligibility**

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

### **Program Policies**

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

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

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

### **Description**

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

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

### **Eligible Projects**

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

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

### **Program Policies**

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

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

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

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

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

### **Description**

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

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

### **Eligibility**

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

### **Program Policies**

1. Designated Recipients – As the AMATS region’s two operators of fixed-route bus service, METRO in Summit County, and PARTA in Portage County are the designated recipients for 5339 funding. Both METRO and PARTA receive the bulk of their Section 5339 funding from the Akron Urbanized Area’s apportionment, and may receive smaller suballocations from the apportionment to the Cleveland Urbanized Area.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5339 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region’s Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5339 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area’s apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.

Program Funding Cap – There is no funding cap for the FTA Section 5339 program.

## SECTION 3

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

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

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

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

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

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

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

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



# Surface Transportation Block Grant

## Project Application

**Due Friday October 29, 2021; Please email completed applications to [dpulay@akronohio.gov](mailto:dpulay@akronohio.gov)**

STBG Funding can be used for a wide variety of projects including highways, transit and bicycle and pedestrian facilities that are consistent with the AMATS Regional Transportation Plan. STBG funds can be used on any classified road above minor collector and bridge projects on any road.

STBG funds can be used for right of way and construction.

Local legislation showing support of local match due with application. Exceptions may be granted on a case by case basis.

Maximum STBG project request is \$6,000,000.

**Minimum local match is 20% but may be reduced to 10% if participating in the Project Development Incentive Program (PDIP).**

Project Sponsor		Contact Person	
		Name:	
		Title:	
<b>Is this your Priority Project?</b>	<b>Yes</b> <b>No</b>	Address:	
<b>Is this a PDIP Project?</b>	<b>Yes</b> <b>No</b>		
(Please circle, only one priority project accepted per sponsor per funding category)		Phone:	
		Email:	

<b>Project Name</b>	
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<b>Location</b>	
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<b>Termini</b>	
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<b>Length (Miles)</b>	
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<b>Briefly describe why this project is needed</b>

<b>Describe the type of work you plan to do. Please attach a map and any other useful information</b>

<b>Do you anticipate this project being Local Let or ODOT Let?</b>	(Please circle)	<b>Local</b>	<b>ODOT</b>
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If Local Let who is your LPA Coordinator?
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AMATS  
**Surface Transportation Block Grant**  
 Project Application

**Due Friday October 29, 2021; Please email completed applications to dpulay@akronohio.gov**

**Project Readiness**

Has any phase of the project development process been completed?    Yes\_\_\_\_\_ No\_\_\_\_\_

If yes, provide documentation regarding completed date of the milestone activities listed below.

Date Approved by ODOT

Stage 3 Plans Completed (Traditional/Non-Traditional LPA) \_\_\_\_\_

ODOT LPA Project Scope Form submitted to AMATS \_\_\_\_\_

**Complete Street Components** (Bike Lanes, Sidewalks, Crosswalks, Transit Componentets, etc.)

**Check all that apply**

**List each related component(s)**

\_\_\_\_\_ Pedestrian Related

\_\_\_\_\_

\_\_\_\_\_ Bike Related

\_\_\_\_\_

\_\_\_\_\_ Transit Related

\_\_\_\_\_

**Is this project recommended in a Connecting Communities Planning Grant**

**Anticipated Project Schedule**

<u>Project Milestone</u>	<u>Month</u>	<u>Year</u>	<u>Comments</u>
Legislation with ODOT			
Hire Consultant			
Environmental Clearance			
R/W Plans Complete			
R/W Acquired			
Construction Plans Complete			
Project Sale			
Begin Construction			

Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:

- a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
- b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.

Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.

AMATS  
**Surface Transportation Block Grant**  
 Project Application

Due Friday October 29, 2021; Please email completed applications to [dpulay@akronohio.gov](mailto:dpulay@akronohio.gov)

**Anticipated Funding Requirements** (Maximum STBG project request is \$6,000,000)

Project Phase	FY	Funding Source	Estimated Cost	Percent	Remarks
<b>Prelim. Engineering &amp; Design</b>		Local		100%	Not eligible for AMATS STBG Funds
<b>Right-of-Way</b>		Local			(20%) min. local share
		STBG			(80%) max. fed. share
		Other*			
		Other*			
		ROW Total			
<b>Construction</b> (including construction inspection)		Local			(20%) min. local share
		STBG			(80%) max. fed. share
		Other*			
		Other*			
		Other*			
		Construction Total			
		<b>Project Total</b>			

\* identify other funding sources in Remarks column

<b>Does your municipality have an ADA Transition Plan?</b> (Please Circle )	<b>Yes</b>	<b>No</b>
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**Please use the space below to provide any additional information about this project.**

AMATS  
**Resurfacing Program**  
 Project Application

**Due Friday October 29, 2021; Please email completed applications to [dpulay@akronohio.gov](mailto:dpulay@akronohio.gov)**

Eligible resurfacing projects include any classified road above a minor collector that is not a state route  
 Concrete roadways are not eligible unless being overlaid with asphalt  
 Roadways with a Pavement Condition Index (PCI) of greater than 80 are not eligible for funding  
 Asphalt shall not to exceed 3 inches  
 Resurfacing funds can only be used for construction.  
 Local legislation showing support of local match due with application. Exceptions may be granted on a case by case basis.  
 Maximum resurfacing project request is \$700,000

**Minimum local match is 20% but may be reduced to 10% if participating in the Project Development Incentive Program (PDIP).**

Project Sponsor(s)		Contact Person			
		Name:			
		Title:			
<b>Is this your Priority Project?</b>		<b>Yes</b>	<b>No</b>	Address:	
<b>Is this a PDIP Project?</b>		<b>Yes</b>	<b>No</b>		
(Please circle, only one priority project accepted per sponsor per funding category)				Phone:	
				Email:	

Project Name					
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Location					
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Termini					
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Length					
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*ADT (Weighted if necessary)				
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*PCI (Weighted if necessary)				
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**\*Note:** Interactive maps showing the latest ADT's and PCI's can be found on the AMATS website.

**Describe the type of work you plan to do. Please attach a map and any other useful information.**


**Briefly describe any maintenance you have recently performed on the pavement and when it was done**


Does the pavement need full or partial depth repair?	(Please circle)	Yes	No	
If yes, estimate the percent of pavement area that needs partial or full depth repair?				

**(Note: If estimate above is over 25% project is considered reconstruction and not eligible for this program.)**

**Do you anticipate this project being Local Let or ODOT Let?** (Please circle) **Local** **ODOT**

If Local Let who is your LPA Coordinator?

**Anticipated Project Schedule**

<u>Project Milestone</u>	<u>Month</u>	<u>Year</u>	<u>Comments</u>
Legislation with ODOT			
Hire Consultant			
Environmental Clearance			
R/W Plans Complete			
R/W Acquired			
Construction Plans Complete			
Project Sale			
Begin Construction			

Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:

- a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
- b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.

Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are no eligible to apply for additional STBG funds through this AMATS application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.

**Anticipated Funding Requirements (Maximum resurfacing project request is \$700,000)**

Project Phase	FY	Funding Source	Estimated Cost	Percent	Remarks
<b>Prelim. Engineering &amp; Design</b>		Local		100%	Not eligible for AMATS Resurfacing Funds
<b>Right-of-Way</b>		Local		100%	Not eligible for AMATS Resurfacing Funds
<b>Construction</b> (including construction inspection)		Local			(20%) min. local share
		STBG			(80%) max. fed. share
		Other*			
		Other*			
		Other*			
		Construction Total			
		<b>Project Total</b>			

\* identify other funding sources in Remarks column

**Does your municipality have an ADA Transition Plan?** (Please Circle ) **Yes** **No**

**Please use the space below to provide any additional information about this project.**

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AMATS

# Transportation Alternatives Set Aside

## Project Application

**Due Friday October 29, 2021; Please email completed applications to [dpulay@akronohio.gov](mailto:dpulay@akronohio.gov)**

Funding for bike and pedestrian facilities.

TASA funds can be used for planning (Safe Routes To School), engineering, right of way and construction

Minimum local match is 20%.

Maximum TASA project request is \$700,000.

Project Sponsor	Contact Person
	Name:
	Title:
	Address:
	Phone:
	Email:

Project Name	
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Location	
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Termini	
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If a trail project, has a feasibility analysis* been completed? If so please attach.	Yes	No
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\*See Funding Policy Guidelines for details

Length (Miles)	
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Briefly describe why this project is needed

Describe the type of work you plan to do. Please attach a map and any other useful information

Consistency with Plans	(Yes or No)
Is the project a part of a Safe Routes to School Travel Plan? (if so, attach)	
Is the project recommended in a Connecting Communities Plan?	
Is the project located on an existing transit line?	
Does the project area have a history of bike/ped crashes? (provide documentation)	



**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**  
**MEMORANDUM**

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

**FROM:** AMATS Staff

**RE:** Resolution 2021-13 –Approving Amendment #12 to the FY 2021-2024 Transportation Improvement Program to combine several groups of projects that are in the same area and adjacent to each other for economies of scale and easier management. This amendment will also revise the construction year of an existing resurfacing project, add a new resurfacing project to FY 2022 and cancel a resurfacing project programmed in FY 2022.

**DATE:** September 9, 2021

The following changes involve combining two or three projects into one project because they are in the same area and construction year. It is hopeful that combining these projects will lead to better construction costs and more efficient project management.

1. Combine **PID 113171 (POR-CR 18 Tallmadge Rd-7.85)** and **PID 115308 (POR-CR 18 Tallmadge Rd-12.78)** with **PID 112755 (POR-CR 31 New Milford Rd-8.01)**. New Milford Rd construction will also be moved from FY 2024 to FY 2022. PID 112755 will be used to identify these projects. The resurfacing is scheduled in FY 2022.
2. Combine **PID 112757 (POR-RIDDLE ST)** with **PID 112756 (POR-CHESTNUT ST)**. PID 112756 will be used to identify these projects. The resurfacing is scheduled in FY 2022.
3. Combine **PID 103173 (SUM-SR 241/BOETTLER/FRANKS)** with **PID 103172 (SUM-SR 241/CORPORATE WOODS PH 2)**. PID 103172 will be used to identify these projects. The construction of these roundabouts is scheduled in FY 2022.

The following various revisions have also been requested:

1. **PID 112583 (SUM-RAVENNA RD)** is a resurfacing project in the City of Twinsburg. A request has been made to move it from FY 2024 to FY 2022. Construction is funded with \$432,000 of Surface Transportation Block Grant (STBG) funds.
2. **PID 113168 (SUM-W STEELS CORNERS RD PH 2)** is a resurfacing project in the City of Cuyahoga Falls. It was tentatively scheduled in FY 2025 and not programmed in the current FY 2021-2024 TIP. A request has been made to move it from FY 2025 to FY 2022 and therefore into the current TIP. Construction is funded with \$700,000 of STBG funds.



3. **PID 115337 (SUM-CR 80 Munroe Ave-1.74)** is a resurfacing project in the City of Tallmadge that was scheduled for FY 2022. The sponsor would like to do the project with their city-wide resurfacing program and wants cancel it as an AMATS project. It was funded with \$152,357 of STBG funds. Because AMATS over programmed new resurfacing projects in FY 2022 cancelling this project does not any adverse balance issues.

### **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 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 2021-13. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

**RESOLUTION NUMBER 2021-13**

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

**Approving Amendment #12 to the FY 2021-2024 Transportation Improvement Program to combine projects that are in the same area and are adjacent to each other for economies of scale and easier project management. This amendment will also revise the construction year of an existing resurfacing project and add a new resurfacing project to FY 2022.**

**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 2021-2024 Transportation Improvement Program to make the following changes:

1. Combine the following Portage County resurfacing projects: **PID 113171 (POR-CR 18 Tallmadge Rd-7.85)** and **PID 115308 (POR-CR 18 Tallmadge Rd-12.78)** with **PID 112755 (POR-CR 31 New Milford Rd-8.01)**. New Milford Rd construction will also be moved from FY 2024 to FY 2022. PID 112755 will be used to identify these projects. Construction is scheduled in FY 2022.
2. Combine the following City of Ravenna resurfacing projects: **PID 112757 (POR-RIDDLE ST)** with **PID 112756 (POR-CHESTNUT ST)**. PID 112756 will be used to identify these projects. Construction is scheduled in FY 2022. Construction is scheduled in FY 2022.
3. Combine the following City of Green roundabout projects: **PID 103173 (SUM-SR 241/BOETTLER/FRANKS)** with **PID 103172 (SUM-SR 241/CORPORATE WOODS PH 2)**. PID 103172 will be used to identify these projects. Construction is scheduled in FY 2022.
4. **PID 112583 (SUM-RAVENNA RD)** is a resurfacing project in the City of Twinsburg. A request has been made to move it from FY 2024 to FY 2022. Construction is funded with \$432,000 of Surface Transportation Block Grant (STBG) funds.
5. **PID 113168 (SUM-W STEELS CORNERS RD PH 2)** is a resurfacing project in the City of Cuyahoga Falls. It was sitting in FY 2025 and not programmed in the current TIP. A request has been made to move it from FY 2025 to FY 2022. Construction is funded with \$700,000 of STBG funds.
6. **PID 115337 (SUM-CR 80 Munroe Ave-1.74)** is a resurfacing project in the City of Tallmadge that was scheduled for FY 2022. The sponsor would like to do the project with their city-wide resurfacing program and wants to cancel it as an AMATS project. It was funded with \$152,357 of STBG funds.

**RESOLUTION NUMBER 2021-13 (Continued)**

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

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

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

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

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the Transportation Improvement Program FY 2021-2024 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.

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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

**AMENDMENT #12 - 9/9/21**  
**AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
112755	POR-CR 31-8.01 (New Milford Rd)  (Revise Schedule)	3.50	PORTAGE COUNTY TALLMADGE RD TO SR 5/44 BYPASS	RESURFACING	STBG LOCAL	C C		590.9 147.7		590.9 147.7	752.8	PORTAGE COUNTY ENGINEER	EXEMPT
443474 112755	POR-CR 18-7.85 (Tallmadge Rd)  (Combine with PID 112755)	4.92	PORTAGE COUNTY TALLMADGE RD FROM SR 44 TO SR 14	RESURFACING	STBG LOCAL	C C		700.0 175.0			890.8	PORTAGE COUNTY ENGINEER	EXEMPT
445308 112755	POR-CR 18-12.78 (Tallmadge Rd)  (Combine with PID 112755)	2.60	BRIMFIELD TOWNSHIP TALLMADGE RD FROM SR 14 TO ALLIANCE RD	RESURFACING	STBG LOCAL	C C		523.4 138.9			662.3	PORTAGE COUNTY ENGINEER	EXEMPT
112756	POR-S. CHESTNUT ST	0.67	RAVENNA S. CHESTNUT ST FROM LAKE AVE TO MAIN ST	RESURFACING	STBG LOCAL	C C		192.0 48.0			244.3	RAVENNA	EXEMPT
442757 112756	POR-RIDDLE ST  (Combine with PID 112756)	0.74	RAVENNA MERIDIAN ST TO LIBERTY ST	RESURFACING	STBG LOCAL	C C		200.0 50.0			254.5	RAVENNA	EXEMPT
103172	SUM-SR 241/CORPORATE WOODS PH 2	0.14	GREEN SR 241 AT CORPORATE WOODS CIR/THORN DR INTERSECTION	REPLACE SIGNALIZED INTERSECTION WITH HYBRID ROUNDABOUT	CMAQ LOCAL CMAQ LOCAL	R R C C	1,398.3 349.6	2,606.2 651.5			5,103.4	GREEN	EXEMPT
403473 103172	SUM-SR 241/BOETTLER/FRANKS  (Combine with PID 103172)	0.14	GREEN SR 241 AT BOETTLER RD/FRANKS PKWY INTERSECTION	REPLACE SIGNALIZED INTERSECTION WITH HYBRID ROUNDABOUT	CMAQ LOCAL CMAQ LOCAL	R R C C	445.5 297.0	2,827.7 1,305.3			4,986.3	GREEN	EXEMPT
112583	SUM-RAVENNA RD  (Revise Schedule)	1.10	TWINSBURG CHAMBERLIN RD TO E IDLEWOOD DR	RESURFACING	STBG LOCAL	C C		432.0 108.0		432.0 108.0	549.8	TWINSBURG	EXEMPT
113168	SUM-W STEELS CORNERS RD PH 2  (Add New Project)	2.35	CUYAHOGA FALLS AKRON PENINSULA RD TO NORTHAMPTON RD	RESURFACING	STBG LOCAL	C C		700.0 175.0			891.0	CUYAHOGA FALLS	EXEMPT
445337	SUM-CR 80-1.74 (Munroe Ave)  (Cancel Project)	1.19	TALLMADGE MUNROE AVE FROM EASTWOOD AVE TO EAST AVE	RESURFACING	STBG LOCAL	C C		152.3 38.1			190.4	TALLMADGE	EXEMPT

**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 2021-14 – To Add ODOT and Ohio EPA Funds in FY 2022 for METRO RTA (FY 2021-2024 TIP Amendment #13)

**DATE:** September 8, 2021

Executive Summary

This memorandum discusses a TIP amendment to the program of projects for METRO RTA to add recently awarded funding from ODOT and the Ohio EPA.

The Ohio Department of Transportation (ODOT) has awarded METRO RTA funding through its Ohio Transit Partnership Program (OTP2). This competitive grant program was established to provide additional capital funding to Ohio's public transit operators for projects emphasizing system preservation. In August, METRO was awarded funds through this program for inclusion in FY 2022 of the AMATS Transportation Improvement Program (TIP). METRO received \$1,045,500. The source of the OTP2 funds is State of Ohio General Revenue Funds (GRF) and Surface Transportation Block Grant (STBG) Program funds.

The Ohio EPA has also awarded METRO RTA funding through its Ohio EPA Diesel Mitigation Trust Fund (DMTF) grant program. The DMTF program provides grants to remove older more polluting diesel engines from use in priority Ohio counties, and replace or repower them with clean diesel, alternative fuel, or electric engines. Grants are funded with dollars allocated to Ohio from the Volkswagen Mitigation Trust Fund, as part of a court-ordered settlement to offset the excess air pollution emitted by some VW vehicles that violated the Clean Air Act. For FY 2022, Ohio EPA awarded \$590,500 to METRO.

Consequently, METRO is requesting that these additional funds be added to the TIP to include the recently awarded OTP2 and OHIO EPA funded projects.

METRO RTA is requesting the following changes to the TIP:

**- Add Funds for the Design of a new Maintenance and Operations Facility (PID 104366)**

This new project entails the design of a new maintenance and operations facility located at 416 Kenmore Boulevard in Akron (METRO's main facility). Federal funds for this

project include \$966,910 in FTA Section 5339 Bus and Bus Facilities Program funding, as well as \$500,000 in state funds awarded through the OTP2 Program. The total cost for the design of the new facility will be approximately \$1,466,910, to be scheduled in FY 2022.

**- Add Funds for a Large Bus Replacement Project – Nine CNG and Two Electric Buses (PID 114452)**

This existing project will add recently awarded Ohio EPA Diesel Mitigation Trust Fund (DMTF) grant program funds (\$590,500) and an additional \$5,093,917 in FTA Section 5307 Urban Formula funds for the additional purchase of seven large Compressed Natural Gas (CNG) buses and two large electric buses. METRO's local share funding match will be \$963,370. The total cost for the additional buses will be approximately \$6,647,787, scheduled in FY 2022.

**- Amend the Bus Rapid Transit (BRT) Planning Study (PID 112487)**

METRO RTA will add \$420,000 in State GRF funding awarded through the OTP2 Program. Federal funding remains \$80,000 in AMATS-attributable Surface Transportation Block Grant (STBG) funds. The total project cost is \$500,000, scheduled in FY 2022.

**- Add an Information Technology (IT) Hardware Project (PID 112220)**

METRO RTA will add \$125,500 in state-attributable Surface Transportation Block Grant (STBG) funds awarded through the OTP2 Program, for the acquisition of ADP hardware. Local share contribution is \$49,500. The total cost is \$175,000, for the IT Hardware portion of this project, scheduled in FY 2022.

**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 projects proposed in this amendment are 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 and PARTA.

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 or PARTA service areas.

### **STAFF RECOMMENDATION**

Attached to this memo is Resolution 2021-14. This resolution approves the requested changes to FY 2022 of the TIP as described above. The Staff recommends approval.

**RESOLUTION NUMBER 2021-14**

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

**TO ADD ODOT AND OHIO EPA FUNDS IN FY 2022 FOR METRO RTA - (FY 2021-2024 TIP AMENDMENT #13)**

**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 intends to maintain their capital assets in a state of good repair as described more fully in their Transit Asset Management (TAM) Plans; and

**WHEREAS**, METRO RTA is an eligible recipient of Federal Transit Administration (FTA) funds; and

**WHEREAS**, METRO RTA is an eligible recipient of Surface Transportation Block Grant (STBG) Program funds flexed over to the FTA; and

**WHEREAS**, METRO RTA is an eligible recipient of state of Ohio General Revenue Funds (GRF); and

**WHEREAS**, METRO RTA is an eligible recipient of Ohio EPA Diesel Mitigation Trust Fund (DMTF) grant program funds; and

**WHEREAS**, METRO RTA has requested that FY 2022 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2); and

**WHEREAS**, METRO RTA has requested that FY 2022 of the TIP be amended to add funds awarded through the Ohio EPA Diesel Mitigation Trust Fund (DMTF) Program; and

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

**WHEREAS**, this project has been determined to be in conformity with the State Implementation Plan for air quality; and



**RESOLUTION NUMBER 2021-14 Continued**

**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*.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the FY 2021-2024 Transportation Improvement Program as previously specified in the attached memorandum.
2. That this Committee affirms that the FY 2021-2024 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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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 2021-15 – Approving the FY 2021 Year End Completion Report**

**DATE: September 9, 2021**

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, 2021. The purpose of this resolution is to approve the Fiscal Year 2021 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 2021 Year End Completion Report. The planning work necessary for FY 2021 was completed, and the expenditures were within the budgeted amounts. All items were completed by the end of the fiscal year on June 30, with few exceptions due to the COVID-19 pandemic.

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

Attached is a financial summary of the Fiscal Year 2021 Year End Completion Report for all of the work elements scheduled during FY 2021. A number of significant products and activities were completed during FY 2021. These include:

1. Maintained the FY 2021-2024 Transportation Improvement Program as amended
2. Develop and approve the Congestion Management Process
3. Participated in the Statewide CMAQ Discretionary Funds Program
4. Monitored projects that use federal funds sub-allocated to AMATS
5. Developed and approved the new Regional Transportation Plan: *Transportation Outlook 2045* in accordance with the goals established in *AccessOhio 2045*, Ohio's New Statewide Transportation Plan
6. The Traffic Crashes and Safety Performance Measures (2017-2019) Technical Memorandum

7. 2020 AMATS Annual Report
8. The promotion of commuter alternatives through bicycle and pedestrian advocacy
9. Management of the Gohio Commute Program
10. Continued the Pavement Condition Data Collection and Analysis Program
11. Continued the Signal Timing Optimization Program
12. Continued implementation of 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 2021. These funds total approximately \$426,500 (see the attached summary table) and must be expended by December 31, 2021.

Attached is Resolution Number 2021-15 approving the FY 2021 Year End Completion Report and authorizing its submission to ODOT and USDOT as evidence of completing the FY 2021 Transportation Planning Work Program. All work elements remain within budget. The Staff recommends approval.

**YEAR END FINANCIAL PROGRESS REPORT**  
**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**  
**July 1, 2020 to June 30, 2021**

Description	Annual Budget	FY2021 Expenses	% Budget Expended	Carryover to FY2022
<b>I. Short Range Planning</b>	<b>\$189,700</b>	<b>\$128,359</b>	<b>68%</b>	<b>\$61,000</b>
FY2020 Carryover	14,700	14,683		0
FY2021	175,000	113,676		61,000
<b>II. Transportation Improvement Program</b>	<b>\$340,100</b>	<b>\$286,712</b>	<b>84%</b>	<b>\$53,000</b>
FY2020 Carryover	65,100	65,078		0
FY2021	275,000	221,634		53,000
<b>III. Continuing Planning &amp; Data Collection Transportation System Update</b>	<b>\$157,600</b>	<b>\$82,195</b>	<b>52%</b>	<b>\$74,000</b>
FY2020 Carryover	7,600	6,874		0
FY2021	150,000	75,321		74,000
<b>IV. Long Range Plan Activity</b>	<b>\$716,000</b>	<b>\$651,704</b>	<b>91%</b>	<b>\$62,000</b>
FY2020 Carryover	136,000	134,060		0
FY2021	580,000	517,645		62,000
<b>V. Service</b>	<b>\$413,500</b>	<b>\$322,856</b>	<b>78%</b>	<b>\$89,000</b>
FY2020 Carryover	113,500	112,270		0
FY2021	300,000	210,586		89,000
<b>VI. OhioRideshare and AQ Advocacy</b>	<b>\$347,000</b>	<b>\$217,883</b>	<b>63%</b>	<b>\$66,500</b>
FY2020 OhioRideshare Carryover	47,000	33,588		0
FY2021 OhioRideshare	80,000	34,095		45,500
FY2020 Air Quality Carryover	100,000	51,380		0
FY2021 Air Quality	120,000	98,820		21,000
<b>VII. Local</b>	<b>\$25,000</b>	<b>\$12,129</b>	<b>49%</b>	<b>\$0</b>
AMATS local Costs	25,000	12,129		0
<b>VIII. AMATS Transportation Quarterly</b>	<b>\$73,488</b>	<b>\$51,813</b>	<b>71%</b>	<b>\$21,000</b>
FY2020 Carryover	14,900	14,789		0
FY2021	58,588	37,024		21,000
<b>IX. GRAND TOTAL AMATS BUDGET</b>	<b>\$2,262,388</b>	<b>\$1,753,652</b>	<b>78%</b>	<b>\$426,500</b>

**RESOLUTION NUMBER 2021-15**

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

**APPROVING THE FISCAL YEAR 2021 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 2021 Year End Completion Report containing the work scheduled in the FY 2021 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 2021 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 2021 Transportation Planning Work Program.

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Mayor Linda Clark, 2021 Chairwoman  
Metropolitan Transportation Policy Committee

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Date

# 2022 AMATS TAC, CIC AND POLICY COMMITTEE MEETING CALENDAR

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TECHNICAL ADVISORY COMMITTEE 1:30 P.M.



CITIZENS INVOLVEMENT COMMITTEE 6:30 P.M.



POLICY COMMITTEE 1:30 P.M.



HOLIDAYS (AMATS Office Closed)



ANNUAL MEETING - Friday, October 7, 2022