

Akron Metropolitan Area Transportation Study

January 2011 Committee Meetings

The AMATS Committee Meetings will be held at the following times and locations:

TECHNICAL ADVISORY COMMITTEE

Thursday, January 20, 2011, 1:30 p.m.
Stow Safety Building
3800 Darrow Road, Stow

CITIZENS INVOLVEMENT COMMITTEE

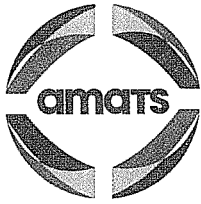
Thursday, January 20, 2011, 7:00 p.m.
Silver Lake Village Hall
2961 Kent Road, Silver Lake

POLICY COMMITTEE

Wednesday, January 26, 2011, 1:30 p.m.
Martin University Center – South Room
105 Fir Hill, Akron

THIS MAILOUT IS ALSO AVAILABLE ON THE AMATS WEB SITE
www.amatsplanning.org

Please advise the Staff of your attendance by calling Ms. Antoinette Rege at the AMATS office at (330) 375-2436 or send an e-mail to AREge@akronohio.gov



**Akron Metropolitan Area Transportation Study
Policy Committee
Martin University Center – South Room
105 Fir Hill, Akron, Ohio**

**Wednesday, January 26, 2011
1:30 p.m.**

Agenda

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

2. **Minutes - Motion Required**
 - A. December 8, 2010 Meeting Attachment 2A

3. **Staff Reports**
 - A. Financial Progress Report - **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. Status of AMATS Suballocated Federal Funds Attachment 3C

4. **Old Business**

5. **New Business**
 - A. Draft FY 2012-2015 Transportation Improvement Program Projects List – **Motion Requested** Attachment 5A
 - B. Draft FY 2012 Transportation Planning Work Program and Budget – **Motion Requested** Attachment 5B
 - C. Electric Vehicle Initiative Presentation – **Discussion** Oral

6. **Resolutions - Approval Requested**
 - A. **Resolution 2011-01** – Adopting the Revised Funding Policy Guidelines. Attachment 6A

 - B. **Resolution 2011-02** – Approving Amendment #49 to the Transportation Improvement Program FY 2008-2011 to revise the schedule and funding amount of the South Main Street-Wilbeth Road intersection improvement project in Akron. Attachment 6B

 - C. **Resolution 2011-03** – Approving Amendment #50 to the Transportation Improvement Program FY 2008-2011 to add buses for METRO and PARTA awarded through the ODOT Next Generation Clean and Green Bus Replacement Program. Attachment 6C

D. **Resolution 2011-04** – Approving Amendment #51 to the Transportation Improvement Program FY 2008-2011 to add operating funds for PARTA awarded through the ODOT Next Generation Transit Partnership Programs and Innovative New Service Starts.

Attachment 6D
TO BE DISTRIBUTED
AT MEETING

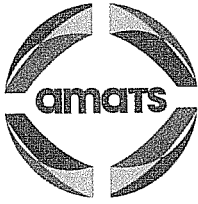
7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Wednesday, March 23, 2011 - 1:30 PM
Martin University Center - South Room
105 Fir Hill, Akron, Ohio

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

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



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Stow Safety Building
3800 Darrow Road, Stow, Ohio**

**Thursday, January 20, 2011
1:30 p.m.**

Agenda

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

2. **Minutes - Motion Required** Attachment 2A
 - A. December 2, 2010 Meeting

3. **Staff Reports** Attachment 3A
 - A. Financial Progress Report - **Motion Required**
 - B. Technical Progress Report Oral
 - C. Status of AMATS Suballocated Federal Funds Attachment 3C

4. **Old Business**

5. **New Business**
 - A. Draft FY 2012-2015 Transportation Improvement Program Projects List Attachment 5A
– **Motion Requested**
 - B. Draft FY 2012 Transportation Planning Work Program and Budget Attachment 5B
– **Motion Requested**
 - C. Electric Vehicle Initiative Presentation – **Discussion** Oral

6. **Resolutions - Approval Requested**
 - A. **Resolution 2011-01** – Adopting the Revised Funding Policy Guidelines. Attachment 6A

 - B. **Resolution 2011-02** – Approving Amendment #49 to the Transportation Improvement Program FY 2008-2011 to revise the schedule and funding amount of the South Main Street-Wilbeth Road intersection improvement project in Akron. Attachment 6B

 - C. **Resolution 2011-03** – Approving Amendment #50 to the Transportation Improvement Program FY 2008-2011 to add buses for METRO and PARTA awarded through the ODOT Next Generation Clean and Green Bus Replacement Program. Attachment 6C

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D. **Resolution 2011-04** – Approving Amendment #51 to the Transportation Improvement Program FY 2008-2011 to add operating funds for PARTA awarded through the ODOT Next Generation Transit Partnership Programs and Innovative New Service Starts.

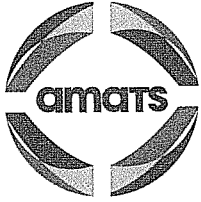
Attachment 6D
TO BE DISTRIBUTED
AT MEETING

7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Thursday, March 17, 2011 - 1:30 PM
Stow Safety Building
3800 Darrow Road, Stow, Ohio

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**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Silver Lake Village Hall
2961 Kent Road
Silver Lake, Ohio**

**Thursday, January 20, 2011
7:00 p.m.**

Agenda

- 1. Call to Order**
- 2. Minutes**
 - Thursday, December 2, 2010
- 3. Technical Progress Report**
- 4. Staff Presentation**
 - Transportation and Business
- 5. Selected Policy Committee Agenda Items**
 - Revised Funding Policy Guidelines
- 6. Other Policy Committee Agenda Items**
- 7. Other Business**
 - Business Community Outreach Update
- 8. Adjournment**

Next Regular Meeting:
Thursday, March 17, 2011 - 7:00 PM
Silver Lake Village Hall
2961 Kent Road
Silver Lake, Ohio

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

SUMMARY - AGENDA ITEMS JANUARY 2011

Attachment 5A – Draft FY 2012-2015 Transportation Improvement Program Projects List

This item is a first draft listing of the projects to be included in the upcoming TIP for Fiscal Years 2012 through 2015. This item requires **approval**.

Attachment 5B – Draft FY 2012 Transportation Planning Work Program and Budget

The draft Transportation Planning Work Program and Budget identifies the planning activities that will take place in the upcoming fiscal year and describes the funding sources that will be used to pay for them. This item requires **approval**.

Item 5C – Electric Vehicle Initiative Presentation

Representatives of The University of Akron will discuss the Electric Vehicle Initiative. This item is for **discussion only**.

Attachment 6A – Resolution 2011-01 – Adopting the Revised Funding Policy Guidelines

A proposal to revise the *AMATS Funding Policy Guidelines* to allow project sponsors the use of other non-federal sources of funding to meet their 20 percent local share requirements for projects. The Staff recommends **approval**.

Attachment 6B – Resolution 2011-02 – TIP Amendment #49

An amendment to the FY 2008-2011 TIP to revise the schedule and funding amount of the South Main Street-Wilbeth Road intersection improvement project in Akron. The Staff recommends **approval**.

Attachment 6C – Resolution 2011-03 – TIP Amendment #50

An amendment to the FY 2008-2011 TIP to add buses for METRO and PARTA awarded through the ODOT Next Generation Clean and Green Bus Replacement Program. The Staff recommends **approval**.

Attachment 6D – Resolution 2011-04 – TIP Amendment #51

An amendment to the FY 2008-2011 TIP to add operating funds for PARTA awarded through the ODOT Next Generation Transit Partnership Programs and Innovative New Service Starts. The Staff recommends **approval**.

**Akron Metropolitan Area Transportation Study
Policy Committee
Wednesday, December 8, 2010 – 1:30 p.m.**

Minutes of Meeting

I. Call to Order

A. Chairman Al Bollas called the meeting to order in the South Room of the Martin Center. The attending members constituted a quorum.

B. Audience Participation

J. Howard Harding, city of Akron resident, expressed his views about Ohio's proposed 3C QuickStart rail passenger service. **Mr. Harding** stated that people will – and currently do – ride trains that average 50 mph with a top speed of 79 mph. **Mr. Harding** further explained that Ohio can afford the estimated annual operating cost of \$17 million and that Ohio should not begin with true high-speed train service rather than slower conventional-speed service because such an attempt would be the equivalent of attempting to construct the roof before building a firm foundation.

Victoria Sabino, resident of The Enclave at Rosemont Ridge, representing the Citizens for a Better Montrose, said that she is against the proposed move of the Wal-Mart and Sam's Club stores. **Ms. Sabino** said that this development will ruin the quality of life in the neighborhood by lowering property values and increasing the noise pollution with additional cars, trucks and buses. **Ms. Sabino** said that she is concerned about the development's impacts on the Montrose area and stated that high crime rates tend to be associated with retail areas that are open 24-hours a day. **Ms. Sabino** said that Wal-Mart should stay where it is.

Herb Newman, CEO, Summit Management Services, Inc., said that when he built the current Wal-Mart in 1992, he paid \$2.5 million in demanded improvements at no cost to taxpayers. **Mr. Newman** said that the public should not be concerned as to who will bear the responsibility for \$7 million in turnabout, lane widening and left turn lane improvements. **Mr. Newman** said that all of Rothrock Road should be improved for retail because Wal-Mart will bring all of its acolytes and the taxpayers will not have to pay any costs. **Mr. Newman** stated that the Summit County Engineer's office should conduct a study pertaining to what it would take to accommodate the proposed incoming retail. **Mr. Newman** said that he does not want the infrastructure that he improved to become flawed so that his retail space cannot attract tenants because traffic is too congested. **Mr. Newman** questioned the role of Summit County in the planning process.

Mr. Newman said that Wal-Mart and Mr. Levey should have to pay improvement costs first and then proceed with the development. **Mr. Newman** said that efforts should be taken to ensure that the road is engineered for the closing of Rothrock Road at Cleveland-Massillon Road.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the September 29, 2010 meeting.

Motion

Bill Goncy made a motion to approve the minutes and it was seconded by **Eric Czetli**. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report – October 31, 2010

Jason Segedy presented Attachment 3A. **Mr. Segedy** said that AMATS is four months into Fiscal Year 2011 and has spent 30 percent of its funds to date. AMATS is within budget.

Motion

Michael Marozzi made a motion to approve the Financial Progress Report and it was seconded by **Rick Bissler**. The motion was approved by a voice vote.

B. Technical Progress Report

Mr. Segedy said that the AMATS website is being improved with the functionality of traffic counting data. The Mapping section has a new interface for this data. **Mr. Segedy** said to contact **Heather Davis Reidl** or **Dave Pulay** for any guidance.

Mr. Segedy said that, during the Policy Committee meeting on September 29, an MOU was approved for AMATS to apply for a Cooperative Grant Application through the U.S. Department of Housing and Urban Development and USDOT Sustainable Communities Program. AMATS entered into the MOU collectively with the Cleveland, Youngstown and Canton-area MPOs. The grant was approved for \$4.25 million.

Mr. Segedy said that, as a result of the Congressional mid-term elections, U.S. Rep. Jim Oberstar will not be the chairman of the U.S. House Committee on Transportation and Infrastructure. The next chairman will likely be U.S. Rep. John Mica.

Mr. Segedy said that Ohio Governor-elect John Kasich has appointed Jerry Wray as the new ODOT director. Mr. Wray was the director from 1991 to 1999.

C. Status of AMATS Suballocated Federal Funds

Victor Botosan presented Attachment 3C. **Mr. Botosan** referred to a table concerning Funding Program and Balances dated November 18, 2010. A new TIP is in development and it will span Fiscal Years 2012 to 2015.

IV. Old Business

A. Rothrock Road/Montrose Planning Study – Follow-up

Curtis Baker presented Attachment 4A. **Mr. Baker** explained two new significant developments. The first was an introduction of two ordinances by the city of Fairlawn to cul-de-sac Rothrock Road and Rosemont Boulevard to protect the neighborhoods and residents from the potential onslaught of new traffic. The second significant item was an organized opposition that involved the submission of petitions to the Copley Township Trustees by a grassroots organization named Citizens for a Better Montrose.

Mr. Baker said that the December CIC meeting was attended by Fairlawn residents, city of Fairlawn staff, representatives from Citizens for a Better Montrose, and other residents of the Greater Akron area. **Mr. Baker** said that the majority of the public comments made during this meeting were in agreement that developers should be responsible to pay for all needed traffic improvements. **Mr. Baker** said that there was one minority opinion supporting the new development.

Mr. Baker said that, from AMATS' perspective, action regarding this proposal should be deferred until the Summit County Engineer's office reviews the final URS Corporation study, which includes consideration of cul de sacs at Rosemont Boulevard and Rothrock Road.

Mr. Baker said that the Staff is asking for discussion or opinion from the Policy Committee regarding what actions should be taken to avoid these types of situations in the future and alleviate similar problems.

Mayor Bertrand asked if there was any proposal made with respect to utilities at the proposed site. **Mr. Baker** said that AMATS has not conducted a utility analysis.

Joe Paradise said that the Summit County Engineer's office has received its copy of the URS Corporation study and it will be considered with Fairlawn's MS Consultants, Inc. study and comments from citizens, ODOT and AMATS. **Mr. Paradise** said that the office will compile all

the information into one document and submit it to the Copley Township Trustees. **Mr. Paradise** said that the entire document will then be posted on the Summit County Engineer's website.

Mr. Paradise said that, with regards to utilities, the Copley Township Fire and Police departments will service the area. The Summit County Department of Environmental Services has the capacity to provide sewer service. **Mr. Paradise** said that Mr. Levey stated that all improvements to the traffic infrastructure will be paid from private funds and not from government funds, although that statement is not in writing. The Summit County Engineer does not intend to use any taxpayer funds to improve the Montrose area. **Mr. Paradise** said that the office will ask URS to revise its study to add the concept of the Rothrock Road cul-de-sac. Additional study revisions should include the SR 21 / Interstate 77 interchange, SR18 / I-77 interchange, the Cleveland-Massillon Road interchange, and the Miller Road / Ridgewood Road interchange.

Rick Bissler asked Mr. Segedy if he has discussed with other MPOs as to how they address these issues. **Mr. Segedy** said that he meets with the other MPO directors on a regular basis. **Mr. Segedy** said that these types of controversial issues are not a regular topic of conversation and expressed his hope that they will be.

Mayor Currin said that, outside of the unnecessary disparaging remarks concerning Summit County officials, he believes a requirement of the developer to bear the cost has tremendous merit. **Mayor Currin** said that the communities of Montrose should work together on a collaborative plan for the future so that this and other issues do not become so inflammatory.

Mayor Currin said that, hundreds of vacated Sam's Club and Wal-Marts are abandoned and boarded up across the country. **Mayor Currin** said that it is crucial that, as agreements are made, the demolition of these buildings take place.

Thomas Clapper referred to the bullet point in the presentation of the Regional Perspective section which asked, "Should the Policy Committee echo the sentiments of concerned citizens?" **Mr. Clapper** said that, with regards to the word "*echo*," it should be stressed that the Policy Committee is an advocacy for regional planning. **Mr. Clapper** said that the word "*echo*" implies that the Policy Committee is just reacting because of citizens concerns and that he took exception to that word.

Mayor Kuchta said that he concurs with Mayor Currin and Mr. Paradise in regards to costs. **Mayor Kuchta** said that he would like to see situations like this be referred to a committee for discussion on the issue before the process goes too far and then people are only able to make comments around the table.

John Sellars, engineer for the city of Fairlawn, said that the legislation to close a portion of Rothrock Road and Rosemont Boulevard has been presented to Fairlawn City Council.

Mayor Lyons asked if the study is limited to the impact of the development of the two stores. **Mr. Paradise** said yes. **Mayor Lyons** asked if the URS study requests an analysis of future improvements that might be needed or is it data for the Summit County Engineer's office to analyze the current situation. **Mr. Paradise** said that it's an analysis of the data being generated at that particular location. **Mayor Lyons** said that this study does not address the full scope of issues that will be faced in the future for this area.

Chairman Bollas asked if Copley Township has a comprehensive land use plan and if it includes residential zoning in it. **Mr. Baker** said that the Copley site is zoned 3C-commercial, which allows "big-box" stores. **Mr. Segedy** said that the area in Fairlawn near the site is zoned for a mix of single and multi-use residential. **Mr. Segedy** said that the Staff believes that, if this were all in one political unit, it never would have been zoned this way.

B. Report of Nominating Committee - Election of 2011 Officers

Chairman Bollas said that the 2011 Officer Nominating Committee nominated Bob Pfaff of METRO for chairman and Mayor Joe Bica, Jr. of the city of Ravenna as vice chairman.

Motion

Don Kuchta made a motion to approve the Report of Nominating Committee and it was seconded by Michael Marozzi. The motion was approved by a voice vote.

V. New Business

A. Approval of 2011 Meeting Calendar

Mr. Segedy presented Attachment 5A.

Motion

Charles Keiper made a motion to approve the 2011 Meeting Calendar and it was seconded by David Kline. The motion was approved by a voice vote.

B. 20 Percent Local Share Requirement

Mr. Botosan presented Attachment 5B. **Mr. Botosan** explained the existing AMATS *Funding Policy Guidelines*. **Mr. Botosan** said that a concern discussed at the TAC meeting on December 2 was that it can be difficult to identify funding sources and, if it happens in the same year, the

local sponsor will ultimately have to cancel the project. **Mr. Botosan** said that a solution to avoid this situation would be to require that sponsors pass legislation stating that they will provide the 20 percent match for projects even if no other type of funding has been secured. **Mr. Botosan** said that this will ensure the integrity of the overall funding program.

Mr. Segedy said that, on balance, the Staff believes this would be a good change.

Chairman Bollas presented an email from **Mayor Procop** stating that she would like to propose the following language regarding a policy change for the local match requirements: “If the grantee is able to obtain alternate funding for the 20 percent required local match, the alternate funding may be used to supplant local funds.” **Mr. Segedy** and **Mayor Kuchta** concurred with Mayor Procop’s proposed language.

Chairman Bollas asked for a motion to have a motion prepared for the next Policy Committee meeting.

Motion

Don Kuchta made a motion to authorize the Staff to prepare a resolution revising the 20 Percent Local Share Requirement as contained in the AMATS Funding Policy Guidelines and it was seconded by **William Currin**. The motion was approved by a voice vote.

Ralph Coletta said that AMATS may confront two situations: one is a project already programmed to receive funds and the other is accepting the applications for new projects. **Mr. Coletta** said that the legislation will need to require that the local community, at the time the application is selected, will commit to the funding. **Mr. Coletta** asked if the funding eligibility would include right-of-way phases or just construction. **Mr. Segedy** said that it isn’t specified at this time, but that it would make sense to allow it for both.

Mr. Paradise asked if the funds could be used for design. **Mr. Segedy** said that the current funding policy does not allow funding for design. **Mr. Paradise** said that if right-of-way and construction are used for funding, design should be considered for funding as well. **Mr. Segedy** said that it could be a discussion topic for the Policy Committee in the future.

VI. Resolutions – Approval Requested

A. Resolution 2010-22 – Connecting Communities Planning Grant Awards

Ms. Davis Reidl presented Attachment 6A.

Commissioner Keiper asked if the scoring instrument was included with the application. **Ms. Davis Reidl** said yes. **Chairman Bollas** asked if the communities received their applications after they were scored. **Ms. Davis Reidl** said that they were returned after the scores were completed. **Commissioner Keiper** said that all the funds seem to be going to Summit County and he is sensitive to it. **Chairman Bollas** said that, if the grants are available in 2011, the scoring system will be expanded.

Kay Kerr asked if AMATS had developed a regional strategy for how these funds should be used. **Ms. Davis Reidl** said that there is not a regional strategy in place at this time. **Mr. Baker** said that this is a pilot program and there is a plan for 2011 to determine how to grade the regional importance.

Motion

David Kline made a motion to approve Resolution 2010-22 and it was seconded by Bill Goncy. The motion was approved by a voice vote.

- B. Resolution 2010-23 – Approving an Amendment to the FY 2008-2011 Transportation Improvement Program (Amendment #46) – To Add Projects for METRO and PARTA Awarded through the Next Generation and State of Good Repair Programs**

Mr. Baker presented Attachment 6B.

Motion

Michael Marozzi made a motion to approve Resolution 2010-23 and it was seconded by Charles Keiper. The motion was approved by a voice vote.

- C. Resolution 2010-24 – Approving an Amendment to the FY 2008-2011 Transportation Improvement Program (Amendment #47) - To Add FY 2011 JARC and New Freedom Program Project Recommendations**

Mr. Baker presented Attachment 6C.

Motion

Charles Keiper made a motion to approve Resolution 2010-24 and it was seconded by Eric Czetli. The motion was approved by a voice vote.

- D. Resolution 2010-25 – Approving Amendment #48 to the Transportation Improvement Program FY 2008-2011 to add Hiram Bike Trail Study and Canton Road Signal project**

Mr. Botosan presented Attachment 6D.

Motion

*Eric Czetli made a motion to approve Resolution 2010-25 and it was seconded by **Ralph Coletta**. The motion was approved by a voice vote.*

VII. Other Business

Mr. Baker acknowledged **Chairman Bollas** for his contributions and service as the 2010 Policy Committee chairman. **Mr. Baker** presented a plaque to Chairman Bollas in recognition of his service.

VIII. Adjournment

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Wednesday, January 26, 2011** at the **Martin Center – South Room**.

**AMATS POLICY COMMITTEE
2010 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	27	25	19	12	29	8
AKRON - Mayor Don Plusquellic (Coletta) (Weber)	A	A	A	A	A	A
AURORA - Mayor Lynn McGill	M	M				
BARBERTON - Mayor Bob Genet (Palmer) (Sheridan)	M	A	M	A	M	M
BOSTON HEIGHTS - Mayor Bill Goney (Foss)	M	M	M	M		M
BRADY LAKE - Mayor Hal Lehman (Carlson)	A					
CLINTON - Mayor Phyllis Mayberry						
CUYAHOGA FALLS - Mayor Don Robart (Truby)	M	M		M	M	
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	M		A	A	A	A
FAIRLAWN - Mayor William Roth (Spagnuolo) (Sellars)			A	A	M	A
GARRETTSVILLE - Mayor Craig Moser						
GREEN - Mayor Dick Norton (Hanson) (Monteith)	A		A	A	A	
HIRAM - Mayor Lou Bertrand (Wood)	M	A	M	M	M	M
HUDSON - Mayor William Currin (Bales)	A	A	M	A	M	M
KENT - Mr. David Ruller (Roberts) (Bowling)	A	A			A	
MACEDONIA - Mayor Don Kuchta (Darwish)	A			A	M	M
MANTUA - Mayor Donna Hawkins						
METRO - Mr. David Incorvati (Pfaff) (Harris)	A	A	A	A	A	A
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Frank Larson (DiCola)		A				
NEW FRANKLIN - Mayor Al Bollas (Hess)	M	M	M	M	M	M
NORTHFIELD - Mayor Victor Milani (Greenlee)						
NORTON - Mayor David Koontz (Ryland)		M	M	M	M	M
ODOT - Mr. Eric Czetli (Noble)(Rebillot)(Schafer)(Surma)	M	M	M	A	M	M
PARTA - Mr. Rick Bissler (Drew) (Smith) (Hairston)	M	M	M	M	A	M
PENINSULA - Mayor Dick Fisher						
PORTAGE COUNTY COMM. BOARD - Ms. Maureen Frederick (Walker)	A		A			
PORTAGE COUNTY COMM. BOARD - Mr. Charles Keiper (Badger)	M	A	A	A	M	M
PORTAGE COUNTY COMM. BOARD - Mr. Christopher Smeiles(Clapper)	A		M	A	A	A
PORTAGE COUNTY ENGINEER - Mr. Michael Marozzi (Miller)	M	M		M		M
RAVENNA - Mayor Joseph Bica (Finney)(Bowen)	M				A	
REMINDEVILLE - Mayor Sam Alonso (Krock)		A				
RICHFIELD - Mayor Michael Lyons (Waszak) (Ciolkevich)	A	M	M	M	M	M
SILVERLAKE - Mayor Bernie Hovey (Fuller)		A			A	
STOW - Mayor Karen Fritschel (McCleary) (Weddle)	A	A	A		A	
STREETSBORO - Mayor Arthur Scott (Pritchard)						
SUGAR BUSH KNOLLS - Mayor Austin Melton						
SUMMIT COUNTY ENGINEER - Mr. Alan Brubaker (Fulton) (Paradise)	A	A	A	A	A	A
SUMMIT COUNTY EXECUTIVE - Mr. Russell Pry (Siebel)	A	A	A	A		A
SUMMIT COUNTY COMM. & ECON. DEV. - Ms. Connie Krauss		M	M		M	M
SUMMIT COUNTY COMM. & ECON. DEV. - Mr. Nick Lautzenheiser	M	M	M	M	M	M
TALLMADGE - Mayor David Kline (Sauner)	A			M	M	M
TWINSBURG - Mayor Katherine Procop (Mohr) (Finch)	A	M			M	
WAYNE COUNTY COMM. BOARD - Mr. Robert MacGregor (Toth)		M		M	M	M
WINDHAM - Mayor Robert Donham						

**AMATS POLICY COMMITTEE
2010 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Jim Weber	City of Akron
Mr. David Merleno	City of Fairlawn
Mr. Chris Randles	City of Fairlawn
Mr. Jack Noble	ODOT
Mr. Anthony Lococo	ODOT
Mr. Bob Downing	Akron Beacon Journal
Mr. Herb Newman	Summit Management, Inc.
Mr. Doran D’Avello	Herb Newman
Mr. Matthias Strauss	Citizens for a Better Montrose
Ms. Victoria Sabina	Citizens for a Better Montrose
Mr. Andy Johns	FHWA
Mr. J. Howard Harding	City of Akron resident
Mr. Jason Segedy	AMATS
Mr. Victor Botosan	AMATS
Mr. Curtis Baker	AMATS
Ms. Antoinette Rege	AMATS
Mr. Dave Pulay	AMATS
Mr. Kerry Prater	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Nathaniel Brugler	AMATS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, December 2, 2010 – 1:30 p.m.**

Minutes of Meeting

I. Call to Order

- A. Chairman Jim Bowling** called the meeting to order in the conference room of the Stow Safety Building. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the September 23, 2010 meeting.

Motion

Frank Hairston made a motion to approve the minutes and it was seconded by James McCleary. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Jason Segedy presented Attachment 3A. AMATS has spent 30 percent of its budget year to date.

Motion

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

B. Technical Progress Report

Mr. Segedy said that AMATS is working on the development of a Bike User's Map, which will assess the bikeability of area roads. **Mr. Segedy** said that the map will be used as an input to the bike plan scheduled for completion in 2011. **Mr. Segedy** asked the members to contact **Phyllis Jividen** or **Jennifer Rose** for any bike user information.

Mr. Segedy said that the AMATS website now includes traffic counting data that is linked to Google maps.

Mr. Segedy said that, during the Policy Committee meeting on September 29, an MOU was approved for AMATS to apply for a Cooperative Grant Application through the U.S. Department of Housing and Urban Development and USDOT Sustainable Communities Program. AMATS entered into the MOU collectively with the Cleveland, Youngstown and Canton-area MPOs. The grant was awarded to the region for \$4.25 million.

Mr. Segedy said that, as a result of the Congressional mid-term elections, U.S. Rep. Jim Oberstar will not be the chairman of the U.S. House Committee on Transportation and Infrastructure. The next chairman will likely be U.S. Rep. John Mica.

Mr. Segedy said that the gas tax resolution passed at the Policy Committee meeting on September 29 with a 15-12 vote.

Mr. Segedy said that Ohio Governor-elect John Kasich has appointed Jerry Wray as the new ODOT director. Mr. Wray was the director from 1991 to 1999.

C. Status of AMATS Suballocated Federal Funds

Mr. Segedy presented Attachment 3C. **Mr. Segedy** referred to a table concerning Funding Program and Balances dated November 18, 2010. A new TIP is in development and it will span Fiscal Years 2012 to 2015. **Mr. Segedy** said that the complete TIP document will be presented for approval in May 2011.

IV. Old Business

A. Rothrock Road/Montrose Planning Study Follow-up

Curtis Baker presented Attachment 4A. **Mr. Baker** explained two new significant developments. The first was an introduction of two ordinances by the city of Fairlawn to cul-de-sac Rothrock Road and Rosemont Boulevard to protect the neighborhoods and residents from the potential onslaught of new traffic. The second significant item was an organized opposition that involved the submission of petitions to the Copley Township Trustees by a grassroots organization named Citizens for a Better Montrose.

Mr. Baker explained that the recommendations identified by URS are comparable to the AMATS analysis.

Mr. Segedy stated that Rothrock Road is not on the federal aid system, but that the intersections in the planning study would be, and AMATS may potentially be asked in the future to fund those improvements.

Joe Paradise said that the Summit County Engineer's office hosted a public open house on November 23 to discuss the Rothrock Road development. One of the speakers, Larry Levey, president of development, Levey & Company, suggested a revision that was not in the original document. Mr. Levey suggested that the Rothrock Road / Cleveland-Massillon Road intersection should be relocated to align with the Interstate 76 off-ramp. Mr. Levey offered to pay for these improvements. **Mr. Paradise** said that the engineer's office will ask URS to revise its study to add the concept of the Rothrock Road cul-de-sac.

B. Report of Nominating Committee – Election of 2011 Officers

Chairman Bowling said that the 2011 Officer Nominating Committee nominated Tom Sheridan of the city of Hudson for chairman and Bryan Smith of PARTA as vice chairman.

Motion

***Jim Bowling** made a motion to approve the Report of Nominating Committee and it was seconded by **Mohammed Darwish**. The motion was approved by a voice vote.*

V. New Business

A. Approval of 2011 Meeting Calendar

Mr. Segedy presented Attachment 5A.

Motion

***Tony Demasi** made a motion to approve the 2011 Meeting Calendar and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.*

B. 20 Percent Local Share Requirement

Mr. Segedy presented Attachment 5B. **Mr. Segedy** explained the existing AMATS *Funding Policy Guidelines*. **Mr. Segedy** discussed possible arguments both for and against changing the existing funding policy.

Wayne Wiethe said that, he has no objection to using other resources for leveraging projects, but that it can be difficult to line up those resources with AMATS funding requirements to meet project deadlines.

Mr. Paradise concurred with **Mr. Wiethe**. **Mr. Paradise** said that there are three different fiscal years to follow between the county, ODOT and federal time frames with regards to project deadlines. **Mr. Paradise** said that there is a need for flexibility to allow the mixed use of funds for better projects.

Chairman Bowling asked Jack Noble about his experience with flexibility in funding projects. **Jack Noble** said that ODOT would be in favor of using additional resources to help those projects having funding challenges.

Mr. Segedy said that AMATS would present the TAC's concerns to the Policy Committee on December 8 and that, depending on the Policy Committee's decision, AMATS would prepare a draft funding policy for the TAC meeting on January 20.

VI. Resolutions – Approval Requested

A. Resolution 2010-22 – Connecting Communities Planning Grant Awards

Mr. Baker presented Attachment 6A.

Motion

Elwood Palmer made a motion to approve Resolution 2010-22 and it was seconded by James McCleary. The motion was approved by a voice vote.

B. Resolution 2010-23 – Approving an Amendment to the FY 2008-2011 Transportation Improvement Program (Amendment #46) – To Add Projects for METRO and PARTA Awarded through the Next Generation and State of Good Repair Programs.

Mr. Baker presented Attachment 6B.

Motion

Wayne Wiethe made a motion to approve Resolution 2010-23 and it was seconded by Joe Paradise. The motion was approved by a voice vote.

C. Resolution 2010-24 – Approving an Amendment to the FY 2008-2011 Transportation Improvement Program (Amendment #47) – To Add FY 2011 JARC and New Freedom Program Project Recommendations.

Mr. Baker presented Attachment 6C.

Motion

Elwood Palmer made a motion to approve Resolution 2010-24 and it was seconded by Tony Demasi. The motion was approved by a voice vote.

D. Resolution 2010-25 – Approving an Amendment to the FY 2008-2011 Transportation Improvement Program (Amendment #48) - To Add Hiram Bike Trail Study and Canton Road Signal project.

Mr. Baker presented Attachment 6D.

Motion

*Doug McGee made a motion to approve Resolution 2010-25 and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.*

VII. Other Business

Mr. Segedy acknowledged **Chairman Bowling** for his contributions and service as the 2010 TAC chairman. **Mr. Segedy** presented a plaque to **Chairman Bowling** in recognition of his service.

VIII. Adjournment

The next TAC meeting is scheduled for **1:30 p.m.** on **Thursday, January 20, 2011** at the **Stow Safety Building**.

**AMATS TECHNICAL ADVISORY COMMITTEE
2010 ATTENDANCE**

M Denotes Member Present A Denotes Alternate Present	Jan 21	Mar 18	May 13	Aug 5	Sept 23	Dec 2
AKRON ENGINEERING BUREAU - Mr. Micheal J. Teodecki (DiFiore)	M	M	M	A	A	M
AKRON PLANNING DEPT. - Mr. Mark Moore (Tomic)(Kirbawy)	M		M		M	M
AKRON TRAFFIC ENGINEERING - Mr. Dave Gasper (DiFiore)	M	M	M	M	M	M
AURORA - Mr. John E. Trew (Wehrenberg)		M		M	M	M
BARBERTON - Mr. Elwood Palmer (Stefan) (Keltyka)	M		M	M	A	M
CUYAHOGA FALLS - Mr. Fred Guerra				M		
CUYAHOGA FALLS - Mr. Tony V. Demasi (Marko)	M	M	M	A	M	M
DOYLESTOWN - Eng. Assoc. - Mr. Ronny Portz						
FAIRLAWN - Mr. Nicholas Spagnuolo (Sellars)						
GREEN - Mr. Wayne Wiethe (Lingenfelter)	M	M				M
GREEN - Mr. Paul Pickett (Schemansky)	M		M	M	M	M
HUDSON - Mr. Chris Papp (Sheridan)	M	M	A	A	M	A
HUDSON - Mr. Mark Richardson (King)	M	M	M		M	M
KENT - Mr. Eugene Roberts						
KENT - Mr. Jim Bowling (Giaquinto)	M	M	A		M	M
MACEDONIA - Mr. Michael Hlad (Darwish)	A	M	A	A		A
METRO - Mr. Robert K. Pfaff (Harris)(Noye)(Bacon)	A		A	A	A	A
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Mr. Joe Hadley (Chinn-Levy)	M	M			M	A
NEW FRANKLIN - Mr. Jeff Olson	M	M	M	M		M
NORTHFIELD - Mr. Richard S. Wasosky						
NORTON - Mr. David White (Ryland)		M	M	M	M	
ODOT - Mr. Eric Czetli (Noble)(Rebillot)(Schafer)(Surma)	A	A	A	A	A	A
PARTA - Mr. John Drew (Smith)(Hairston)	A			A	A	A
PORTAGE COUNTY ENGINEER - Mr. Scott Miller (Marozzi)			M			M
PORTAGE CO. REG. PLANNING COMM. - Mr. Todd Peetz (James)(McGee)						A
PORTAGE COUNTY SMALL VILLAGES - Mr. James Mayer	M					
PORTAGE COUNTY TOWNSHIP ASSOC - Mr. John Kovacich (Leet)		M		M		M
RAVENNA - Mr. Bob Finney (Bowen)	M	M	M			M
RICHFIELD - Ms. Melanie Tibbs						
SILVERLAKE - Mr. Steve Fuller						
STOW - Mr. Ken Trenner (Kurtz)						
STOW - Mr. Brad Kosco (McCleary)		M		M		A
STREETSBORO - Mr. Jeffery Pritchard	M	M	M		M	M
SUMMIT CO. COMM. & ECON. DEV. - Mr. Nick Lautzenheiser (Krauss)	M	M	M	M	M	M
SUMMIT COUNTY ENGINEER - Mr. Alan Brubaker (Fulton)(Paradise)	A	A	A	A	A	A
SUMMIT COUNTY SMALL VILLAGES - Mayor Bill Goncy						
SUMMIT COUNTY TOWNSHIP ASSOC. - Mr. Bruce Killian (Dressler)	M	M				
TALLMADGE - Mr. Pat Sauner						
TWINSBURG - Mr. Dan Moczadlo (Mohr)	M	M	M			
WINDHAM - Mayor Robert Donham						

**AMATS TECHNICAL ADVISORY COMMITTEE
2010 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	21	18	13	5	23	2

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Mr. Rick McQueen

AKRON REG. AIR QUALITY MGT. DISTRICT – Mr. Frank Markunas

AMATS - Mr. Jason Segedy (Director) M M M M M M

CUYAHOGA VALLEY NATIONAL PARK - Mr. Rob Bobel

ENVIRONMENTAL COMMUNITY REP. - Mr. Bill Skowronski M M

GREATER AKRON CHAMBER - Mr. Gregg Cramer

METRO PARKS SERVING SUMMIT COUNTY – Mr. David Whited M M M

PORTAGE COUNTY PORT AUTHORITY - Mr. Bill Ulik

PORTAGE PARK DISTRICT - Ms. Chris Craycroft

PRIVATE TRANSPORTATION PROVIDER (CYC) - Mr. Mark Posten M M M M M

RAILROAD INDUSTRY REP. - Mr. William A. Callison (Jaeger) (Chastek) A A

SUMMIT COUNTY PORT AUTHORITY – Vacant

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Bud Schafer	ODOT District 4
Mr. Kevin Westbrook	URS
Mr. Russell Critelli	The Mannik & Smith Group
Mr. Kerry Prater	AMATS
Mr. Curtis Baker	AMATS
Mr. Nathaniel Brugler	AMATS
Ms. Heather Davis Reidl	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, December 2, 2010 – 7 p.m.**

Minutes of Meeting

Attendees:

Michael Ondecker, Chairperson

Dustin J. Baker, Member

David Berkovitz

Angelo Catalano

Don Dieterich, Member

Stephen Funk

J. Howard Harding

Patricia Harding

Jack Juren

Al Kalish, Member

Alex Kelemen, Member

David Kish, Member

Ruth Klee, Member

Tim Lissan, Member

Bill Maki, Member

David H. Mangold, Member

Tim Sisler

Steve Smetana

Ernie Staten

Paul J. Suboticki, Member

Des Wirtheimer

Staff:

Curtis Baker, Planning Administrator

Krista Beniston, Transportation Planner

Heather Davis Reidl, Mobility Planner

Jason Segedy, Director

I. Call to Order

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

II. Minutes

Members were asked to approve/disapprove the minutes of the September 23, 2010 meeting.

Motion

Don Dieterich made a motion to approve the minutes of the September 23, 2010 meeting and it was seconded by **Bill Maki**. The motion was approved by a voice vote.

III. Technical Progress Report

Chairperson Oudecker introduced **Curtis Baker**.

Mr. C. Baker introduced himself and **Director Jason Segedy, Heather Davis Reidl** and **Krista Beniston**.

Mr. C. Baker presented the Technical Progress Report.

IV. Selected Policy Committee Agenda Items

Chairperson Oudecker opened discussion regarding Attachment 4A – Rothrock Road/Montrose Planning Study Follow-up.

Mr. C. Baker presented Attachment 4A.

J. Howard Harding said that he opposed the proposed move of Wal-Mart and Sam's Club to Copley Township and that the development as proposed should be rejected for the benefit of the Greater Akron area. **Mr. Harding** said that developers should bear the costs for all infrastructure improvements related to their projects rather than pass those costs on to the community.

Des Wirtheimer said that he supported the proposed development as the current site housing Wal-Mart and Sam's Club at Rosemont Commons in Fairlawn provides inadequate access to the stores. **Mr. Wirtheimer** said that the Copley location is where the stores should have located originally. **Mr. Wirtheimer** said that the city of Fairlawn's announced plans to cul-de-sac the streets in the residential area near the proposed development would be detrimental to residents of Fairlawn, Fairlawn Country Club and Copley Township.

Don Dieterich criticized the development practices of Wal-Mart Stores, Inc. and other retailers as unsustainable.

Jack Juren said that, as a resident of the Fairlawn area that would be impacted by the proposed development, he and many of his neighbors oppose its construction. **Mr. Juren** said that the cost of infrastructure improvements related to the development should be borne by the developer. **Mr. Juren** said that AMATS should urge the appropriate county-level planning officials responsible for approving the project to require that the developer pursue the improvements identified by the agency in its *Rothrock Road/Montrose Planning Study*.

Bill Maki asked if a soil analysis was done at the Copley site and if a record of such an analysis is on file either with Copley Township or the Summit County Engineer's office. **Mr. Maki** asked if Wal-Mart Stores, Inc. considered potential sites along state Route 18 in nearby Medina County as a means to funnel traffic from the Montrose area. **Mr. Maki** asked if Copley Township was planning to hire additional safety and emergency forces or enter into a contract with Summit County to cope with the additional traffic that the development would bring to the township.

Mr. Segedy suggested that **Mr. Maki** address his questions regarding a soil analysis to the U.S. Environmental Protection Agency and the Copley Township Trustees.

Stephen Funk of Roetzel & Andress said that he was representing the city of Fairlawn. **Mr. Funk** summarized Fairlawn's concerns regarding traffic access to the proposed development. **Mr. Funk** urged additional study of the area to identify improvements that would be necessary as a result of the development's construction.

Chairperson Ondecker asked **Mr. Funk** his opinion as to what portion of potential transportation improvement projects become the direct responsibility of a developer versus those improvements that are needed due to inadequate design that has not kept pace with the overall development of an area. **Mr. Funk** said that, in his opinion, all of the traffic improvement costs should be borne by the developer of the Copley Township site as Rothrock Road was never designed to accommodate the anticipated level of retail. There was discussion regarding the responsibilities of developers related to improvement costs.

Mr. C. Baker polled the citizens of Fairlawn present as to their opinions regarding a proposal to realign the exit ramp of Interstate 77 to the south so that it would align with Rothrock Road. **Mr. Wirthheimer** expressed support for the proposal as sensible. A question was asked as to whether an entrance/exit ramp could be constructed to split access between the Wal-Mart and Sam's Club. **Director Segedy** said that such a ramp was unlikely on Rothrock Road because of traffic from nearby state Route 21, which results in a "weave area."

Director Segedy summarized zoning and development problems in the Montrose area and the efforts of AMATS to avert similar situations in the future.

Steve Smetana identified himself as a resident of a condominium community known as "The Enclave" and as a member of the group, Citizens for a Better Montrose. **Mr. Smetana** disputed the statement made earlier in the meeting that the stores would not attract significant additional traffic to Rothrock Road beyond those patrons that visit existing stores. **Mr. Smetana** noted that the development would include a new large grocery store which would draw new customers. **Mr. Smetana** said that it was likely that the new development would initiate a chain of adjacent retail development that would negatively impact the residential areas of

The Enclave, Fairway, Rosemount Ridge, and Rothrock Place in terms of property values and quality of life.

Mr. Juren said that the residential area of Fairlawn near the proposed development site was zoned in accordance with sound planning principles. **Mr. Juren** said that the proposed commercial development should not be located next to single and multi-family homes.

David Mangold expressed support for light-rail transit service as a possible solution to curb sprawl.

Mr. Funk said that AMATS should review and comment on those studies of the area that have been conducted to date and identify other issues pertaining to the development that should be studied further. **Mr. Funk** cited the interchanges at Cleveland-Massillon and Rothrock roads and I-77 and state Route 18 as examples of issues that AMATS should study.

Mr. Funk observed that an area south of the I-77/SR 18 interchange that is zoned to accommodate a business office park within Fairlawn could be adversely affected by traffic resulting from the proposed retail complex in Copley Township.

Director Segedy concurred with **Mr. Funk's** comments and added that many of the concerns that **Mr. Funk** mentioned were the impetus for AMATS to prepare its *Rothrock Road/Montrose Planning Study*.

Chairperson Oudecker asked whether there was further discussion regarding the item. There were no further comments. The chairperson closed discussion on the item.

Chairperson Oudecker opened discussion regarding Attachment 6A – Connecting Communities Planning Grant Awards.

Ms. Davis Reidl presented Attachment 6A – Resolution 2010-22: Connecting Communities Planning Grant.

V. Other Policy Committee Agenda Items

Chairperson Oudecker presented Attachment 5A – 2011 AMATS Meeting Calendar.

Motion

Bill Maki made a motion to accept the 2011 AMATS Meeting Calendar and it was seconded by **David Kish**. The motion was approved by a voice vote.

Chairperson Oudecker presented Attachment 5B – 20 Percent Local Share Requirement for discussion by the members.

Mr. Maki asked if there was a mechanism to allow communities to loan each other funding to meet their respective 20 percent obligations. **Director Segedy** said that there is no formal mechanism to allow such loans, but communities may enter into cooperative agreements to allow such loans. The director said that a more common occurrence is for communities to share the local share obligation for joint projects straddling corporate lines. **Director Segedy** cited the Seasons Road Interchange project as an example of such a project in which the sponsoring communities of Hudson and Stow shared the local share obligation.

Chairperson Oudecker presented Attachment 6A-Resolution 2010-22; Attachment 6B – Resolution 2010-23; Attachment 6C – Resolution 2010-24; and Attachment 6D – Resolution 2010-25 for consideration by the members.

Mr. Maki suggested that the Staff prepare a map similar to the maps prepared for Attachment 6A depicting the area of the Hiram Bike Trail Study listed in Attachment 6D. **Director Segedy** said that such individualized maps rather than the two-county map prepared for Attachment 6D might be more appropriate for certain projects such as the study.

Motion

Bill Maki made a motion that the CIC approve Resolutions 2010-22, 2010-23, 2010-24 and Resolution 2010-25 as a single item it was seconded by **Alex Kelemen**. The motion was approved by a voice vote.

VI. Other Business

Chairperson Oudecker requested the report of the CIC Nominating Committee. **Ms. Beniston** presented the committee report. **Ms. Beniston** said that the committee nominated **Mr. Oudecker** to serve as chairperson of the CIC and **Mr. Kelemen** as vice chairperson during 2011.

Motion

David Mangold made a motion that the CIC accept the report of the CIC Nominating Committee it was seconded by **Bill Maki**. The motion was approved by a voice vote.

Mr. Kelemen presented a report regarding the CIC's Business Community Outreach effort. **Mr. Kelemen** said that AMATS officials would address the January meeting of the Hudson Economic Development Corporation during its meeting scheduled for **7 a.m. on Friday, January 7, 2011**. **Mr. Kelemen** said that Hudson officials might also address the group during this meeting. **Mr. Kelemen** encouraged those present to consider inviting CIC or AMATS officials to address groups in which they may be members in order to foster dialogue regarding regional transportation issues. **Mr. Kelemen** said that he hopes that the CIC will continue its outreach efforts and that the committee would welcome comments and suggestions regarding other outreach venues. **Director Segedy** said that such outreach efforts are important to the planning process so that

AMATS can consider other aspects during the planning process beyond the governmental perspective.

There was discussion regarding how to encourage participation during the planning process.

Chairperson Ondecker presented Item 1B regarding State-Funded Intercity Rail Passenger Service. The chairperson said that the item was prepared by **Mr. Harding** who is scheduled to address the AMATS Policy Committee during its Dec. 8, 2010 meeting. **Mr. Harding** refuted the criticisms of opponents of the proposed 3C QuickStart rail passenger service regarding potential ridership. **Chairperson Ondecker** encouraged those in attendance to read the item and praised Mr. Harding for its preparation.

Ruth Klee asked if the Staff investigated the possibility of having CIC meetings at different locations through the year as she suggested during the September committee meeting. **Director Segedy** said that AMATS has held meetings in different locations in the past and is willing to do so again. **Ms. Klee** said that Fairlawn Mayor Roth and Norton Mayor Koontz indicated to her that they would be willing to allow the use of their city's council chambers for CIC meetings. The director expressed an interest in having meetings at both locations.

Mr. Mangold said that May would be a good time to have a CIC meeting at the METRO Transit Center in Akron.

VII. Adjournment

Motion

Bill Maki made a motion to adjourn the meeting and it was seconded by **David Mangold**. The meeting was adjourned.

**AMATS CITIZENS INVOLVEMENT COMMITTEE
2010 ATTENDANCE**

M Denotes Member Present	Jan.	March	May	Aug.	Sept.	Dec.
A Denotes Alternate Present	21	18	13	5	23	2
Member (Representing)						
Doug Anderson (Peninsula)						
Jerry Apple (Fairlawn)						
Roger Bacon (METRO)						
Dustin J. Baker	M	M	M	M	M	M
Lisa Bostwick						
Audrey Cielinski-Kessler (Portage Commissioners)	M	M	M	M	M	
Thomas Clapper (Portage Commissioners)						
John Conklin (Norton)						
Ron Dick (Boston Heights)	M	M			M	
Donald Dieterich (Silver Lake)	M		M		M	M
Bill Goney (Boston Heights)						
Michael D. Grimm (Tallmadge)						
Joel Helms	M		M	M	M	
Al Kalish (Macedonia)			M		M	M
Alex Kelemen	M	M	M		M	M
David Kish (Summit Executive)	M	M			M	M
Ruth Klee (Norton)		M	M		M	M
Tim Lassar (PARTA)	M	M				M
Denise Longstreth (Alternate – Summit Engineer)						
Bill Maki	M	M		M		M
D. H. Mangold	M	M		M	M	M
Dan Marshall (Doylestown)						
Michael A. Ondecker	M	M	M	M	M	M
Wali Rahim						
Fred Schuld (Macedonia)	M	M				
Jaci Stein (Alternate – Summit Executive)			M			
Paul Suboticki (Barberton)			M		M	M
Heidi Swindell (Summit Engineer)			M	M		
William Ulik (Portage Commissioners)						
Richard Wasosky (Northfield Village)						
Marie Whaley (Kent)						

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: Status of AMATS Suballocated Federal Funds

DATE: January 12, 2011

Revisions to the AMATS Funding Policy Guidelines

The Policy Committee approved a motion in December to allow for greater flexibility in the funding program by permitting the use of state and other non-federal funds to be used toward the 20% local match requirement on AMATS funded projects. A resolution has been prepared to officially revise the funding policy to this effect and is included in this month's meetings.

FY 2012 Lockdown

Every year in December ODOT reviews the status of all projects listed in the TIP that are scheduled to sell in the next fiscal year. Upon review of these projects, ODOT will lockdown the award date of projects programmed for construction in the following fiscal year. These dates will be locked in ODOT's project management system and are not to be changed. This is referred to as lockdown. Based on a project review meeting in December, AMATS funded projects included in the FY 2012 lockdown are shown on the Funding Program and Balances table.

New TIP for Fiscal Years 2012-2015

The Staff has begun the process of developing the next Transportation Improvement Program that will include all federally-funded projects scheduled in fiscal years 2012 to 2015. A first draft of the list of highway and transit projects to be included in this document has been prepared for the January Committee meetings for approval. After any comments are received, a second draft will be completed and a public involvement period will follow. The final version of the complete TIP document will be presented for approval in May.

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: First Draft FY 2012-2015 Transportation Improvement Program Projects List

DATE: January 12, 2011

The Transportation Improvement Program (TIP) is a comprehensive listing of transportation projects and services that are scheduled to receive federal funds in the next four years. The program includes projects from all modes of transportation including highways, public transportation or transit, bicycles and pedestrians.

The TIP is important because it provides a schedule by which to coordinate projects among jurisdictions and transportation agencies; a guide for implementation of short and long range transportation planning; an aid to financial programming and administration; and a source of information for the public. No project can be implemented with federal transportation funds unless it is included in the TIP.

The Staff began the development of the FY 2012-2015 Transportation Improvement Program in November of 2010 by reviewing, exchanging and coordinating project information with the Ohio Department of Transportation (ODOT). The following dates highlight the remaining schedule in the FY 2012-2015 TIP development process:

First Draft FY 2012-2015 TIP submitted to ODOT	February 14
Second Draft FY 2012-2015 TIP submitted to ODOT	March 29
Two-Week Public Comment Period on Final Draft TIP	April 4 - 15
Approval of Final TIP by AMATS Policy Committee	May 18
Final TIP submitted to ODOT	May 19
Approval of FY 2012-2015 TIP from FHWA/FTA	June 30

The TIP contains two main sections of project listings – highway (which includes bike and pedestrian projects) and transit. The remainder of this memorandum includes information for each of these sections.

First Draft FY 2012-2015 TIP

Highway Projects Section

Federal funds for highway projects are allocated to ODOT, the County Engineers Association of Ohio (CEAO) and local Metropolitan Planning Organizations (MPOs) such as AMATS. ODOT and the CEAO are required to seek concurrence with the local MPOs before a project can be listed in the TIP. The following text discusses federally funded transportation projects programmed by each of these agencies. Attached to this memo is Table H-3, which provides a first draft listing of all highway projects to be included in the FY 2012-2015 TIP.

ODOT Projects

Various federal programs provide allocations of funds directly to ODOT. The listing of ODOT sponsored projects shown in Table H-3 was provided by ODOT Districts 3 and 4. The project costs, funding sources, and other associated data on some of these projects is not yet finalized and will be updated as additional information from ODOT is received.

In addition to funding available through federal programs, ODOT implements many projects through state funded programs. The majority of the funding available through this program is set aside for two lane and four lane resurfacing. Table H-3 also includes these projects.

County Engineers Association Projects

All counties in Ohio receive an annual allocation of Surface Transportation Program (STP) and Bridge Replacement/Rehabilitation (BR) federal funds. The CEAO members have elected to pool these allocations and allow individual counties to compete for funds on a project-by-project basis. STP and BR projects approved by the CEAO for Portage, Summit and the Chippewa Township area of Wayne County are also included in Table H-3.

AMATS Projects

The AMATS Policy Committee receives annual allocations of federal funds. Although AMATS has direct control of the projects selected to receive those funds, ODOT must concur. Annual allocations of federal funds are received through the following programs: Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Enhancement Program (TEP).

At their March 2010 meeting, the Policy Committee approved a list of projects to be funded under the STP, CMAQ Resurfacing and TEP programs. These projects have been scheduled in a way to financially balance AMATS funds. The funding budgets have been developed based on a forecast of federal funding levels expected to be available for FY 2012 to FY 2015 as indicated by ODOT. Table H-3 also includes these projects funded with AMATS suballocated funds.

Transit Projects Section

The primary source of funds for transit projects is the Federal Transit Administration's Section 5307 Urbanized Area Formula Program. Each of the nation's urbanized areas receives an annual apportionment from this program. Currently, the Akron Urbanized Area apportionment is only utilized by METRO and PARTA. METRO and PARTA, however, also receive a share of the Cleveland Urbanized Area's Section 5307 funds for services that operate in the northern part of Summit and Portage Counties.

The attached Table T-2 is the main component of the Transit Projects section of the FY 2012-2015 TIP. This table is a comprehensive listing of all transit projects scheduled to use federal funds in FY 2012 through FY 2015. The development of this table was based on:

1. A forecast of federal funds based on the FFY 2010 FTA Section 5307 apportionment.
2. A review of the *Transportation Outlook* recommendations

A large portion of the federal funds programmed in the First Draft TIP for METRO and PARTA are for the purchase of replacement buses. Preventive Maintenance expenses are another major project for both transit operators.

The Highway and Transit tables will be updated as additional information is received from the project sponsors. A second draft of these revised tables will be presented to the AMATS Committees for approval at their meetings in March. If you have any questions regarding these tables or any section of the TIP, please contact the AMATS Staff at (330) 375-2436.

TABLE H-3
HIGHWAY IMPROVEMENTS

CODES AND ABBREVIATIONS

<u>Map No.</u>	Number identifying project on map following Table H-3.
<u>PID No.</u>	The Project Identification Number assigned to a project by ODOT.
<u>Co-Rte-Section</u>	The official project title assigned by ODOT consisting of a three letter county abbreviation, the route number or street name, and for state routes, the straight line mileage from the county line to the project beginning point.
<u>Length</u>	The project length to the nearest hundredth of a mile.
<u>Location and Termini</u>	Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.
<u>Type of Work</u>	A brief description of the type of work.
<u>FY</u>	State Fiscal Year (FY 2012 begins July 1, 2011)
<u>Funding Type</u>	
BR - Bridge Replacement/Rehabilitation	NPS - National Park System
CMAQ - Congestion Mitigation/Air Quality	ODOD - Ohio Department of Development
DISC - Discretionary Funding/High Priority	OTC - Ohio Turnpike Commission
HSP - Highway Safety Program	SPR - State Planning & Research
IM - Interstate maintenance	STP - Surface Transportation Program
LOCAL - Local Funding	STATE - ODOT Funding
NHS - National Highway System	TEP - Transportation Enhancement Program
<u>Suffixes Accompanying Funding Type</u>	
A - AMATS Federal Funding Allocation	
C - County Engineer Federal Funding Allocation	
S - ODOT Federal Funding Allocation	
<u>Other Codes</u>	
N/A - Not in analysis area	
NF - No Funding Specified	
X - Funds Obligated or Spent	
RP - Reservoir Project	
<u>Phase</u>	
P - Preliminary Engineering	
R - Right of Way purchase	
C - Construction	

Total Cost (000's)

Total cost of all project phases in current dollars and rounded off to the nearest thousands.

Project Sponsor

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

Air Quality Status

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

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

A. Safety

- A-1. Railroad/highway crossing
- A-2. Hazard elimination program
- A-3. Safer non-Federal-aid system roads
- A-4. Shoulder improvements
- A-5. Increasing sight distance
- A-6. Safety improvement distance
- A-7. Traffic control devices and operating assistance other than signalization projects
- A-8. Railroad/highway crossing warning devices
- A-9. Guardrails, median barriers, crash cushions
- A-10. Pavement resurfacing and/or rehabilitation
- A-11. Pavement marking demonstration
- A-12. Emergency relief (23 U.S.C. 125)
- A-13. Fencing
- A-14. Skid treatments
- A-15. Safety roadside rest areas
- A-16. Adding medians
- A-17. Truck climbing lanes outside the urbanized area
- A-18. Lighting improvements
- A-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- A-20. Emergency truck pullovers

B. Mass Transit

- B-1. Operating assistance to transit agencies
- B-2. Purchase of support vehicles
- B-3. Rehabilitation of transit vehicles
- B-4. Purchase of office, shop and operating equipment for existing facilities
- B-5. Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)
- B-6. Construction or renovation of power, signal, and communications systems
- B-7. Construction of small passenger shelters and information kiosks
- B-8. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

B-9. Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way

B-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

B-11. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771

C. Air Quality

C-1. Continuation of ride-sharing and van-pooling promotion activities at current levels

C-2. Bicycle and pedestrian facilities

D. Other

D-1. Specific activities which do not involve or lead directly to construction, such as:

Planning and technical services

Grants for training and research programs

Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Federal-aid systems revisions

D-2. Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action

D-3. Noise attenuation

D-4. Advance land acquisitions (23 CFR part 712)

D-5. Acquisition of scenic easements

D-6. Plantings, landscaping, etc.

D-7. Sign removal

D-8. Directional and informational signs

D-9. Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

D-10. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

E. Exempt from regional emissions analyses

E-1. Intersection channelization projects

E-2. Intersection signalization projects at individual intersections

E-3. Interchange reconfiguration projects

E-4. Changes in vertical and horizontal alignment

E-5. Truck size and weight inspection stations

E-6. Bus terminals and transfer points

E-7. Traffic signal synchronization projects

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	
	88357	POR-WEST MAIN ST-0.93 (CR 500)	0.01	KENT WEST MAIN ST OVER CUYAHOGA RIVER	BRIDGE REHABILITATION	BR LOCAL	C C	720.8 180.2				901.0	PORTAGE COUNTY ENGINEER	EXEMPT	
	88517	POR-THE PORTAGE-KSU GATEWAY	0.30	KENT THE PORTAGE FROM SR 59 TO LINCOLN ST THE PORTAGE EXTENSION	CONSTRUCT TRAIL	TEP-A LOCAL	C C			700.0 1,683.7		2,383.7	KENT	EXEMPT	
	84984	POR-THE PORTAGE HIKE & BIKE (TANNERY PARK SECTION)	0.60	KENT FRED FULLER PARK/WATER RECLAMATION FACILITY TO JOHN BROWN TANNERY PARK	CONSTRUCT MULTI-PURPOSE TRAIL	TEP-A LOCAL	C C	700.0 175.0				875.0	KENT	EXEMPT	
	88596	POR-RANDOLPH RD	0.55	MOGADORE RANDOLPH RD FROM CLEVELAND AVE TO EAST CORP LINE	RESURFACING	STP-A LOCAL	C C	233.2 58.3				291.5	MOGADORE	EXEMPT	
	88372	POR-ROCK SPRING RD-2.78 (CR 52)	0.01	EDINBURG TOWNSHIP ROCK SPRING RD OVER WEST BRANCH RESERVOIR	BRIDGE REHABILITATION	BR LOCAL	C C	1,576.8 394.2				1,971.0	PORTAGE COUNTY ENGINEER	EXEMPT	
	84546	POR-EAST SUMMIT ST	1.53	KENT EAST SUMMIT ST FROM SOUTH LINCOLN ST TO LOOP RD	SAFETY IMPROVEMENTS CAPACITY IMPROVEMENTS RECONSTRUCTION	CMAQ-A LOCAL CMAQ-A HSP LOCAL	R R C C C	436.0 109.0		5,564.0 3,346.6 2,227.7			11,683.3	KENT	EXEMPT
	87664	POR-SUMMIT RD-3.85 (CR 148)	0.01	FRANKLIN TOWNSHIP SUMMIT RD AT POWDER MILL RD	CONSTRUCT ROUNDABOUT	HSP LOCAL	C C	501.1 125.3				626.4	PORTAGE COUNTY ENGINEER	EXEMPT	
	82913	POR-SR 5/44-0.19/19.18	7.03	ROOTSTOWN/RAVENNA/SHALERSVILLE TWP AND VILLAGE OF MANTUA SR 5/44 FROM SR 44 TO SR 14 RAMPS SR 44 FROM SR 303 TO 0.04 MILES NORTH OF MILL ST	MINOR REHABILITATION BRIDGE WORK	STP-S STATE	C C		1,688.0 422.0			2,110.0	ODOT	EXEMPT	
	85296	POR-SR 5-3.22	0.08	RAVENNA TOWNSHIP SR 5 AT NEW MILFORD RD	RECONFIGURE INTERSECTION RESTRICT THROUGH AND LEFT TURNS FROM NEW MILFORD RD	HSP STATE	C C	1,258.5 11.5				1,270.0	ODOT	EXEMPT	
	84596	POR-SR 5-4.51	10.88	RAVENNA/CHARLESTOWN/PARIS TOWNSHIPS SR 5 FROM RIDDLE RD TO TRUMBULL CO LINE	RESURFACING BRIDGE WORK (SIX)	NHS STATE	C C			2,192.0 548.0		2,740.0	ODOT	EXEMPT	

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MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	82907	POR-SR 14-1.72	1.96	STREETSBORO SR 14 FROM OHIO TURNPIKE RAMPS TO SUPERIOR AVE	RESURFACING BRIDGE WORK	NHS LOCAL	C C		928.0 232.0			1,160.0	ODOT	EXEMPT
	82916	POR-SR 14-11.22	6.86	RAVENNA AND EDINBURG TOWNSHIPS SR 14 FROM RAVENNA EAST CORP LINE TO TALLMADGE RD	MINOR REHABILITATION BRIDGE WORK	STP-S STATE	C C		1,908.0 477.0			2,385.0	ODOT	EXEMPT
	78278	POR-SR 14-12.55	0.13	RAVENNA TOWNSHIP SR 14 AT SR 59 / NEWTON FALLS RD	INTERSECTION IMPROVEMENTS ELIMINATE NEWTON FALLS LEG EXTEND PECK RD TO SR 59	STP-A HSP STATE	C C C			3,000.0 855.0 845.0		4,700.0	ODOT	EXEMPT
	84593	POR-SR 14/183-18.08/3.01	11.87	ATWATER/EDINBURG/DEERFIELD TOWNSHIPS SR 14 FROM TALLMADGE RD TO US 224/SR 225 SR 183 FROM US 224 TO SR 14	RESURFACING BRIDGE WORK (FOUR)	STP-S STATE	C C			2,432.0 608.0		3,040.0	ODOT	EXEMPT
	81574	POR-SR 14/225-25.43/10.26	8.85	DEERFIELD/PALMYRA/PARIS TOWNSHIPS SR 14 FROM US 224/SR 225 TO MAHONING CO LINE, SR 225 FROM TALLMADGE RD TO SR 5	RESURFACING BRIDGE WORK CULVERT WORK	STP-S STATE	C C	1,920.0 480.0				2,400.0	ODOT	EXEMPT
	86930	POR-SR 43/59/261-13.24/5.87/3.08	5.99	BRIMFIELD/FRANKLIN/RAVENNA TOWNSHIPS AND CITIES OF RAVENNA AND KENT SR 43 FROM KENT NORTH CORP LINE TO ALTA ST SR 59 FROM MENOUGH RD TO SR 5, SR 261 FROM 0.77 MILES WEST OF SUMMIT RD TO SR 59	RESURFACING WORK TO SIX BRIDGES	NHS STP-S STATE LOCAL	C C C C				1,320.0 352.0 401.5 16.5	2,090.0	ODOT	EXEMPT
	86963	POR-SR 43/82-20.77/0.00	5.88	AURORA SR 43 FROM SOUTH CORP LIMIT TO SR 82 AND BANK ST TO GEAUGA COUNTY LINE SR 82 FROM SUMMIT COUNTY LINE TO SR 43	RESURFACING BRIDGE DECK OVERLAY							1,687.5	ODOT	EXEMPT
	81573	POR-SR 44/88-24.22/11.12	7.90	MANTUA AND GARRETTSVILLE TOWNSHIPS/ VILLAGE OF GARRETTSVILLE SR44 FROM SR 82 TO GEAUGA COUNTY LINE SR 88 FROM LIBERTY ST TO GEAUGA CO LINE	RESURFACING BRIDGE WORK CULVERT WORK	STP-S STATE	C C	1,612.0 403.0				2,015.0	ODOT	EXEMPT
	88501	POR-SR 59 SIDEWALKS	0.39	FRANKLIN TOWNSHIP SR 59 FROM WEST FRANKLIN TWP LINE TO RHODES RD	CONSTRUCT SIDEWALK INCLUDING PED SIGNALS	TEP-A LOCAL	C C	180.0 45.0				225.0	PORTAGE COUNTY ENGINEER	EXEMPT
	76348	POR-IR 76-1.51	8.01	BRIMFIELD AND ROOTSTOWN TOWNSHIPS IR 76 FROM 0.21 MILES EAST OF TALLMADGE RD TO 0.23 MILES WEST OF NEW MILFORD RD	MINOR REHABILITATION RESURFACING	IM STATE	C C		8,298.0 922.0			9,220.0	ODOT	EXEMPT

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MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	81636	POR-IR 76-9.59	3.96	ROOTSTOWN/EDINBURG TOWNSHIPS IR 76 FROM 0.14 MILES WEST OF NEW MILFORD RD TO 0.07 MILES WEST OF ROCK SPRING RD	RESURFACING BRIDGE WORK	IM STATE	C C				4,050.0 450.0	4,500.0	ODOT	EXEMPT
	76332	POR-IR 76-13.55	7.64	EDINBURG AND PALMYRA TOWNSHIPS I-76 FROM SR 14 TO MAHONING COUNTY LINE	MINOR REHABILITATION RESURFACING BRIDGE WORK	IM STATE	C C	8,685.0 965.0				9,650.0	ODOT	EXEMPT
	84592	POR-SR 82-10.68	11.88	MANTUA/HIRAM/WINDHAM TOWNSHIPS AND THE VILLAGES OF HIRAM AND GARRETTSVILLE SR 82 FROM SPENCER PARK RD TO TRUMBULL COUNTY LINE	RESURFACING BRIDGE WORK CULVERT WORK	STP-S STATE	C C			2,428.0 607.0		3,035.0	ODOT	EXEMPT
	82919	POR-US 224-0.00	12.99	SUFFIELD/RANDOLPH/ATWATER TOWNSHIPS US 224 FROM SUMMIT COUNTY LINE TO SR 183	MINOR REHABILITATION BRIDGE WORK INTERSECTION IMPROVEMENTS AT SR 43	STP-S STATE	C C		3,392.0 848.0			4,240.0	ODOT	EXEMPT
	81596	POR-SR 303-0.00	2.24	STREETSBORO SR 303 FROM SUMMIT COUNTY LINE TO SR 14 (WEST INTERSECTION)	RESURFACING BRIDGE WORK CULVERT WORK	STP-S LOCAL	C C	620.0 267.5				887.5	ODOT	EXEMPT
	25236	POR-SR 303-5.75	0.10	SHALERSVILLE TOWNSHIP SR 303 OVER CUYAHOGA RIVER	BRIDGE REHABILITATION PAINTING	STP-S STATE	C C	1,158.4 289.0				1,447.4	ODOT	EXEMPT
	86932	POR-SR 303-8.72	4.32	SHALERSVILLE/FREEDOM TOWNSHIPS SR 303 FROM SR 44 TO SR 700	RESURFACING BRIDGE REPLACEMENT	STP-S STATE	C C				1,122.0 280.5	1,402.5	ODOT	EXEMPT
	83368 83369	RIDESHARE PROGRAM		SUMMIT AND PORTAGE COUNTIES	RIDE-SHARING PROMOTION ACTIVITIES	CMAQ-A	P	100.0	100.0				AMATS	EXEMPT
	86923	SUM-31ST ST	0.66	BARBERTON 31ST ST FROM WOOSTER RD TO SHANNON AVE	ADD MEDIAN TURN LANE SIGNAL UPGRADE AT SHANNON AVE	HSP LOCAL	C C		1,200.0 133.3			1,333.3	BARBERTON	EXEMPT
	86154	SUM-AKRON CLEVELAND RD	0.01	BOSTON HEIGHTS AKRON CLEVELAND RD BRIDGE OVER METROPARKS TRAIL	BRIDGE REPLACEMENT	BR LOCAL	C C	2,750.0 2,125.8				4,875.8	BOSTON HEIGHTS	EXEMPT

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MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	88528	SUM-ARLINGTON RD	2.10	COVENTRY AND SPRINGFIELD TOWNSHIPS ARLINGTON RD FROM GREEN NORTH CORP LINE TO AKRON SOUTH CORP LINE	STANDARD LANE WIDTH TURN LANES INTERCONNECT RESURFACING	CMAQ-A LOCAL CMAQ-A LOCAL	R R C C			160.0 40.0	880.0 330.0	1,410.0	SUMMIT COUNTY ENGINEER	EXEMPT
	88009	SUM-BANK ST-0.47	0.01	AKRON BANK ST OVER LITTLE CUYAHOGA RIVER	BRIDGE REPLACEMENT	BR LOCAL	C C		1,001.4 250.4			1,251.8	SUMMIT COUNTY ENGINEER	EXEMPT
	82594	SUM-CANTON RD (CR 66)	0.98	SPRINGFIELD TOWNSHIP, VILLAGE OF LAKEMORE CANTON RD FROM SANITARIUM RD TO WATERLOO RD	WIDEN TO 5 STD WIDTH LANES ADD CONCRETE MEDIAN NEW SIGNAL AT SPRINGFIELD LAKE RD	HSP LOCAL	C C	1,851.5 2,493.5				4,345.0	SUMMITT COUNTY ENGINEER	EXEMPT
	88535	SUM-CHAMBERLIN RD	2.17	TWINSBURG CHAMBERLIN RD FROM SR 82 TO RAVENNA RD	RESURFACING	STP-A LOCAL	C C	501.6 125.4				627.0	TWINSBURG	EXEMPT
	84395	SUM-CLEVELAND MASSILLON RD (CR 17)	0.01	BARBERTON CLEVELAND MASSILLON RD BRIDGE OVER HUDSON RUN	BRIDGE RECONSTRUCTION	BR LOCAL	C C	415.2 244.8				660.0	SUMMIT COUNTY ENGINEER	EXEMPT
	85076	SUM-CLEVELAND MASSILLON RD	1.10	NORTON CLEVELAND MASSILLON RD FROM GREENWICH RD TO I-76/US 224	RECONSTRUCTION	STP-A LOCAL	C C		3,845.6 961.4			4,807.0	NORTON	ANALYZE
	83577	SUM-DART AVE	0.01	AKRON DART AVE RAMP	BRIDGE REPLACEMENT	BR LOCAL	C C	644.0 161.0				805.0	ODOT	EXEMPT
	88989	SUM-EASTERN RD	2.40	NORTON, BARBERTON AND CHIPPEWA TWP EASTERN RD FROM SR 585 TO CLEVELAND MASSILLON RD	RESURFACING	STP-A LOCAL	C C	576.0 144.0				720.0	NORTON	EXEMPT
	84396	SUM-ENGLEWOOD ST	0.48	AKRON ENGLEWOOD ST FROM MARTHA AVE TO MASSILLON RD	RECONSTRUCTION	STP-A CMAQ-A LOCAL	C C C	1,023.0 1,000.0 4,102.0				6,125.0	AKRON	EXEMPT
	88990	SUM-WEST EXCHANGE ST/CEDAR ST	2.00	AKRON WEST EXCHANGE/CEDAR ST FROM DELIA AVE TO BOWERY ST	UPGRADE SIGNAL SYSTEM INTERCONNECT VIDEO	CMAQ-A LOCAL	C C				2,400.0 600.0	3,000.0	AKRON	EXEMPT

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AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	88550	SUM-FREEDOM SECONDARY RAIL TRAIL-NORTHSIDE	4.10	AKRON AND TALLMADGE FREEDOM SECONDARY RAIL TRAIL FROM NORTHSIDE TRAIN STATION TO SOUTHWEST AVE	CONSTRUCT TRAIL WITH BRIDGE AND LOOP RAMP	TEP-A LOCAL	C C			700.0 4,437.5		5,137.5	SUMMIT COUNTY METRO-PARKS	EXEMPT
	84977	SUM-GRAHAM RD	1.14	CUYAHOGA FALLS AND STOW GRAHAM RD FROM BATH RD TO SR 8	TURN LANES SIGNAL COORDINATION RESURFACING	CMAQ-A HSP LOCAL CMAQ-A HSP LOCAL	R R C C C C	80.0 500.0 75.6		2,400.0 1,200.0 733.3		4,988.9	STOW	EXEMPT
	80665	SUM-LAUBY RD	1.20	GREEN LAUBY RD FROM AKRON CANTON AIRPORT DR TO GREENSBURG RD	STANDARD WIDTH LANES IMPROVE LAUBY RD/GREENSBURG RD INTERSECTION	DISC HSP LOCAL	C C C	333.0 962.0 37.0				1,332.0	GREEN	EXEMPT
	81427	SUM-SOUTH MAIN ST INTERSECTION	0.02	AKRON SOUTH MAIN ST AT WILBETH RD	INTERSECTION IMPROVEMENTS UPGRADE SIGNAL	HSP LOCAL	C C	743.5 82.6				826.1	AKRON	EXEMPT
	85161	SUM-NORTH ST	0.01	AKRON NORTH ST BRIDGE OVER LITTLE CUYAHOGA RIVER	BRIDGE REPLACEMENT	BR LOCAL	C C		1,112.8 418.0			1,530.8	SUMMIT COUNTY ENGINEER	EXEMPT
	88552	SUM-NORTHSIDE TRAIN STATION CONNECTOR	0.21	AKRON NORTHSIDE TRAIN STATION CONNECTOR FROM BEECH ST TRAIL HEAD TO NORTHSIDE TRAIN STATION	CONSTRUCT TRAIL WITH BRIDGE	TEP-A LOCAL	C C		700.0 175.0			875.0	AKRON	EXEMPT
	88544	SUM-NORTON RD	1.52	HUDSON AND STOW NORTON RD FROM SR 91 TO STOW RD	RESURFACING	STP-A LOCAL	C C			250.8 788.7		1,039.0	HUDSON STOW	EXEMPT
	88555	SUM-PORTAGE TR	0.79	CUYAHOGA FALLS PORTAGE TR FROM 13TH ST TO 4TH ST	RESURFACING	STP-A LOCAL	C C				276.0 69.0	345.0	CUYAHOGA FALLS	EXEMPT
	82787	SUM-RAVENNA RD/OLD MILL RD (CR 12/109)	0.03	TWINSBURG TOWNSHIP RAVENNA RD AT OLD MILL RD AND OLD MILL RD AT STOW RD	RECONSTRUCT RAVENNA RD BRIDGE OVER TINKERS CREEK RECONSTRUCT RAVENNA RD/OLD MILL/STOW RD INTERSECTIONS	BR HSP LOCAL	C C C	1,360.0 1,040.0 600.0				3,000.0	SUMMIT COUNTY ENGINEER	EXEMPT
	85159	SUM-RAVENNA RD-0.05 (CR 12)	0.01	TWINSBURG TOWNSHIP RAVENNA RD OVER TINKERS CREEK	BRIDGE REPLACEMENT	BR LOCAL			1,020.0 255.0			1,275.0	SUMMIT COUNTY ENGINEER	EXEMPT

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HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	84397	SUM-SEIBERLING WAY PHASE I	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD ST TO EAGLE ST	CONSTRUCT NEW STREET	CMAQ-A STP-A LOCAL	C C C		4,000.0 1,564.0 3,521.0			9,085.0	AKRON	ANALYZE
	84907	SUM-SEIBERLING WAY PHASE II	0.27	AKRON SEIBERLING WAY FROM EAGLE ST TO MASSILLON RD	CONSTRUCT NEW STREET	STP-A CMAQ-A LOCAL	C C C	1,614.7 949.9 6,472.0				9,036.6	AKRON	ANALYZE
	86053	SUM-STATE ST BRIDGE	0.01	AKRON STATE ST BRIDGE OVER OHIO CANAL	BRIDGE REPLACEMENT	BR LOCAL	C C	2,500.0 4,725.0				7,225.0	AKRON	EXEMPT
	81605	SUM-STATE RD	1.55	CUYAHOGA FALLS STATE RD FROM BATH RD TO STEELS CORNERS RD	TURN LANE UPGRADE SIGNALS BIKE LANE	STP-A LOCAL	C C		5,260.0 1,315.0			6,575.0	CUYAHOGA FALLS	EXEMPT
	88553	SUM-STATE RD	1.63	CUYAHOGA FALLS STATE RD FROM QUICK RD TO SEASONS RD	RESURFACING	STP-A LOCAL	C C	368.0 92.0				460.0	CUYAHOGA FALLS	EXEMPT
	88545	SUM-STOW RD	2.60	HUDSON STOW RD FROM NORTON RD TO SR 303	RESURFACING	STP-A LOCAL	C C	800.0 200.0				1,000.0	HUDSON	EXEMPT
	22077	SUM-SUMMIT RD (CR 53)	0.01	NORTON SUMMIT RD BRIDGE OVER WOLF CREEK	BRIDGE REHABILITATION	BR LOCAL	C C			308.0 77.0		385.0	SUMMIT COUNTY ENGINEER	EXEMPT
	84995	SUM-TALLMADGE TRAIL	4.25	TALLMADGE TALLMADGE TRAIL FROM SOUTHWEST AVENUE TO HOWE RD CONTINUING TO KENT	UPGRADE EXISTING TRAIL CONSTRUCT NEW TRAIL	TEP LOCAL	C C	700.0 1,125.0				1,825.0	SUMMIT COUNTY METRO-PARKS	EXEMPT
	89456	SUM-THORNTON ST BRIDGE	0.01	AKRON THORNTON ST FROM BROADWAY TO WOLF LEDGES	REPAIRS TO BRIDGE REPAIR SIDEWALKS AND CURB	BR LOCAL	C C		560.4 140.1				AKRON	EXEMPT
	88529	SUM-TOWPATH TRAIL-PARK EAST	0.38	AKRON TOWPATH TRAIL FROM THORNTON ST TO BARTGES ST	CONSTRUCT TRAIL WITH BRIDGE, LIGHTING AND SIGNS	TEP-A LOCAL	C C		700.0 175.0			875.0	AKRON	EXEMPT

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	77880	SUM-SR 8-0.00/2.13	2.57	AKRON SR 8 FROM HIGH LEVEL BRIDGE TO AKRON NORTH CORP LINE	MINOR REHABILITATION BRIDGE WORK RESURFACING	NHS STATE	C C	3,960.0 990.0				4,950.0	ODOT	EXEMPT
	86937	SUM-SR 8-20.27	1.05	VILLAGE OF NORTHFIELD SR 8 FROM NORTHFIELD CORP LINE TO CUYAHOGA COUNTY LINE	RESURFACING	STP-S STATE	C C				440.0 110.0	550.0	ODOT	EXEMPT
	81633	SUM-SR 18-0.00	4.88	COPLEY AND BATH TOWNSHIPS, FAIRLAWN SR 18 FROM MEDINA COUNTY LINE TO AKRON WEST CORP LINE	RESURFACING BRIDGE WORK	NHS STATE LOCAL	C C C				3,534.8 603.7 280.0	4,418.5	ODOT	EXEMPT
	87783	SUM-SR 18-10.65 (EAST MARKET ST)	0.84	AKRON EAST MARKET ST FROM GOODKIRK ST TO FIRESTATION 2 AND GOODKIRK ST/ FOUNTAIN ST FROM EXCHANGE ST TO PERKINS AVE	UPGRADE SIGNAL SYSTEM INTERCONNECT PRE-EMPTION	CMAQ-A STP-S LOCAL	C C C	568.0 490.0 142.0				1,220.0	AKRON	EXEMPT
	86996	SUM-SR 18-13.02 (EAST MARKET ST)	0.01	AKRON BRITTAIN RD OVER SR 18	DECK REPLACEMENT	NHS STATE	C C				224.0 56.0	280.0	ODOT	EXEMPT
	76388	SUM-SR 21-19.57 (BRECKSVILLE RD)	1.20	VILLAGE OF RICHFIELD SR 21 (BRECKSVILLE RD) FROM IR 77 TO CUYAHOGA COUNTY LINE	MINOR REHABILITATION RESURFACING	STP-S STATE	C C				536.8 134.2	671.0	ODOT	EXEMPT
	76849	SUM-SR 59-0.00	2.65	AKRON SR 59 FROM IR 76/77 TO EAST MARKET ST	MINOR REHABILITATION BRIDGE WORK (SEVENTEEN)	STP-S STATE	C C			8,825.6 2,206.4		11,032.0	ODOT	EXEMPT
	84629	SUM-IR 76-3.62/4.97	0.02	NORTON CLARK MILL RD BRIDGE AND SUMMIT RD BRIDGE OVER IR 76	REPLACE BRIDGES (TWO)	STATE BR IM STATE	R C C C		5.0		1,782.0 1,782.0 396.0	3,960.0	ODOT	EXEMPT
	77268	SUM-IR 76-4.16	1.39	BARBERTON IR 76 FROM BARBER RD TO STATE ST	WIDEN TO SIX LANES	NHS STATE	C C				1,120.0 280.0	1,400.0	ODOT	ANALYZE
	76351	SUM-IR 76/277/US 224-5.90/0.00/10.22	5.57	AKRON AND COVENTRY TOWNSHIP US 224 FROM AKRON WEST CORP LINE TO 0.19 MILES EAST OF KELLY AVE	MINOR REHABILITATION RESURFACING BRIDGE WORK	IM NHS STATE	C C C	9,586.4 2,537.3 1,699.5				13,823.1	ODOT	EXEMPT

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	77265	SUM-IR 76-6.50	1.80	BARBERTON AND AKRON IR 76 FROM STATE ST TO IR 77 INTERCHANGE	WIDEN IR 76 RECONFIGURE KENMORE BLVD AND BATTLES AVE INTERCHANGES	NHS STATE	C C				2,000.0 500.0	2,500.0	ODOT	EXEMPT
	86977	SUM-IR 76-6.72	0.55	AKRON KENMORE LEG OF SUM IR-76	CONCRETE OVERLAY OF THREE BRIDGES	IM STATE	C C	2,250.0 250.0				2,500.0	ODOT	EXEMPT
	77269	SUM-IR 76-9.00	2.00	AKRON IR 76/77 AT THE MAIN/BROADWAY AND WOLF LEDGES/GRANT INTERCHANGES	RECONSTRUCT IR 76/77/SR 8 INTERCHANGE RECONFIGURE MAIN/BROADWAY AND GRANT/WOLF LEDGES INTERCHANGES	IM STATE	C C		16,470.0 1,830.0			18,300.0	ODOT	ANALYZE
	77270	SUM-IR 76-9.00	1.26	AKRON IR 76/77 AND SR 8 - CENTRAL INTERCHANGE	RECONSTRUCT INTERCHANGE	IM STATE	C C				3,330.0 370.0	3,700.0	ODOT	ANALYZE
	86979	SUM-IR 76/77-11.27/12.22	0.87	AKRON IR 76/77 FROM BROWN ST TO CENTRAL INTERCHANGE	REPLACE ONE BRIDGE REMOVE THREE BRIDGES RELOCATE JOHNSTON ST BETWEEN SPICER ST AND BROWN ST	STATE STATE IM STATE	P R C C	750.0	2,000.0		14,850.0 1,650.0	19,250.0	ODOT	EXEMPT
	77876	SUM-IR 76-11.80	3.62	AKRON IR 76 FROM INMAN ST TO GILCHRIST RD	PAVEMENT REHABILITATION WORK TO BRIDGES	IM BR STATE	C C C				2,700.0 3,312.0 668.0	6,680.0	ODOT	EXEMPT
	76391	SUM-IR 77-4.05	3.39	GREEN AND SPRINGFIELD TOWNSHIP IR 77 FROM SR 241 TO KILLIAN RD	MINOR REHABILITATION RESURFACING	IM STATE	C C			5,301.0 589.0		5,890.0	ODOT	EXEMPT
	76403	SUM-IR 77-24.29	1.00	BATH TOWNSHIP IR 77 FROM CLEVELAND MASSILLON RD TO RICHFIELD CORP LINE	WORK TO SEVEN BRIDGES	IM STATE IM STATE	P P C C	450.0 50.0 8,280.0 920.0				9,700.0	ODOT	EXEMPT
	81632	SUM-IR 77-28.37	5.25	RICHFIELD IR 77 FROM RICHFIELD SOUTH CORP LINE TO CUYAHOGA COUNTY LINE	RESURFACING BRIDGE WORK	IM STATE	C C				5,634.0 626.0	6,260.0	ODOT	EXEMPT
	84563	SUM-SR 82-0.14	4.49	SAGAMORE HILLS/NORTHFIELD CENTER TOWNSHIPS AND CITY OF MACEDONIA SR 82 FROM CUYAHOGA COUNTY LINE TO FREEWAY DR AND SHEPARD DR TO MACEDONIA EAST CORP LIMIT	RESURFACING	STP-S STATE LOCAL				1,138.8 99.0 185.7		1,423.5	ODOT	EXEMPT

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	81656	SUM-SR 82-4.65 (AURORA RD)	1.67	MACEDONIA AND TWINSBURG AURORA RD FROM EAST OF CROW DR TO CHAMBERLIN RD	WIDEN TO FOUR LANES TURN LANES BIKE LANE	STP-A LOCAL STP-A HSP STATE LOCAL	R R C C C C	308.0 77.0		4,187.6 797.0 80.0 1,055.5		6,505.1	MACEDONIA	ANALYZE
	84570	SUM-SR 91/93-1.42/9.78	1.47	AKRON SR 91 FROM WEDGEWOOD DR TO SR 18 SR 93 FROM 0.06 MILES SOUTH OF LAKEVIEW AVE TO EAST AVE	RESURFACING	STP-S LOCAL	C C			516.0 129.0		645.0	ODOT	EXEMPT
	82910	SUM-SR 91-5.01/5.52/0.00	0.97	SPRINGFIELD TOWNSHIP, CITY OF TALLMADGE SR 91 FROM US 224 TO MCELWAIN DR, TALLMADGE CIRCLE, 0.04 MI NORTH OF OVERDALE DR TO 0.06 MI SOUTH OF HOWE RD	RESURFACING	STP-S LOCAL	C C		228.0 57.0			285.0	ODOT	EXEMPT
	87756	SUM-SR 91-9.06 (DARROW RD)	0.01	STOW SR 91 SOUTH OF SR 59	BRIDGE REPLACEMENT	STATE	C		275.0			275.0	ODOT	EXEMPT
	82956	SUM-SR 91/303-11.95/10.26 (DARROW RD/STREETSBORO RD)	0.19	STOW/HUDSON SR 91 FROM FISHCREEK RD TO NORTON RD SR 303 BRIDGE OVER MUD BROOK	TURN LANES NEW SIGNAL EXTEND CULVERT	STP-A LOCAL STP-S STP-A STATE LOCAL	R R C C C C			80.0 20.0	2,560.0 560.0 640.0 190.0	4,050.0	STOW	EXEMPT
	88548	SUM-SR 91/PROSPECT ST (MAIN ST)	0.42	HUDSON MAIN ST AT PROSPECT ST	TURN LANES INTERCONNECT BIKE LANES SIDEWALKS	STP-A LOCAL STP-A LOCAL	R R C C			80.0 20.0	528.0 132.0	760.0	HUDSON	EXEMPT
	86954	SUM-SR 91-17.21	3.85	TWINSBURG AND TWINSBURG TOWNSHIP SR 91 FROM HUDSON NORTH CORP LINE TO 0.05 MILES SOUTH OF POST RD	RESURFACING BRIDGE WORK (TWO)	STP-S BR STATE LOCAL	C C C C				1,108.0 100.0 64.0 238.0	1,510.0	ODOT	EXEMPT
	85078	SUM-SR 91 (DARROW RD)	1.01	TWINSBURG SR 91 FROM POST RD TO NORTH CORP LINE	RECONSTRUCTION	HSP LOCAL STP-A LOCAL STP-A LOCAL	P P R R C C	80.5 8.9 728.0 182.0	270.0 30.0		3,858.4 964.6	6,122.4	TWINSBURG	ANALYZE
	86938	SUM-SR 93-0.00	8.04	NEW FRANKLIN AND COVENTRY TOWNSHIP SR 93 FROM STARK COUNTY LINE TO 0.18 MILES SOUTH OF STATE ST, BRIDGE OVER TUSC RIVER TO AKRON SOUTH CORP LINE (CARNEGIE AVE) SR 619 FROM BARBERTON S. CORP LINE TO SR 93	RESURFACING BRIDGE WORK (FOUR)	STP-S STATE LOCAL	C C C				1,818.0 129.5 325.0	2,272.5	ODOT	EXEMPT
	76436	SUM-SR 93/SR 619	0.32	NEW FRANKLIN SR 93 AT SR 619	TURN LANES SIGNAL UPGRADE	STP-A LOCAL STP-A LOCAL	R R C C		80.0 20.0	1,320.0 330.0		1,750.0	NEW FRANKLIN	EXEMPT

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	25552	SUM-SR 162-0.00 (COPELEY RD)	7.34	COPELEY TOWNSHIP AND AKRON SR 162 (COPELEY RD) FROM MEDINA COUNTY LINE TO IR 77	MINOR REHABILITATION RESURFACING	STP-S STATE LOCAL	C C C		1,708.0 144.0 283.0			2,135.0	ODOT	EXEMPT
	88968	SUM-SR 162 (COPELEY RD/MAPLE ST)	3.20	AKRON COPELEY RD FROM COLLIER RD TO GLENDALE AVE	UPGRADE SIGNAL SYSTEM INTERCONNECT VIDEO	CMAQ-A LOCAL	C C				2,100.0 525.0	2,625.0	AKRON	EXEMPT
	82915	SUM-SR 261D/764-1.13/0.00 (HIGH ST/WILBETH RD)	1.38	AKRON HIGH ST (SR 261D) FROM CHURCH ST TO EXCHANGE ST WILBETH RD (SR 764) FROM SR 93 TO S. MAIN ST	RESURFACING BRIDGE OVERLAY	STP-S LOCAL	C C		576.0 144.0			720.0	ODOT	EXEMPT
	88556	SUM-SR 261-11.47 (TALLMADGE AVE)	0.30	AKRON TALLMADGE AVE AT DAYTON ST	REALIGN INTERSECTION	STP-A LOCAL STP-A LOCAL	R R C C			320.0 80.0	748.0 187.0	1,335.0	AKRON	EXEMPT
	18710	SUM-IR 271-2.33	4.26	RICHFIELD AND RICHFIELD TOWNSHIP IR 271 FROM 0.42 MILES SOUTH OF SR 176 TO THE OHIO TURNPIKE BRIDGE	PAVEMENT REPLACEMENT BRIDGE WORK	IM STATE	C C		49,666.5 5,517.5			55,184.0	ODOT	EXEMPT
	76406	SUM-IR 271-11.41	3.83	NORTHFIELD CENTER TWP AND MACEDONIA IR 271 FROM 0.19 MILES NORTH OF OLDE EIGHT RD TO CUYAHOGA COUNTY LINE	MINOR REHABILITATION RESURFACING BRIDGE WORK (SIX)	IM STATE	C C	6,606.0 734.0				7,340.0	ODOT	EXEMPT
	82914	SUM-SR 303-10.54	5.17	HUDSON SR 303 FROM WEST CORP LINE TO EAST CORP LINE	RESURFACING BRIDGE WORK (THREE)	STP-S STATE LOCAL	C C C		1,148.0 40.0 247.0			1,435.0	ODOT	EXEMPT
	83015	SUM-IR 480-4.09	0.01	TWINSBURG IR-480 AT SR-82	SLIDE REPAIR	IM STATE	C C		600.0 150.0			750.0	ODOT	EXEMPT
	86928	SUM-SR 532-1.56 (CLEVELAND AVE)	0.01	MOGADORE CLEVELAND AVE AT MOGADORE RD	UPGRADE SIGNAL	HSP	C		110.0			110.0	MOGADORE	EXEMPT
	90310	SUM-SR 619-0.00 (WOOSTER ROAD)	0.12	BARBERTON SR 619 AT IR 76/US 224	IMPROVE INTERSECTION WITH RAMPS	HSP	P	445.0				445.0	BARBERTON	

TABLE H-3
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2012	2013	2014	2015	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	81599	SUM-SR 619-6.44	5.70	GREEN SR 619 FROM NEW FRANKLIN EAST CORP LINE TO STARK COUNTY LINE	RESURFACING BRIDGE REPLACEMENT	BR STATE LOCAL	C C C		1,612.0 55.0 358.0			2,025.0	ODOT	EXEMPT
	86725	WAY-SR 57-0.00	8.22	CHIPPEWA TOWNSHIP SR 57 FROM US 30 TO ORRVILLE SOUTH CORP LINE AND FROM ORRVILLE NORTH CORP LINE TO RITTMAN SOUTH CORP LINE	RESURFACING	STP-S STATE	C C	1,742.0 435.5				2,177.5	ODOT	EXEMPT
	86840	WAY-SR 57-10.80	2.42	MILTON AND CHIPPEWA TOWNSHIPS SR 57 FROM RITTMAN SOUTH CORP LINE TO MEDINA COUNTY LINE	RESURFACING	STP-S STATE LOCAL	C C				1,177.6 143.3 263.9	1,584.8	ODOT	EXEMPT
	86728	WAY-SR 94-14.16	11.24	BAUGHMAN/CHIPPEWA TOWNSHIPS SR 94 FROM ABANDON RR SOUTH OF MARSHALLVILLE TO MEDINA COUNTY LINE SR 585 FROM SR 94 (N. INT) TO SUMMIT CO LINE	RESURFACING	STP-S STATE	C C				3,388.4 847.1	4,235.5	ODOT	EXEMPT
	88797	WAY-SR 585-11.96	1.94	MILTON AND CHIPPEWA TOWNSHIPS SR 585 FROM 0.21 MILES SOUTH OF SR 57 TO SR 604	RESURFACING	STP-S STATE	C C				530.3 132.6	662.9	ODOT	EXEMPT
	89529	WAY-SR 585-17.62	0.02	CHIPPEWA TOWNSHIP SR 585 AT GATES ST	CONSTRUCT OFFSET TURN LANES MODIFY SIGNAL	HSP STATE	C C	585.0 65.0				650.0	ODOT	EXEMPT

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015

TRANSIT IMPROVEMENTS
METRO Regional Transit Authority

FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
30.09.00	Operating	89495			Exempt	Operating	2012	Yes			\$370,000	E & D Fare Assist	\$36,000,000	Operating Revenue	\$36,370,000
11.42.20	Local Capital Projects	89841			Exempt	Capital	2012	Yes					\$4,000,000	Operating Revenue	\$4,000,000
44.22.00	Planning	89496			Exempt	Planning	2012	Yes					\$360,000	Dedicated Local Tax	\$360,000
11.7A.00	Preventive Maintenance	89494			Exempt	Capital	2012	Yes	\$6,093,392	5307/FHWA			\$1,648,348	Dedicated Local Tax	\$7,741,740
11.12.01	Large Buses	89491	10	Replacement	Exempt	Capital	2012	Yes	\$3,176,000	5307			\$794,000	Dedicated Local Tax	\$3,970,000
11.12.04	Small Buses	89493	15	Replacement	Exempt	Capital	2012	Yes	\$1,000,000	5307			\$250,000	Dedicated Local Tax	\$1,250,000
30.09.00	Operating	89858			Exempt	Operating	2013	Yes			\$370,000	E & D Fare Assist	\$36,000,000	Operating Revenue	\$36,370,000
11.43.04	Local Capital Projects	89864			Exempt	Capital	2013	Yes					\$580,000	Operating Revenue	\$580,000
44.22.00	Planning	89865			Exempt	Planning	2013	Yes					\$360,000	Dedicated Local Tax	\$360,000
11.7A.00	Preventive Maintenance	89850			Exempt	Capital	2013	Yes	\$6,093,392	5307/FHWA			\$1,648,348	Dedicated Local Tax	\$7,741,740
11.12.01	Large Buses	89845	10	Replacement	Exempt	Capital	2013	Yes	\$3,176,000	5307			\$794,000	Dedicated Local Tax	\$3,970,000
11.12.04	Small Buses	89847	15	Replacement	Exempt	Capital	2013	Yes	\$1,000,000	5307			\$250,000	Dedicated Local Tax	\$1,250,000
30.09.00	Operating	89895			Exempt	Operating	2014	Yes			\$370,000	E & D Fare Assist	\$36,000,000	Operating Revenue	\$36,370,000
11.32.04	Local Capital Projects	89896			Exempt	Capital	2014	Yes					\$500,000	Operating Revenue	\$500,000
44.22.00	Planning	89897			Exempt	Planning	2014	Yes					\$360,000	Dedicated Local Tax	\$360,000
11.7A.00	Preventive Maintenance	89883			Exempt	Capital	2014	Yes	\$4,500,000	5307/FHWA			\$1,125,000	Dedicated Local Tax	\$5,625,000
11.12.01	Large Buses	89878	6	Replacement	Exempt	Capital	2014	Yes	\$1,905,600	5307			\$476,400	Dedicated Local Tax	\$2,382,000
11.12.04	Small Buses	89881	12	Replacement	Exempt	Capital	2014	Yes	\$792,000	5307			\$198,000	Dedicated Local Tax	\$990,000
30.09.00	Operating	89901			Exempt	Operating	2015	Yes			\$370,000	E & D Fare Assist	\$36,000,000	Operating Revenue	\$36,370,000
11.42.11	Local Capital Projects	89902			Exempt	Capital	2015	Yes					\$60,000	Operating Revenue	\$60,000
44.22.00	Planning	89903			Exempt	Planning	2015	Yes					\$360,000	Dedicated Local Tax	\$360,000
11.7A.00	Preventive Maintenance	89900			Exempt	Capital	2015	Yes	\$4,500,000	5307/FHWA			\$1,625,000	Dedicated Local Tax	\$6,125,000
11.12.01	Large Buses	89898	6	Replacement	Exempt	Capital	2015	Yes	\$1,905,600	5307			\$476,400	Dedicated Local Tax	\$2,382,000
Av 01	Large Buses (CNG)	88786	4	Replacement	Exempt	Capital	2015	Yes	\$1,440,000	CMAQ			\$360,000	Dedicated Local Tax	\$1,800,000
11.12.04	Small Buses (CNG)	89899	14	Replacement	Exempt	Capital	2015	Yes	\$924,000	5307			\$224,400	Dedicated Local Tax	\$1,148,400
	TOTALS								\$36,505,984		\$1,480,000		\$160,449,896		\$198,435,880

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015

TRANSIT IMPROVEMENTS
Portage Area Regional Transportation Authority

FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
30.09.00	Operating	89814			Exempt	Operating	2012	Yes			\$85,000	E & D Fare Assist	\$3,300,000	Operating Revenue	\$3,385,000
44.24.00	Planning	89831			Exempt	Planning	2012	Yes					\$75,000	Dedicated Local Tax	\$75,000
11.7A.00	Preventive Maintenance	89819			Exempt	Capital	2012	Yes	\$600,000	5307	\$125,000	UTP	\$25,000	Dedicated Local Tax	\$750,000
11.43.05	Facility Improvements - Paving	89833			Exempt	Capital	2012	Yes	\$275,000	5307			\$105,000	Dedicated Local Tax	\$380,000
30.09.00	Operating	89814			Exempt	Operating	2013	Yes			\$85,000	E & D Fare Assist	\$3,300,000	Operating Revenue	\$3,385,000
44.24.00	Planning	89831			Exempt	Planning	2013	Yes					\$75,000	Dedicated Local Tax	\$75,000
11.7A.00	Preventive Maintenance	89819			Exempt	Capital	2013	Yes	\$600,000	5307	\$125,000	UTP	\$25,000	Dedicated Local Tax	\$750,000
11.12.04	Small Buses	89822	5	Replacement	Exempt	Capital	2013	Yes	\$275,000	5307			\$100,000	Dedicated Local Tax	\$375,000
30.09.00	Operating	89814			Exempt	Operating	2014	Yes			\$85,000	E & D Fare Assist	\$3,300,000	Operating Revenue	\$3,385,000
44.24.00	Planning	89831			Exempt	Planning	2014	Yes					\$75,000	Dedicated Local Tax	\$75,000
11.7A.00	Preventive Maintenance	89819			Exempt	Capital	2014	Yes	\$600,000	5307	\$125,000	UTP	\$25,000	Dedicated Local Tax	\$750,000
11.12.04	Small Buses	89822	5	Replacement	Exempt	Capital	2014	Yes	\$275,000	5307			\$100,000	Dedicated Local Tax	\$375,000
30.09.00	Operating	89814			Exempt	Operating	2015	Yes			\$85,000	E & D Fare Assist	\$3,300,000	Operating Revenue	\$3,385,000
44.24.00	Planning	89831			Exempt	Planning	2015	Yes					\$75,000	Dedicated Local Tax	\$75,000
11.7A.00	Preventive Maintenance	89819			Exempt	Capital	2015	Yes	\$600,000	5307	\$125,000	UTP	\$25,000	Dedicated Local Tax	\$750,000
11.12.02	Large Bus	89830	1	Replacement	Exempt	Capital	2015	Yes	\$275,000	5307			\$100,000	Dedicated Local Tax	\$375,000
	TOTALS								\$3,500,000		\$840,000		\$14,005,000		\$18,345,000

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015

Coordinated Human Services / Public Transportation Projects

Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Accessible	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
Specialized Transportation Program				Exempt	Yes	2012	Yes	\$214,448	5310	\$0		\$53,612	Other	\$268,060
Specialized Transportation Program				Exempt	Yes	2013	Yes	\$214,448	5310	\$0		\$53,612	Other	\$268,060
Specialized Transportation Program				Exempt	Yes	2014	Yes	\$214,448	5310	\$0		\$53,612	Other	\$268,060
Specialized Transportation Program				Exempt	Yes	2015	Yes	\$214,448	5310	\$0		\$53,612	Other	\$268,060
Job Access and Reverse Commute				Exempt	Yes	2012	Yes	\$318,892	5316	\$0		\$318,892	Other	\$637,784
Job Access and Reverse Commute				Exempt	Yes	2013	Yes	\$318,892	5316	\$0		\$318,892	Other	\$637,784
Job Access and Reverse Commute				Exempt	Yes	2014	Yes	\$318,892	5316	\$0		\$318,892	Other	\$637,784
Job Access and Reverse Commute				Exempt	Yes	2015	Yes	\$318,892	5316	\$0		\$318,892	Other	\$637,784
New Freedom Program				Exempt	Yes	2012	Yes	\$198,800	5317	\$0		\$49,700	Other	\$248,500
New Freedom Program				Exempt	Yes	2013	Yes	\$198,800	5317	\$0		\$49,700	Other	\$248,500
New Freedom Program				Exempt	Yes	2014	Yes	\$198,800	5317	\$0		\$49,700	Other	\$248,500
New Freedom Program				Exempt	Yes	2015	Yes	\$198,800	5317	\$0		\$49,700	Other	\$248,500
	TOTALS							\$2,928,560		\$0		\$1,688,816		\$4,617,376

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: Draft FY 2012 Transportation Planning Work Program and Budget

DATE: January 12, 2011

A draft Transportation Planning Work Program and Budget is submitted annually to ODOT for review. The Work Program identifies the planning activities that will take place in the upcoming fiscal year and describes the funding sources that will be used to pay for them. Once ODOT completes its review of the Work Program, it is presented to the Policy Committee for final adoption in May.

The major source of funding for activities listed in the Work Program is United States Department of Transportation (USDOT) Consolidated Planning funding. Other sources of revenue include federal Congestion Mitigation/Air Quality (CMAQ) funds, as well as state and local funds.

It has been estimated that \$1,118,872 in federal consolidated planning grant (CPG) funds will be available to AMATS for planning activities in FY 2012. These funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding a total budget of \$1,398,592. Remaining funds from this fiscal year (FY 2011) will be carried over on July 1, and may be used through December 31, 2011.

The total local match for FY 2012 is calculated to be \$139,860. Table 1 shows the draft local share calculation for each individual member of AMATS. Each member's contribution is based on the dues structure established by the Policy Committee in 2005. The dues structure is based on population. Consequently, local share amounts will be modified following the release of the 2010 Census figures in February 2011, as anticipated.

As a result, the FY 2011 per capita assessment for each community has been set at \$0.18. METRO and PARTA will be assessed collectively \$20,000.

Table 2 shows the work elements and major planning tasks for FY 2012. Key activities include:

- Developing inputs for the next Regional Transportation Plan.
- Completing a new bicycle plan as well as a new pedestrian plan, in keeping with the *Connecting Communities Initiative*.
- Publishing the completed Transportation Improvement Program (FY 2012-2015)
- Directing a new round of funding for STP, TEP and CMAQ in the fall of 2011
- Coordinating the \$4.25 million Sustainable Communities Planning Grant the region received in 2010

Table 3 summarizes all funds budgeted in the Work Program by source. Also included in Table 3 are planning activities performed by METRO and PARTA.

The Staff is requesting approval of the draft *FY 2012 Transportation Planning Work Program and Budget* and asks for permission to submit it to ODOT for review. The Staff will then meet with ODOT in April to discuss any comments. A final version of the Work Program will be submitted for Policy Committee approval in May.

TABLE 1

DRAFT

**AMATS
LOCAL SHARE CALCULATION*
FY 2012 WORK PROGRAM**

MEMBERS	2000 POP (CENSUS)	LOCAL SHARE PERCENT	FY 2011 LOCAL SHARE
METRO	N/A	12.6%	\$17,600
PARTA	N/A	1.7%	\$2,400
<u>SUMMIT COUNTY</u>			
AKRON	217,074	27.2%	\$38,015
BARBERTON	27,899	3.5%	\$4,886
CUYAHOGA FALLS	49,374	6.2%	\$8,646
FAIRLAWN	7,307	0.9%	\$1,280
GREEN	22,817	2.9%	\$3,996
HUDSON	22,439	2.8%	\$3,930
MACEDONIA	9,224	1.2%	\$1,615
MOGADORE	3,893	0.5%	\$682
MUNROE FALLS	5,314	0.7%	\$931
NEW FRANKLIN	14,530	1.8%	\$2,544
NORTHFIELD	3,827	0.5%	\$670
NORTON	11,523	1.4%	\$2,018
RICHFIELD	3,286	0.4%	\$575
SILVER LAKE	2,749	0.3%	\$481
STOW	32,409	4.1%	\$5,675
TALLMADGE	16,390	2.1%	\$2,870
TWINSBURG	17,006	2.1%	\$2,978
SUMMIT CO. UNINCORP.	68,968	8.6%	\$12,078
<u>PORTAGE COUNTY</u>			
AURORA	13,556	1.7%	\$2,374
KENT	27,906	3.5%	\$4,887
RAVENNA	11,771	1.5%	\$2,061
STREETSBORO	12,311	1.5%	\$2,156
WINDHAM	2,806	0.4%	\$491
PORTAGE CO. UNINCORP.	77,269	9.7%	\$13,531
<u>WAYNE COUNTY</u>			
DOYLESTOWN	2,799	0.4%	\$490
TOTAL CONTRIBUTING MEMBERS	684,447	100.0%	\$139,860

* \$0.18 per person

**TABLE 2
AMATS STAFF
FY 2012 MAJOR PLANNING TASKS**

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
601.21 Short Range Planning	\$220,000	CPG
<ol style="list-style-type: none"> 1. Safety and Congestion Studies 2. Assistance with major project studies 3. Prioritize AMATS area applications for TRAC 4. Air Quality Coordination 5. Assist with the Coordinated Public Transit / Human Services Transp. Plan 6. Coordinate with Other Agencies and Local Governments 7. Transit Planning and Coordination 8. Maintain the Regional ITS Architecture 9. Bike and Pedestrian Planning 10. Freight Planning and Coordination 11. Implementing the Connecting Communities Initiative 		
601.22 Sustainable Communities Planning Grant	\$30,000	CPG
602.21 Transportation Improvement Program	\$250,000	CPG
<ol style="list-style-type: none"> 1. Publication of the FY 2012-2015 TIP Summary 2. Maintain the current TIP 3. Manage STP, ARRA, TEP, CMAQ allocations and solicit new applications 4. Manage Federal Transit Administration Funding and solicit new applications 		
605.21 Transportation System Update	\$185,000	CPG
<ol style="list-style-type: none"> 1. Maintain data, including: motor vehicle registrations, transit ridership, traffic counts, etc. 2. Seasonal traffic counting, including bicycle and pedestrian counts 		
605.22 Update Physical, Social, Economic, and Environmental Characteristics	\$100,000	CPG
<ol style="list-style-type: none"> 1. Maintain population, employment and other Census and GIS data 2. Assemble and maintain land use inventory, parking and zoning database 3. Initiate 2010 Land Use Update 		
610.21 Transportation Plan Update	\$293,000	CPG
<ol style="list-style-type: none"> 1. Maintain the Regional Transportation Plan: <i>Transportation Outlook</i> 2. Maintain the travel demand model 3. Preliminary work on the upcoming 2035 Regional Transportation Plan 4. Maintain the Congestion Management Process (CMP) 5. Update the Public Participation Plan 6. 2035 External Station Forecast 7. Regional Transportation Plan Goals and Objectives 8. Bicycle and Pedestrian Plans 		

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
625.21 Service	\$250,000	CPG
<ol style="list-style-type: none"> 1. Transit Market Indicators Report for area RTAs 2. Plan implementation assistance 3. Assist ODOT in reviewing design traffic analyses 4. Provide data for use by others 5. Review transportation impacts of zoning changes and subdivision proposals 6. Assist Ohio EPA by Reviewing EPA Permits to Install 7. Assist NOACA and ARAQMD with air quality alerts 8. Specialized Transportation Program (FTA Section 5310) vehicle inspections 9. Maintain AMATS website 10. AMATS Planning Grant: Corridor Study in Prospective Communities 		
667.21 OhioRideshare Program	\$100,000	CMAQ
<ol style="list-style-type: none"> 1. Ridesharing assistance 2. Marketing and promotional advertisements 3. Maintain OhioRideshare website 		
682.21 Local	\$20,000	LOCAL
<ol style="list-style-type: none"> 1. Miscellaneous local expenses 2. Miscellaneous meeting/hospitality expenses 3. AMATS Annual Meeting (October 2011) 4. The initial purchase of capital items (as needed) 		
697.21 AMATS Transportation Quarterly/Annual Report	\$50,592	CPG
<ol style="list-style-type: none"> 1. July-September Newsletter 2. October-December Newsletter 3. January-March Newsletter 4. April-June Newsletter 5. 2011 Annual Report 		

**TABLE 3
AMATS DRAFT FY 2012 WORK PROGRAM
FUNDING BY SOURCE**

<u>AMATS AGENCY ONLY</u>	<u>FY 2012</u>
USDOT Consolidated Planning Grant	\$1,118,872
ODOT Match	\$139,860
AMATS Local Share (Match)	<u>\$139,860</u>
SUBTOTAL	\$1,398,592
FY 2011 Carryover (Estimated)	\$500,000
FHWA/CMAQ (Rideshare)	<u>\$100,000</u>
SUBTOTAL	\$1,998,592
 <u>METRO RTA PLANNING</u>	
METRO (Local METRO Funds)	\$360,000
 <u>PARTA PLANNING</u>	
PARTA (Local PARTA Funds)	<u>\$75,000</u>
 GRAND TOTAL	 \$2,433,592

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 2011-01 – Adopting the Revised AMATS Funding Policy Guidelines

DATE: January 12, 2011

At its December 2010 meeting, the Policy Committee approved a motion to allow greater flexibility regarding the local share requirement on AMATS federally-funded projects.

The current Funding Policy requires that the 20% local match come from non-federal and *non-state* sources (in other words, that the match be derived purely from *local* sources). Most other MPOs in Ohio are less rigid in their funding policies, and allow project sponsors to use state and other non-federal funding sources toward their local share.

Because some communities may not be able to afford to meet their 20% local match using purely local sources, changing the AMATS Funding Policy to allow them to use other non-federal sources of funding (e.g. Ohio Public Works Commission) would be more equitable and might encourage some members to apply for AMATS funds that have not been able to in the past.

The Policy Committee felt that greater flexibility and equitability in the funding program is important, and therefore supported the idea to change the Funding Policy to allow the use of state and other non-federal funds to be used toward the 20% local match requirement.

As part of this change, project sponsors will be required to pass legislation stating that they are committed to providing the entire 20% local match if the anticipated funding sources do not materialize. The projects using multiple non-federal funding sources will be more closely scrutinized as they are developed; and programmed in a way that other projects can quickly move up to take their place in the event that they are delayed or canceled due to funding problems. This would help to ensure stability and consistency in the overall AMATS funding program.

The attached pages of the Funding Policy Guidelines have been revised to reflect these recommended revisions. The changes are in red. The complete revised Funding Policy Guidelines can be viewed at the AMATS website under the *Reports* section. The Staff recommends approval of the revised Funding Policy Guidelines dated January 2011.

SURFACE TRANSPORTATION PROGRAM

Description

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

Eligibility

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

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

Program Policies

1. Federal Participation

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

2. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
- b. The local share for STP projects **may be from local, state or other non-federal sources** is ~~required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee)~~. 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) ~~and state funding~~ 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).

CONGESTION MITIGATION/AIR QUALITY PROGRAM

Description

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

Eligibility

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

Program Policies

1. Federal Participation

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

2. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
- b. The local share for CMAQ projects **may be from local, state or other non-federal sources** ~~is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee)~~. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans or CMAQ eligibility determination) ~~and state funding~~ 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).

TRANSPORTATION ENHANCEMENT PROGRAM

Description

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

Eligibility

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

Program Policies

1. Ownership - The proposed Enhancement project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the proposal).
2. Cost Estimates - Cost estimates for TEP projects must be submitted by a professional engineer or architect.
3. Maintenance – Maintenance-type projects or work items, such as sidewalk replacement and bikeway resurfacing or regrading, are not eligible for TEP funding.
4. Upgrading – Upgrading bikeways (such as converting a granular-surfaced bikeway to asphalt or concrete) are eligible for funding except if previously funded with federal funds through AMATS.
5. Federal Participation
 - a. The maximum federal share for projects under the TEP Program is 80% of total eligible project costs (excluding 100% local items). Federal funds are also capped at the approved amount shown in the current TIP.
 - b. Federal funding participation for TEP projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
6. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
 - b. The local share for TEP projects **may be from local, state or other non-federal sources** ~~is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee)~~. 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) ~~and state funding~~ are not considered as local share.

AMATS RESURFACING PROGRAM

Description

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

Eligibility

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

Program Policies

1. Resurfacing - Resurfacing is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. Concrete roadways are not eligible unless being overlaid with asphalt.
2. Reconstruction – Pavements in need of reconstruction are not eligible for AMATS Resurfacing Program funds. A project is considered roadway reconstruction and not resurfacing when over 25% of the pavement surface area within the project limits needs repaired or replaced.
3. Structures – Any work on structures beyond the asphalt type overlay as mentioned above is not eligible for funding.
4. Frequency of Resurfacing – Sponsors are responsible for maintaining their roadways so that the pavement does not deteriorate prematurely. AMATS will only provide funding for resurfacing at a minimum of 10-year intervals if the previous resurfacing involved federal funds. The 10-year interval begins on the date the last resurfacing was completed and does not include temporary overlays.
5. Federal Participation
 - a. The maximum federal share for projects under the Resurfacing program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
 - c. No more than 20% of the annual STP allocation will be set aside as a target budget to fund this program
6. Local Participation
 - a. The minimum local share is 20% of total eligible costs (excluding 100% local items).
 - b. The local share for Resurfacing projects **may be from local, state or other non-federal sources** is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee). These projects are not eligible for soft-match 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) ~~and state funding~~ are not considered as local share.

RESOLUTION NUMBER 2011-01

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

ADOPTING THE REVISED AMATS FUNDING POLICY GUIDELINES

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

WHEREAS, AMATS is responsible for developing and maintaining the 20-year Regional Transportation Plan and the four-year Transportation Improvement Program (TIP); and

WHEREAS, the Policy Committee is responsible for administering the federal funding programs suballocated to the AMATS area; and

WHEREAS, the Policy Committee is responsible for selecting transportation projects eligible to receive funding through the Federal Highway Administration's Surface Transportation, Congestion Mitigation/Air Quality and Transportation Enhancement Programs and the Federal Transit Administration's Urban Formula (Section 5307), Elderly and Disabled (Section 5310), Job Access and Reverse Commute (Section 5316) and New Freedom (Section 5317) Programs; and

WHEREAS, the Policy Committee approved a motion at their meeting held on December 8, 2010 to revise the Funding Policy Guidelines to allow greater flexibility in the local share requirement for project sponsors utilizing AMATS attributable federal funds and,

WHEREAS, the Technical Advisory Committee (TAC) has reviewed the revisions to the AMATS Funding Policy Guidelines at their meeting held on January 20, 2011 and,

WHEREAS, the Citizens Involvement Committee has reviewed the revisions to the AMATS Funding Policy Guidelines at their meeting held on January 20, 2011 and,

WHEREAS, the revised January 2011 AMATS Funding Policy Guidelines will supersede the previously approved November 2009 AMATS Funding Policy Guidelines.

RESOLUTION NUMBER 2011-01 - continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the AMATS Funding Policy Guidelines dated January 2011.
2. That this Committee considers the public meeting held on January 20, 2011 as adequately providing for public involvement.
3. 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.

Robert Pfaff, 2011 Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2011-02 - Approving Amendment #49 to the Transportation Improvement Program FY 2008-2011 to revise the schedule of South Main Street.

DATE: January 12, 2011

Requests have been made to amend the 2008-2011 Transportation Improvement Program for the following projects:

Englewood Street (Map #1) – is a reconstruction project that is part of the Goodyear Redevelopment in the city of Akron. The amendment is to add \$3,000,000 in STP funds to the right-of-way phase in FY 2011.

South Main Street (Map #2) – is an intersection improvement project at South Main Street and Wilbeth Road in the city of Akron. The amendment is to move the construction phase into FY 2011.

Massillon Road (Map #3) – is a reconstruction project that is part of the Goodyear Redevelopment in the city of Akron. The amendment is to revise the funding amounts in both the right-of-way and construction phases scheduled in FY 2011.

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 affected by this amendment are consistent with Transportation Outlook, the Regional Transportation Plan.

Financial Capability

The Ohio Department of Transportation and AMATS forecast sufficient state and federal funding for this amendment.

Air Quality

These actions are viewed as air quality neutral. Therefore, this amendment will not affect the air quality conformity approval for the Regional Transportation Plan and the TIP.

Public Involvement

This amendment is not considered regionally significant. As a result, the modified procedures in the Public Participation Plan are appropriate. These procedures include presenting the amendment for comment at a Citizen Involvement Committee meeting. If any comments are received they will be presented to the Policy Committee.

Environmental Justice

These projects have been reviewed and are not expected to cause disproportionate adverse environmental impacts on minorities and/or low-income people.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2011-02. This Resolution approves the amendment to the TIP FY 2008-2011. The Staff recommends approval.

RESOLUTION NUMBER 2011-02

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

Approving Amendment #49 to the Transportation Improvement Program FY 2008-2011 to revise the schedule of South Main Street.

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 area of Wayne County, and

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

WHEREAS, this Committee has been requested to amend the AMATS FY 2008-2011 Transportation Improvement Program for the following projects as discussed in the accompanying memorandum:

1. **SUM-Englewood Street** (PID #84396) – revise right-of-way funds in FY 2011.
2. **SUM-South Main Street** (PID #81427) – add construction phase to FY 2011.
3. **SUM-Massillon Road** (PID #84399) – revise right-of-way and constructions funds in FY 2011.

WHEREAS, the Citizens Involvement Committee held a meeting on January 20, 2011 to review this amendment consistent with AMATS' Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from the 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 the Regional Transportation Plan and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2011-02 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2008-2011 as previously specified.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 20, 2011 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook.
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.

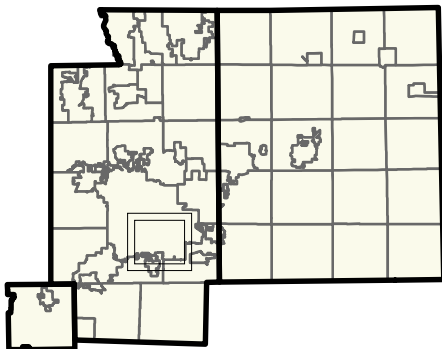
Robert Pfaff, 2011 Chairman
Metropolitan Transportation Policy Committee


Date

AMENDMENT # 49 - 1/26/11
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2008-2011
TABLE H-3
HIGHWAY IMPROVEMENTS

MAP #	PID #	CO-RTE -SECTION	LENGTH miles	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	P H A S E					TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
								2008	2009	2010	2011			
	84396	SUM-ENGLEWOOD ST (REVISE FUNDING)	0.48	AKRON FROM WIGLEY ST TO MASSILLON RD	RECONSTRUCTION	LOCAL LOCAL STP-A	P R R		609.0	380.0	261.0 3,000.0	8,169.8	AKRON	EXEMPT A-10
44	81427	SUM-SOUTH MAIN ST (SUM-CR 50) (REVISE SCHEDULE)	0.02	AKRON SOUTH MAIN STREET AT WILBETH ROAD INTERSECTION	INTERSECTION IMPROVEMENTS AND SIGNAL UPDGRADE	HSP STATE LOCAL ARRA HSP LOCAL	P P P R C C			52.0 6.5 6.5 200.0	743.5 82.6	1,127.1	AKRON	EXEMPT A-10 E-7
	84399	SUM-MASSILLON RD (REVISE FUNDING)	0.43	AKRON FROM EAST MARKET ST TO SEIBERLING WAY	RECONSTRUCTION	LOCAL STP-A STP-A CMAQ-A LOCAL	P R C C C			250.0	200.0 2,700.0 3,098.0 2,692.0 375.0 3,210.0	8,453.0	AKRON	EXEMPT A-10

Resolution 2011-02



 Operational Improvement Project



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 2011-03 – Approving an Amendment to the FY 2008-2011
Transportation Improvement Program (Amendment #50) – To Add Buses
for METRO and PARTA Awarded through the ODOT Next Generation
Clean and Green Bus Replacement Program

DATE: January 12, 2011

Executive Summary

This memorandum discusses amendments to the FY 2011 program of projects for METRO and PARTA.

In December the Ohio Department of Transportation (ODOT) announced the availability of an additional \$15 million in Congestion Mitigation Air Quality (CMAQ) Program funds to be used for the improvement of the state's aging public transportation bus fleets. These funds were made available through ODOT's Clean and Green Program for FY 2011. Projects will be funded at 100% federal share.

ODOT announced the awarding of these state-attributable CMAQ funds to nine transit agencies throughout the state for the purchase of clean fuel buses. In the AMATS area, METRO and PARTA were both awarded funds for replacement buses. METRO will receive approximately \$3 million, and PARTA will receive \$2.8 million in FY 2011 for the replacement of buses kept beyond their useful life.

In light of the awards by ODOT, METRO and PARTA request that the FY 2008-2011 Transportation Improvement Program (TIP) be amended.

METRO is requesting the following amendment to the TIP:

- Add the Purchase of Seven Large Buses

METRO requests the addition of \$3,066,000 in FY 2011 for the purchase of seven, 40 ft. Compressed Natural Gas (CNG) buses.

PARTA is requesting the following amendment to the TIP:

- Add the Purchase of Seven Large Buses

PARTA requests the addition of \$2,800,000 in FY 2011 for the purchase of seven, 35 ft. biodiesel-fueled buses.

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

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

Public Involvement

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan* are appropriate. These procedures include presenting the amendment for comment at a Citizens Involvement Committee (CIC) meeting. If any comments are received at the January 20, 2011, CIC meeting, they will be presented to the Policy Committee at its January 26, 2011, meeting.

Environmental Justice

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

The projects that will result from this TIP amendment do 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 or PARTA service areas.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2011-03. This resolution approves the requested amendments to FY 2011 of the TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2011-03

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

**APPROVING AN AMENDMENT TO THE FY 2008-2011 TRANSPORTATION
IMPROVEMENT PROGRAM (AMENDMENT #50) – TO ADD BUSES FOR METRO
AND PARTA AWARDED THROUGH THE ODOT NEXT GENERATION CLEAN AND
GREEN BUS REPLACEMENT PROGRAM**

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

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

WHEREAS, the Portage Area Regional Transportation Authority (PARTA) provides public transportation services in the AMATS area; and

WHEREAS, PARTA is an eligible recipient of Federal Highway Administration (FHWA) Congestion Mitigation/Air Quality Program Funds; and

WHEREAS, PARTA has requested that FY 2011 of the TIP be amended to add funding for the project described more fully in the attached memorandum dated January 12, 2011; and

WHEREAS, the METRO Regional Transit Authority provides public transportation services in the AMATS area; and

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

WHEREAS, METRO RTA has requested that FY 2011 of the TIP be amended to add funding for the project described more fully in the attached memorandum dated January 12, 2011; and

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

WHEREAS, these projects have been analyzed and found to be in conformity with the State Implementation Plan; and

WHEREAS, a public meeting was held on January 20, 2011, to obtain public comment on this amendment; and

RESOLUTION NUMBER 2011-03 Continued

WHEREAS, this Committee has reviewed the public comments collected during the January 20, 2011, meeting; and

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

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2008-2011 Transportation Improvement Program as previously specified.
2. That this Committee affirms that the FY 2008-2011 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the public meeting held on January 20, 2011, as adequately providing an opportunity for public involvement.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Robert K. Pfaff, 2011 Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2011-04 – Approving an Amendment to the FY 2008-2011
Transportation Improvement Program (Amendment #51) – To Add
Operating Funds for PARTA Awarded through the ODOT Next Generation
Transit Partnership Programs and Innovative New Service Starts

DATE: January 12, 2011

Executive Summary

This memorandum discusses an amendment to the FY 2011 program of projects for PARTA.

In December, the Ohio Department of Transportation (ODOT) announced the availability of an additional \$10 million in Congestion Mitigation Air Quality (CMAQ) Program funds to be used for the start-up of new innovative transit services in the state. ODOT believes this new funding source gives Ohio's public transit agencies a prospect to grow when public transportation has not had the opportunity to expand ridership and revenue. Public transit is the cleanest, most fuel efficient, environmentally friendly mode of transportation, it offers an alternative for those who do not drive, and Ohio's employers depend on it for workforce mobility. Consequently, ODOT is committed to supporting an effort for transit to reach its full potential.

On January 6, ODOT announced the awarding of these state-attributable CMAQ funds to eleven transit agencies throughout the state for new innovative operating services. In the AMATS area, PARTA was awarded funds to run a route from Ravenna to Twinsburg by way of Streetsboro. The bulk of ridership is expected to consist of employees traveling to the employment centers in Streetsboro and Twinsburg. PARTA will receive \$365,000 in federal funds.

In light of the awards by ODOT, PARTA requests that the FY 2008-2011 Transportation Improvement Program (TIP) be amended.

PARTA is requesting the following amendment to the TIP:

- Add Operating Funds for a Fixed Route from Ravenna to Twinsburg via Streetsboro

PARTA requests the addition of \$365,000 in federal funds in FY 2011 in order to operate fixed-route service between the cities of Ravenna and Twinsburg. The total project cost is \$400,000.

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

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

Public Involvement

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan* are appropriate. These procedures include presenting the amendment for comment at a Citizens Involvement Committee (CIC) meeting. If any comments are received at the January 20, 2011, CIC meeting, they will be presented to the Policy Committee at its January 26, 2011, meeting.

Environmental Justice

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

The projects that will result from this TIP amendment do 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 or PARTA service areas.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2011-04. This resolution approves the requested amendments to FY 2011 of the TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2011-04

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

**APPROVING AN AMENDMENT TO THE FY 2008-2011 TRANSPORTATION
IMPROVEMENT PROGRAM (AMENDMENT #51) – TO ADD OPERATING FUNDS
FOR PARTA AWARDED THROUGH THE ODOT NEXT GENERATION TRANSIT
PARTNERSHIP PROGRAMS AND INNOVATIVE NEW SERVICE STARTS**

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

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

WHEREAS, the Portage Area Regional Transportation Authority (PARTA) provides public transportation services in the AMATS area; and

WHEREAS, PARTA is an eligible recipient of Federal Highway Administration (FHWA) Congestion Mitigation/Air Quality Program Funds; and

WHEREAS, PARTA has requested that FY 2011 of the TIP be amended to add funding for the project described more fully in the attached memorandum dated January 12, 2011; and

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

WHEREAS, these projects have been analyzed and found to be in conformity with the State Implementation Plan; and

WHEREAS, a public meeting was held on January 20, 2011, to obtain public comment on this amendment; and

WHEREAS, this Committee has reviewed the public comments collected during the January 20, 2011, meeting; and

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

RESOLUTION NUMBER 2011-04 Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2008-2011 Transportation Improvement Program as previously specified.
2. That this Committee affirms that the FY 2008-2011 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the public meeting held on January 20, 2011, as adequately providing an opportunity for public involvement.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Robert K. Pfaff, 2011 Chairman
Metropolitan Transportation Policy Committee

Date