



Policy Committee

August 8, 2024

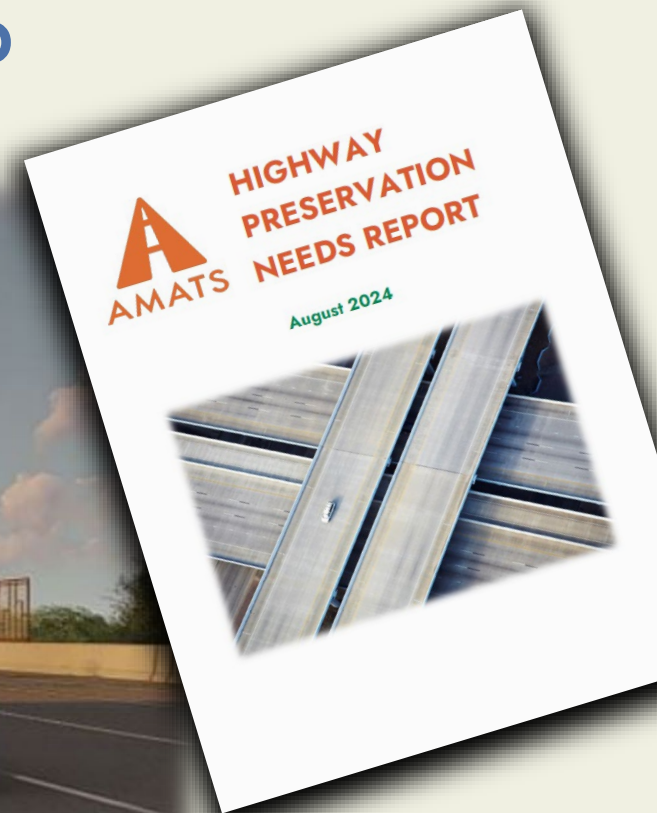




Highway Preservation Needs Report

Highlights

- Where we are—Areawide inventories and statistics
- What's changing—Changes to costs and assumptions
- Planning for needs—What it will take to keep up



Pavement Quality

- Stable/consistent year-to-year
- % of “Excellent Condition” roadways dipped

| | |
|-------------------|----|
| 2019-2020 Average | 67 |
| 2020-2021 Average | 65 |
| 2021-2022 Average | 68 |
| 2022-2023 Average | 66 |
| 2023-2024 Average | 67 |

| Roadway Quality | 2019-2020 | 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 |
|---------------------|-----------|-----------|-----------|-----------|-----------|
| Excellent/Very good | 22% | 20% | 25% | 26% | 16% |
| Good | 29% | 27% | 28% | 24% | 28% |
| Fair | 34% | 35% | 34% | 33% | 37% |
| Poor | 13% | 13% | 11% | 14% | 17% |
| Very Poor/Fail | 3% | 5% | 2% | 4% | 2% |

Bridge Inventory

- Summit County has a large majority of area bridges and the regional deck area
- >20' bridges in poor condition = 55
 - Number increasing (41 in 2019)

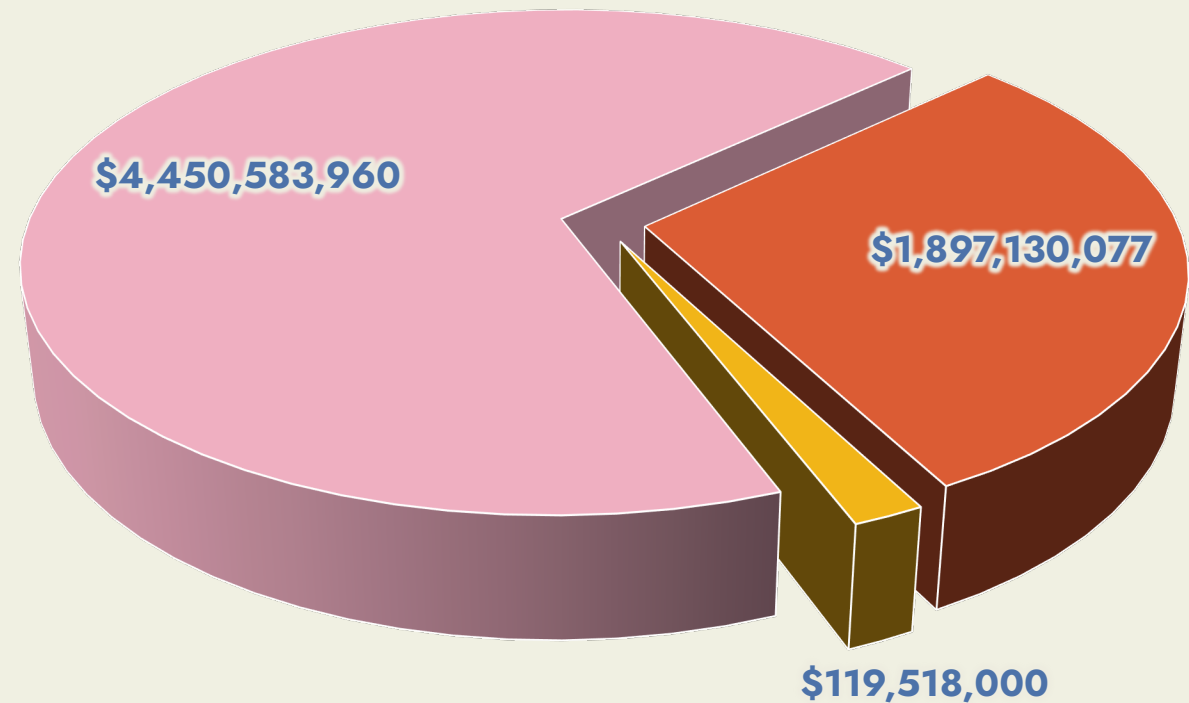
| Bridge Type | Number of Bridges | Deck Area (sq ft) |
|-----------------------------|-------------------|-------------------|
| Portage County | | |
| Bridges under 20 ft | 124 | 63,235 |
| Railroad bridges (20+ ft) | 4 | 17,557 |
| Army bridge (20+ ft) | 1 | 4,640 |
| Turnpike Bridges (20+ feet) | 27 | 301,552 |
| Remaining Bridges (20+ ft) | 207 | 978,028 |
| Summit County | | |
| Bridges under 20 ft | 194 | 109,677 |
| Railroad bridges (20+ ft) | 24 | 107,078 |
| Private bridges (20+ ft) | 10 | 18,288 |
| Turnpike Bridges (20+ feet) | 23 | 753,702 |
| Remaining Bridges (20+ ft) | 614 | 6,040,489 |
| Wayne County | | |
| Bridges under 20 ft | 22 | 10,873 |
| Railroad bridges (20+ ft) | 0 | 0 |
| Remaining Bridges (20+ ft) | 76 | 226,028 |
| Totals: | 1,326 | 8,631,147 |

* Includes non-private pedestrian and bicycle bridges

Preservation Costs Up Significantly

- \$6.86b to preserve roads and bridges
 - 71% higher than in 2019 report
 - Despite right-sizing our assumptions

Estimated System Preservation Costs



■ Bridge Preservation ■ Pavement Resurfacing ■ Pavement Replacement

Changes to Assumptions

- Pavement Cycles: 10 years to 13-20 years (depending on class of roadway)
- Pavement Replacement: 5% of roadways to 2%
- Cost estimates would have been up 81% if not for these changes



Pavement Resurfacing Costs

- 51.9% Increase from 2019 Estimate

| Road Description (Federal Functional Class) | Length (in miles) | Number of Lane Miles | Number of Resurfacings | Cost per Lane Mile | Total Cost |
|--|----------------------|-------------------------|---------------------------|-----------------------|------------------------|
| Interstates/Expressways | 139 | 657 | 2.08 | \$490,000 | \$668,623,846 |
| Ohio Turnpike | 34 | 204 | 2.08 | \$490,000 | \$207,609,231 |
| Principal & Minor Arterials | 548 | 1,554 | 1.80 | \$240,000 | \$671,328,000 |
| Major Collectors | 547 | 1,165 | 1.35 | \$220,000 | \$346,005,000 |
| Minor Urban Collectors | 6 | 12 | 1.35 | \$220,000 | \$3,564,000 |
| Pavement Resurfacing | 1,274 | 3,592 | | | \$1,897,130,077 |

Pavement Replacement Costs

- 26.8% decrease from 2019 Estimate
 - Result of 5% to 2% assumption change

| Road Description (Federal Functional Class) | Length (in miles) | Number of Lane Miles | Lane Miles Replaced | Cost per Lane Mile | Total Cost |
|--|----------------------|-------------------------|------------------------|-----------------------|----------------------|
| Interstates/Expressways | 139 | 657 | 13.14 | \$2,500,000 | \$32,850,000 |
| Ohio Turnpike | 34 | 204 | 4.08 | \$2,500,000 | \$10,200,000 |
| Principal & Minor Arterials | 548 | 1,554 | 31.08 | \$1,400,000 | \$43,512,000 |
| Major Collectors | 547 | 1,165 | 23.30 | \$1,400,000 | \$32,620,000 |
| Minor Urban Collector | 6 | 12 | 0.24 | \$1,400,000 | \$336,000 |
| Pavement Replacement | 1,274 | 3,592 | 71.84 | | \$119,518,000 |

Bridge Preservation Costs

- 87.8% Increase from 2019 Estimate
- Many bridges are nearing the end of their useful life

| State of Preservation | Serviced Deck Area (sq. ft.) | Unit Cost (per sq.ft.) | Total Cost |
|----------------------------|------------------------------|-------------------------|------------------------|
| Painting Steel Structure | 13,182,034 | \$60 | \$790,922,040 |
| Deck Overlay | 13,182,034 | \$80 | \$1,054,562,720 |
| Deck Replacement | 4,481,891 | \$300 | \$1,344,567,300 |
| Superstructure Replacement | 2,801,182 | \$450 | \$1,260,531,900 |
| Bridge Preservation | | | \$4,450,583,960 |

Summary

- Nearly \$7b (in 2024 dollars) estimated to be needed to preserve the federally funded-eligible highway system to an acceptable level over the next 27 years
- Primarily due to dramatic increase in construction costs
- Input into upcoming Outlook 2050.





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August 8, 2024





DRAFT

2050 Planning Data Forecast

Technical Advisory Committee & Policy Committee Presentation



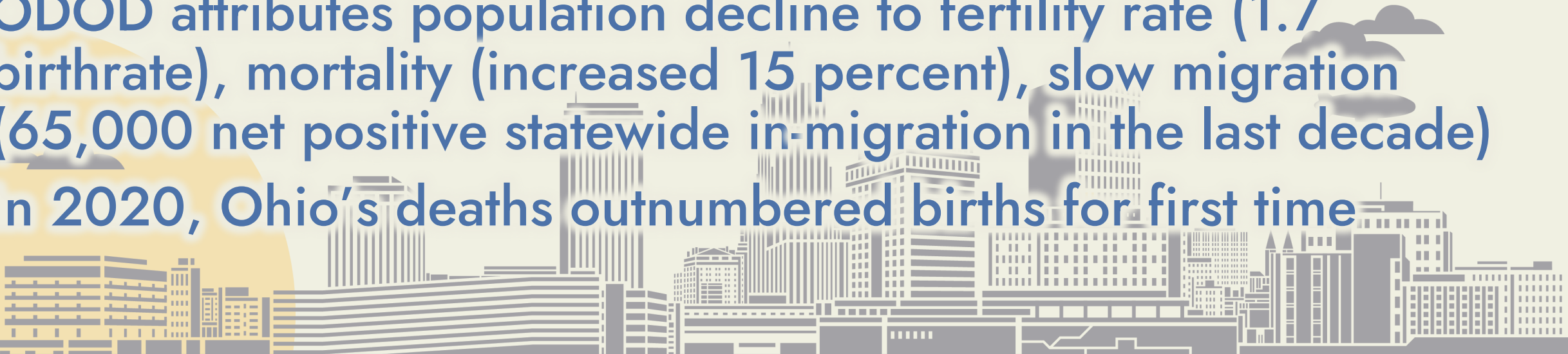
2050 Planning Data Forecast

- Forecast serves two purposes
 - To develop traffic zone demographic data for ODOT's Statewide Model
 - To inform Transportation Outlook 2050, which will be completed in May 2025



2050 Planning Data Forecast

- By ODOT Agreement, MPOs must use ODOD Projections in Model Forecast, but are free to use own forecast for other planning purposes
- ODOD scenario projects region to lose 14.9 percent of population
- ODOD attributes population decline to fertility rate (1.7 birthrate), mortality (increased 15 percent), slow migration (65,000 net positive statewide in-migration in the last decade)
- In 2020, Ohio's deaths outnumbered births for first time



2050 Planning Data Forecast

- Current Trends scenario relies on past U.S. Census Data to forecast future trends
- The last 20 years of data have shown the region to maintain a stable population
- This forecast does not account for births, deaths or migration data
- AMATS will focus on this scenario for the development of Transportation Outlook 2050



Demographic Scenarios

ODOD Based Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 720,087 | 612,750 | -14.9% |
| Households | 304,094 | 274,482 | -9.7% |
| Population Under 18 | 146,339 | 124,664 | -14.8% |
| Vehicles | 538,456 | 486,949 | -9.6% |
| Workers | 356,805 | 303,822 | -14.8% |

Current Trends Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 720,087 | 722,064 | 0.3% |
| Households | 304,094 | 322,855 | 6.2% |
| Population Under 18 | 146,339 | 146,584 | 0.2% |
| Vehicles | 538,456 | 571,355 | 6.1% |
| Workers | 356,805 | 357,941 | 0.3% |



Demographic Scenarios Portage County

ODOD Based Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 161,184 | 143,049 | -11.3% |
| Households | 66,010 | 63,535 | -3.7% |
| Population Under 18 | 29,903 | 26,654 | -10.9% |
| Vehicles | 122,108 | 117,175 | -4.0% |
| Workers | 82,205 | 72,773 | -11.5% |

Current Trends Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 161,184 | 165,567 | 2.7% |
| Households | 66,010 | 73,078 | 10.7% |
| Population Under 18 | 29,903 | 30,647 | 2.5% |
| Vehicles | 122,108 | 134,205 | 9.9% |
| Workers | 82,205 | 84,173 | 2.4% |



Demographic Scenarios Summit County

ODOD Based Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 540,094 | 452,427 | -16.2% |
| Households | 230,380 | 203,087 | -11.8% |
| Population Under 18 | 112,408 | 94,314 | -16.1% |
| Vehicles | 400,141 | 353,159 | -11.7% |
| Workers | 265,592 | 222,750 | -16.1% |

Current Trends Forecast

| | BASE YEAR 2020 | BASE YEAR 2050 | % Change |
|---------------------|-------------------|-------------------|-------------|
| Population | 540,094 | 537,173 | -0.5% |
| Households | 230,380 | 240,988 | 4.6% |
| Population Under 18 | 112,408 | 111,804 | -0.5% |
| Vehicles | 400,141 | 418,561 | 4.6% |
| Workers | 265,592 | 264,490 | -0.4% |



Conclusion

- AMATS staff believes the two-scenario approach is necessary considering ODOT/MPO requirements
- The Current Trends Scenario is consistent with past Planning Data Forecast results
- Final approval will be requested in September


















Policy Committee

August 8, 2024



2024 Transit Plan

| Transit Plan Goals and Strategies Matrix | | | | |
|--|--|--|---|--|
|  = Collaboration Goal  = Funding Goal  = Service Goal | | | | |
| Strategy | Implementation | | Additional Notes | |
| | Lead | Support | | |
| Goal # 1: Invest in programs supporting transit goals  | | | | |
| Transit agencies provide a level of service that supports the needs of the area and to invest in opportunities that promote a safe, sustainable and equitable transit system. | | | | |
| Pursue available Local, State and Federal funding programs that support transit operations and projects. | METRO, PARTA | AMATS | More information on specific programs can be found in the <i>Implementation</i> section of this chapter. | |
| Goal # 2: Invest in sustainable fleet and operations  | | | | |
| Transit agencies make sound decisions and create a visible opportunity to lead by example. | | | | |
| Pursue and ensure a sustainable fleet and maintain a state of good repair to preserve the investment in transit and maintain sustainability of thier service. | METRO, PARTA | | Invest in updating fleet and meeting FTA Transit Asset Management Targets as well as investing in preventative maintenance practices ("fix it first" philosophy) to maintain a state of good repair for all vehicles. | |
| Goal # 3: Integrate transit into regional transportation projects   | | | | |
| Creating a robust public transportation network becomes a primary consideration of many roadway improvement projects. | | | | |
| Work with local communities to discuss integration in roadway projects with a transit add on component like a bus shelter or enhanced waiting environments. | METRO, PARTA, AMATS | Community Officials, AMATS | Transit authorities and local officials can have a shared understanding of projects before plans are made, allowing them to maximize potential for transit improvements when necessary. | |
| Goal # 4: Ensure that transit is an intergral component of land use planning efforts   | | | | |
| Sound land-use decisions and future development can impove the public transportation network, and quality transit services can allow development to occur more responsibly. | | | | |
| Partner with economic development agencies and local officials when conversations about business attraction and expansion occur. | Community Officials, Econ. Dev. Agencies, METRO, PARTA | | It is important to locate jobs-especially when employees us transit-in areas where service exists or can be provided. Having transit agencies involved in regional employment conversations helps inform the planning process. | |
| Communicate the benefits of increasing the transit footprint and the positive effect this can have on the region and quality of life for transit users. | METRO, PARTA | Community Officials, AMATS | Building partnerships between transit agencies and community officials will help to build trust and a stronger public transit network. | |
| Continue to explore the feasibility of and pursue Bus Rapid Transit (BRT) in the City of Akron and surrounding municipalities. | METRO | Akron , C. Falls, Barberton, Fairlawn, Green, Springfield, AMATS | Once METRO and its partners decide on final alternatives (several potential routes have been studied in-depth), partners can negotiate how local shares of BRT development will be paid. Partners can then pursue FTA's Small Starts funding. | |
| Explore opportunities for Transit-Oriented Development (TOD) | METRO, possibly PARTA | Private developers, Community officials, CDCs/NDCs | METRO is exploring TOD near their RKP Transit Center, south of downtown Akron. Other possible locations include Akron's Middlebury Neighborhood and the Arlington Rd. corridor. Downtown Kent has seen significant TOD over the past 15 | |
| Goal # 5: Optimize transit service   | | | | |
| Transit agencies adapt to the inevitable and continuous changes occuring in communities. | | | | |
| Study current service and conduct service optimization every 5-10 years to adjust to new travel patterns. | METRO, PARTA | AMATS | METRO recently completed (2023) the Reimagine METRO redesign; PARTA intends to take a comprehensive look at route optimization in 2025. AMATS can assist as needed by analyzing demographic and employment data. | |
| Examine potential coverage to peripheral locations. | METRO, PARTA | | Demand for expansion into exurban communities exists, but can be difficult to justify because of total ridership and mileage. | |
| Continue to invest in new technologies that improve the ridership expereince and efficiency of operations. | METRO, PARTA | | Various technologies, such as scheduling software for service or personell, can assist transit agencies by making operations more efficient. PARTA recently invested in ITS improvements. | |
| Goal # 6: Increase sidewalk access to bus stops and shelters   | | | | |
| The transportation system safely accomodates all people, regardless of their mode of transport. | | | | |
| Apply for funding opportunities to create or improve infrastructure for pedestrians and bicyclists, ensuring safe access to and from transit stops. | Local Communities | AMATS, METRO, PARTA | Quality pedestrian access from homes, places of employment, medical facilities, and stores to transit stops is essential for safety, but it also allows transit to become a more viable mode of transportation for more people. | |



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August 8, 2024





Website Overview

amatsplanning.org

August 2024

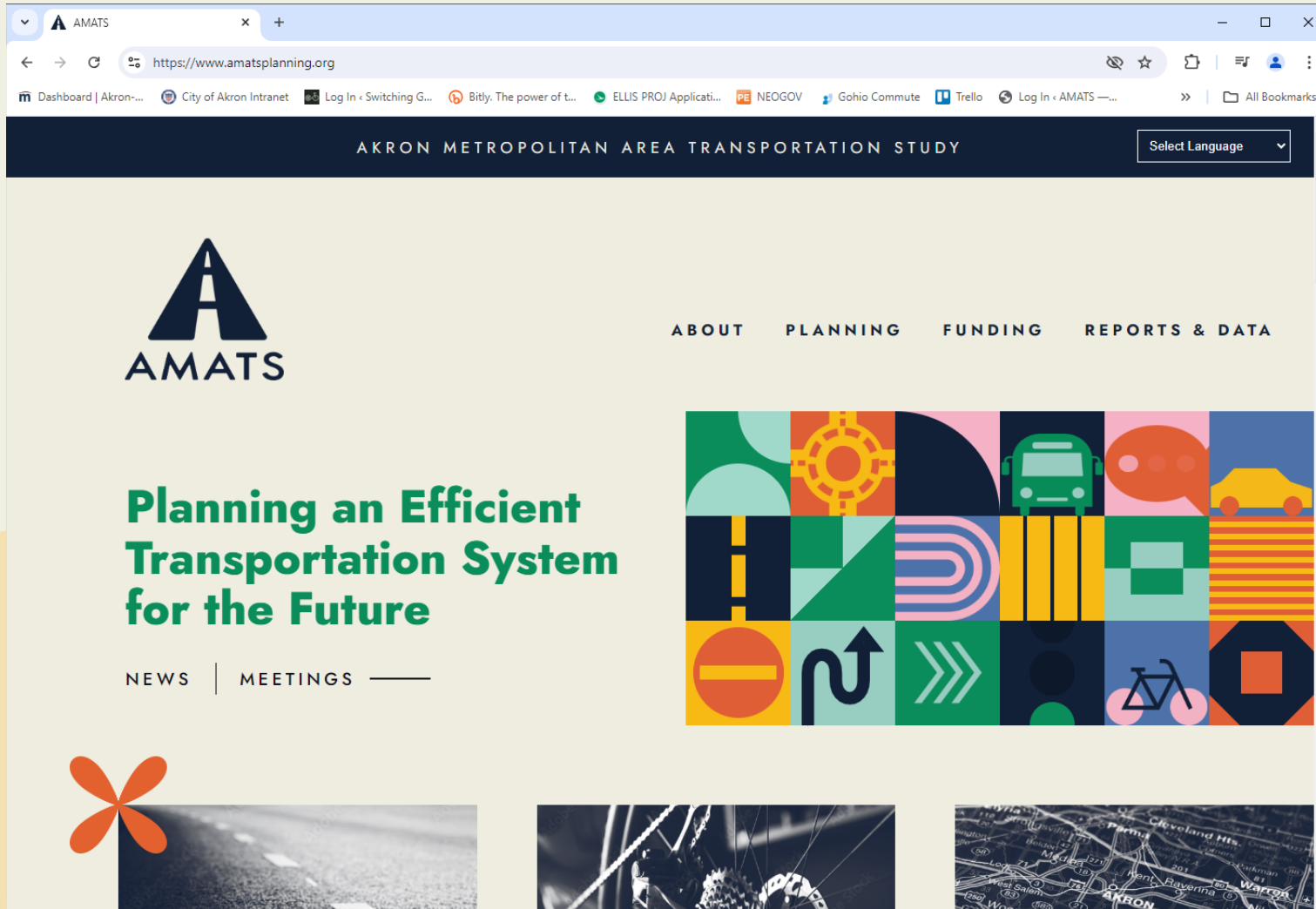


Background

- AMATS hired Triad Communications June 2023
 - Goals
 - Better Functionality/Ease of Use
 - Fresh Look
 - New Logo?
- Officially launched June 5, 2024



Home Page



- Prioritize Access to:
 - Meeting information
 - News Stories
 - Reports
 - Interactive Maps
 - Interactive TIP



[ABOUT](#)[PLANNING](#)[FUNDING](#)[REPORTS & DATA](#)

Planning an Efficient Transportation System for the Future.

[NEWS](#)[MEETINGS](#)

Connecting Communities



Bike-N-Brainstorm



Safe Streets for All



Connecting Communities

Creating more vibrant livable communities through the integration of transportation and land use planning in the greater Akron area.

[LEARN MORE](#)



Bike-N-Brainstorm

Bike-N-Brainstorm serves as a tool for public outreach by engaging bicyclists in a chosen bike route to improve biking conditions in a local community.

[LEARN MORE](#)



Safe Streets for All

A program that focuses on preventing fatalities and serious injuries on America's roadways. Report and interactive web map now available.

[LEARN MORE](#)

Our Focus



Bicycle Planning



Environmental
Impact



Pedestrian
Planning



Land Use



Bicycle Planning

Environmental
Impact

Pedestrian
Planning

Land Use



NEWS

Leap Day Look Back

The 2023 AMATS Annual Report was released by the agency Feb. 29 – Leap Day! The report highlights the agency's...

FULL STORY | [VIEW ALL](#)





UPCOMING MEETINGS

05|09 Technical Advisory Committee

05|09 Citizens Involvement Committee

05|16 Policy Committee

[MORE MEETINGS](#)

[ARCHIVE](#)

Get Involved

Weigh in directly on transportation-related matters and freely discuss issues with AMATS staff members and other players in the region's planning process.

[LEARN MORE](#)

[CIVIL RIGHTS PLAN](#)



Since 1962, AMATS has provided quality planning for an effective and efficient transportation system in the Greater Akron area.

[OUR HISTORY](#) —

DATA

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05|09 Citizens Involvement Committee

05|16 Policy Committee

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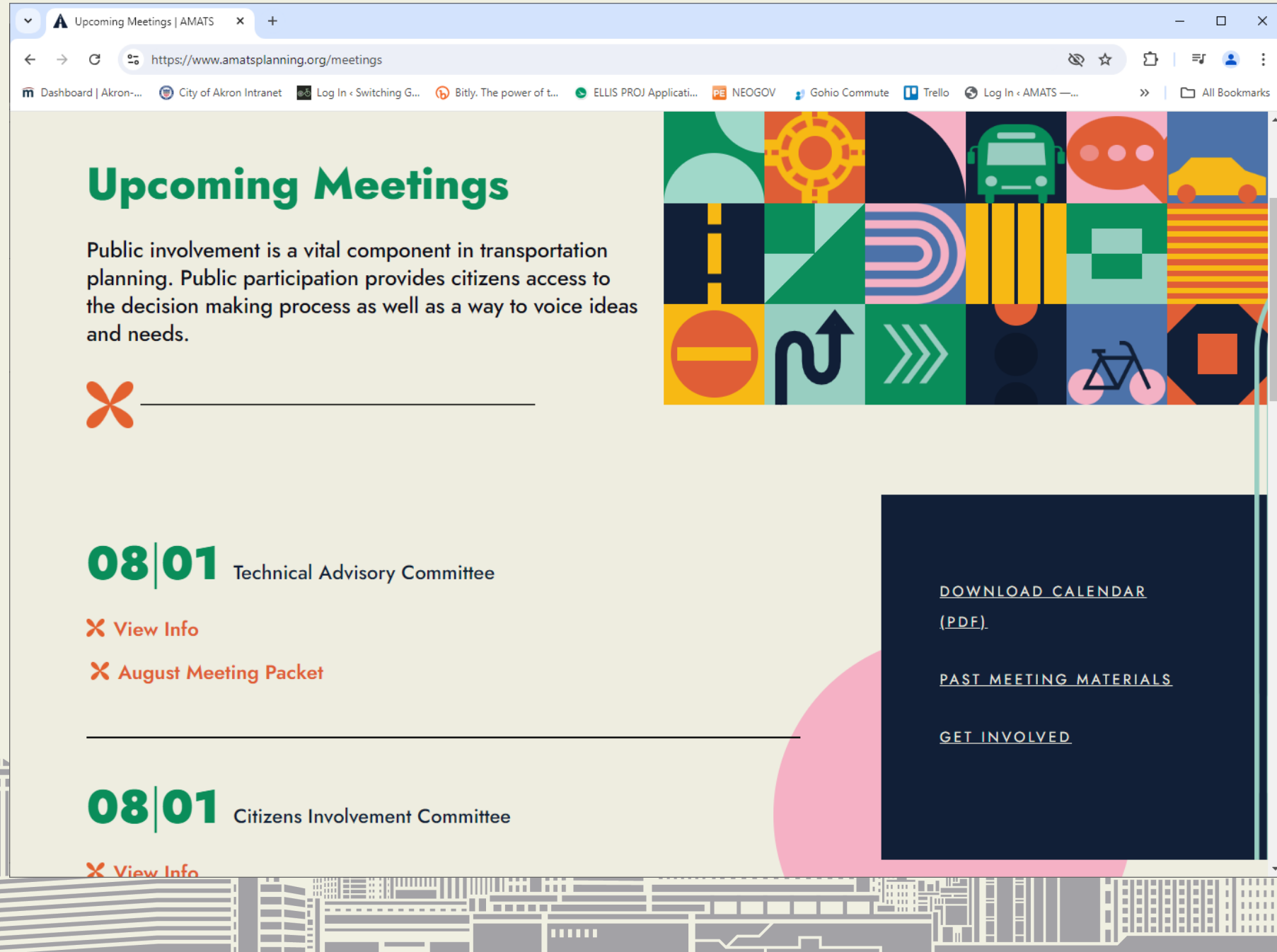
[MEETINGS](#) | [NEWS](#) | [CONTACT](#)



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Meetings


- Three places on Home page
- Upcoming Meetings
 - Meeting Info
 - Meeting Packets
- Past Meeting Materials




The screenshot shows a web browser window with the address bar displaying "https://www.amatsplanning.org/meetings". The page title is "Upcoming Meetings | AMATS". The browser's address bar and tabs show various open pages, including "Dashboard | Akron...", "City of Akron Intranet", "Log In < Switching G...", "Bitly. The power of t...", "ELLIS PROJ Applicati...", "NEOGOV", "Gohio Commute", "Trello", and "Log In < AMATS —...".


Upcoming Meetings


Public involvement is a vital component in transportation planning. Public participation provides citizens access to the decision making process as well as a way to voice ideas and needs.




 _____

08|01 Technical Advisory Committee

 [View Info](#)

 [August Meeting Packet](#)

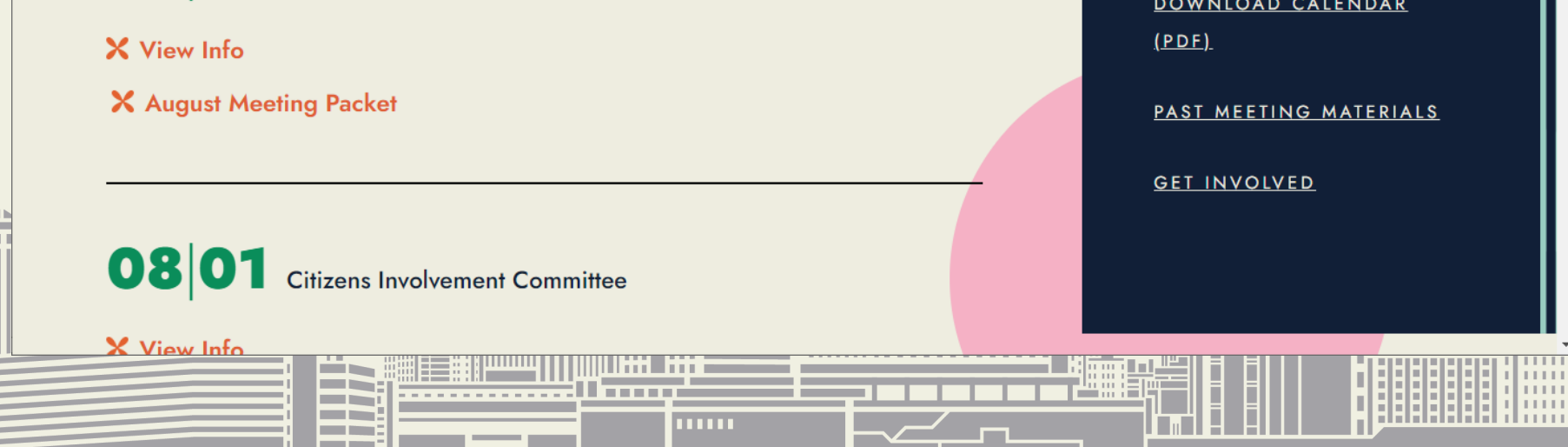
08|01 Citizens Involvement Committee

 [View Info](#)

[DOWNLOAD CALENDAR \(PDF\).](#)

[PAST MEETING MATERIALS](#)

[GET INVOLVED](#)



Meetings

- Meeting Information

- Date
- Time
- Location
- Meeting Packet

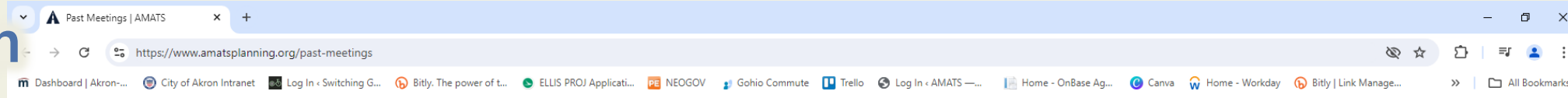
The screenshot shows a web browser with the URL <https://www.amatsplanning.org/meetings#meeting-info>. The page lists upcoming meetings with a green-bordered callout box highlighting the August 8th meeting.

| Date | Committee | Time | Location | Meeting Packet |
|-------|---------------------------------|-------------------|---|--|
| 08 01 | Citizens Involvement Committee | | | View Info August Meeting Packet |
| 08 08 | Policy Committee | 1:30 pm - 3:00 pm | The Venue Banquets 10 Tallmadge Circle Tallmadge, OH 44278 United States | View Info August Meeting Packet |
| 09 02 | Labor Day – AMATS Office Closed | | | |
| 09 19 | Technical Advisory Committee | | | |


POLICY COMMITTEE
08|08
1:30 pm - 3:00 pm
The Venue Banquets 10 Tallmadge Circle
Tallmadge, OH 44278 United States
[AUGUST MEETING PACKET](#)
[Close This Message](#)


Past Meetings

- Access from Upcoming Meetings page or click on “Archive” on the Home page
- Past Meeting Packets
- Meeting Recordings





05|16 Policy Committee

 [May Meeting Packet](#)

 [May Meeting Recording](#)

05|09 Citizens Involvement Committee

 [May Meeting Packet](#)

 [May Meeting Recording](#)

05|09 Technical Advisory Committee

[REPORTS, MAPS & DATA](#)

[TRAFFIC COUNTS MAP](#)

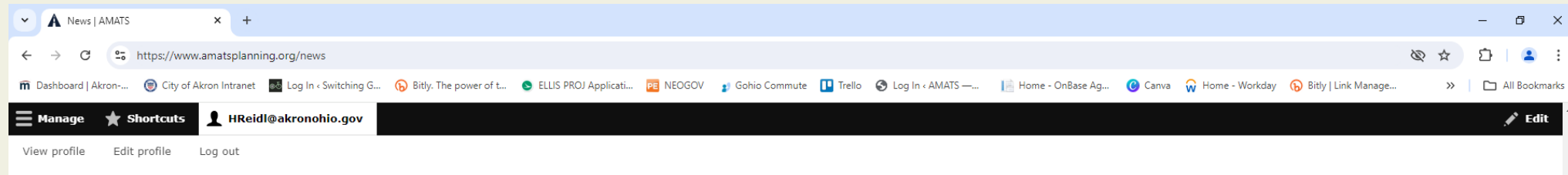
[PAVEMENT DATA MAP](#)

[CONGESTED LOCATIONS MAP](#)

[SS4A MAP](#)

News

- Three places on Home page
- Current Press releases
- Previous news stories



News

Get the latest news, updates and press.



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Annual Meeting Sponsorships Now Available!

AMATS Annual Meeting is taking place this year on October 11, 2024 at the Sheraton Suites in Cuyahoga Falls. Although registration will not be open until September 3, AMATS...

View Edit Delete Revisions

+    SHARE THIS

AMATS Annual Meeting is taking place this year on October 11, 2024 at the Sheraton Suites in Cuyahoga Falls. Although registration will not be open until September 3, AMATS staff is looking for sponsors for this great event!

The \$500 Sponsorship includes:

- A 6-foot display table
- Two complimentary registrations
- Your logo on all meeting materials, such as the agenda and email blasts;
- Your company name mentioned in the opening remarks

Sponsors who commit by **August 23, 2024** will be included in the initial registration email blasts.
The final date to commit to sponsoring this event and being included in meeting materials is **September 20, 2024.**

Interested? Contact [Heather Davis Reidl](#) at 330-375-2436 ext. 4434 to secure your sponsorship.

ABOUT

AMATS is focused on planning an efficient transportation system for the future, and receives over \$15 million dollars a year to invest in the region's transportation infrastructure.

[LEARN MORE](#)

[VIEW ALL NEWS](#)

Reports, Maps & Data

- Under Reports & Data dropdown from ANY page
- All Reports
- Search option
- Sorting option
 - Connecting Communities
 - TIP
 - Traffic
 - Etc.

The screenshot shows a web browser window with the URL <https://www.amatsplanning.org/reports-maps-data>. The page title is "Reports, Maps & Data". On the right side, there is a decorative banner with a grid of colorful geometric shapes and icons, including a stop sign, a recycling symbol, and a bicycle. Below the banner, there is a search bar with the placeholder text "Search". To the right of the search bar is a dropdown menu labeled "Categories" with the selected option "- Any -". Below the search bar and categories dropdown, there is a list of reports and maps, each with a green icon and a title: "2045 External Station Forecast", "2045 Planning Data Forecast", "A – Air Quality Conformity Analysis 2045", "Transportation Outlook 2045", and "Transportation Outlook 2045 Recommendations". On the right side of the page, there is a vertical list of links: "REPORTS, MAPS & DATA", "TRAFFIC COUNTS MAP", "PAVEMENT DATA MAP", "CONGESTED LOCATIONS MAP", and "SS4A MAP". At the bottom right, there is a dark blue button with the text "GET INVOLVED".

Reports, Maps & Data

Search

Categories - Any -

2045 External Station Forecast

2045 Planning Data Forecast

A – Air Quality Conformity Analysis 2045

Transportation Outlook 2045

Transportation Outlook 2045 Recommendations

REPORTS, MAPS & DATA

TRAFFIC COUNTS MAP

PAVEMENT DATA MAP

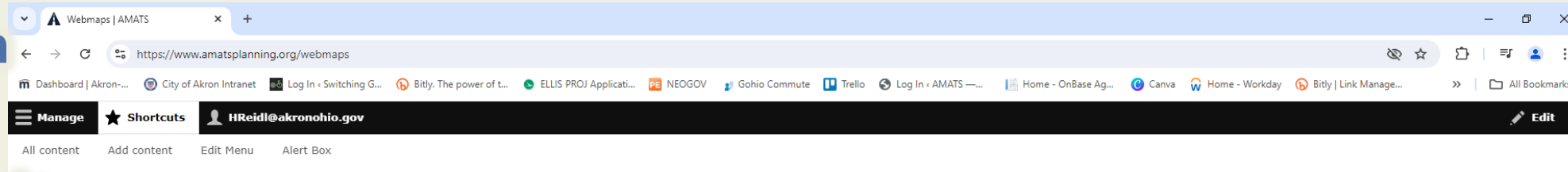
CONGESTED LOCATIONS MAP

SS4A MAP

GET INVOLVED

Interactive Maps

- Two places on Home page:
 - Reports & Data dropdown
 - Bottom Data menu
- Safe Streets 4 All
- Traffic Counts
- Pavement Conditions
- Congested Locations



Webmaps



[View](#) [Edit](#) [Revisions](#)

[Safe Streets 4 All](#)

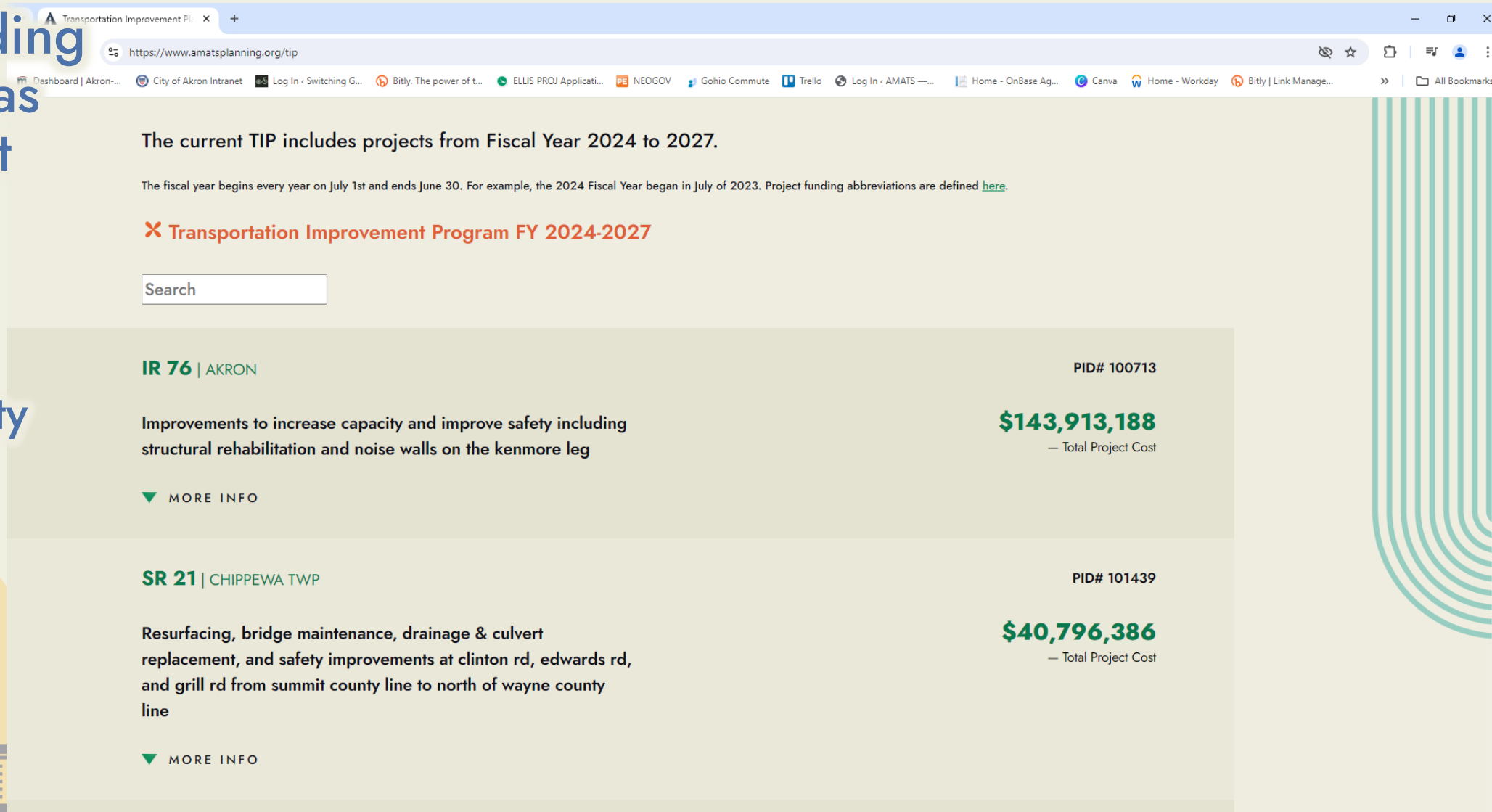
[Traffic Counts](#)

[Pavement Conditions](#)

[Congested Locations](#)

Interactive TIP

- Under Funding dropdown as “TIP Project Listing”
- Search by:
 - PID
 - Community
 - Funding Source
 - Roadway name



The current TIP includes projects from Fiscal Year 2024 to 2027.

The fiscal year begins every year on July 1st and ends June 30. For example, the 2024 Fiscal Year began in July of 2023. Project funding abbreviations are defined [here](#).

✕ Transportation Improvement Program FY 2024-2027

Search

| | |
|--|--|
| IR 76 AKRON | PID# 100713 |
| Improvements to increase capacity and improve safety including structural rehabilitation and noise walls on the kenmore leg | \$143,913,188 — Total Project Cost |
| ▼ MORE INFO | |
| SR 21 CHIPPEWA TWP | PID# 101439 |
| Resurfacing, bridge maintenance, drainage & culvert replacement, and safety improvements at clinton rd, edwards rd, and grill rd from summit county line to north of wayne county line | \$40,796,386 — Total Project Cost |
| ▼ MORE INFO | |



Thanks for attending!

- Questions?
 - Please contact Heather Reidl
 - hreidl@akronohio.gov
 - 330-375-2436 ext. 4434





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August 8, 2024

