



**Akron Metropolitan Area Transportation Study  
Policy Committee  
Ohio Department of Transportation District 4  
2088 S. Arlington Road  
Akron, Ohio 44306**

Thursday, August 14, 2025  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation
2. **Minutes**
  - A. May 15, 2025 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report – **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
  - A. Draft 2025 *Funding Policy Guidelines*. – **Discussion Only** Attachment 5A
  - B. Congestion Mitigation Air Quality (CMAQ) Funding Program Applications Overview. – **Discussion Only** Attachment 5B
6. **Resolutions**
  - A. **Resolution 2025-10** – Approving Amendment #1 to the FY 2026-2029 Transportation Improvement Program to add two projects, add phase funding to two projects, and delete three projects. – **Motion Required** Attachment 6A
  - B. **Resolution 2025-11** – To Add Newly Awarded Funds for METRO RTA (FY 2026-2029 TIP Amendment #2). – **Motion Required** Attachment 6B
7. **Other Business**
  - A. METRO RTA Bus Rapid Transit (BRT) Presentation by Nathan Leppo, AICP, Director of Planning & Strategic Development, METRO RTA. Oral
8. **Adjournment**

**Next Regular Meeting:**  
**Thursday, September 25, 2025 - 1:30 PM**  
**ODOT District 4**  
**2088 S. Arlington Road**  
**Akron, OH 44306**



**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Ohio Department of Transportation District 4  
2088 S. Arlington Road  
Akron, Ohio 44306**

Thursday, August 7, 2025  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. May 8, 2025 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report – **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
  - A. Draft *2025 Funding Policy Guidelines*. – **Discussion Only** Attachment 5A
  - B. Congestion Mitigation Air Quality (CMAQ) Funding Program Applications Overview. – **Discussion Only** Attachment 5B
6. **Resolutions**
  - A. **Resolution 2025-10** – Approving Amendment #1 to the FY 2026-2029 Transportation Improvement Program to add two projects, add phase funding to two projects, and delete three projects. – **Motion Required** Attachment 6A
  - B. **Resolution 2025-11** – To Add Newly Awarded Funds for METRO RTA (FY 2026-2029 TIP Amendment #2). – **Motion Required** Attachment 6B
7. **Other Business**
  - A. METRO RTA Bus Rapid Transit (BRT) Presentation by Nathan Leppo, AICP, Director of Planning & Strategic Development, METRO RTA. Oral
8. **Adjournment**

**Next Regular Meeting:**  
**Thursday, September 18, 2025 - 1:30 PM**  
**ODOT District 4**  
**2088 S. Arlington Road**  
**Akron, OH 44306**

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



**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Virtual Meeting**

Thursday, August 7, 2025  
6:30 p.m.

**Agenda**

1. **Welcome**
2. **Introductions**
3. **Items**
  - A. Discussion regarding the Draft *AMATS Funding Policy Guidelines*.
  - B. Presentation regarding project applications to the federal Congestion Mitigation Air Quality (CMAQ) funding program.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:  
**Thursday, September 18, 2025 - 6:30 p.m.**

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

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, May 15, 2025 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at <https://www.amatsplanning.org/past-meetings>.

**I. Call to Order**

**A. Chairman Jenkins** called the meeting to order. The attending members constituted a quorum.

**B. Audience Participation**

None.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the March 27, 2025 meeting.

**Motion**

*Amy Mohr made a motion to approve the minutes and it was seconded by **Rocco Yeargin**. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Motion**

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

**B. Technical Progress Report**

**Matt Stewart** said that AMATS has completed the final drafts of the FY 2026-2029 TIP and *Transportation Outlook 2050*. AMATS has started the update of the *AMATS Funding Policy Guidelines*.

**Mr. Stewart** said that an ODOT-sponsored workshop for the Strategic Highway Safety Plan Update will immediately follow the Policy Committee meeting.

An ODOT *Access Ohio 2050* stakeholder meeting for ODOT District 4 is scheduled for May 21 at the district office located at 2088 S. Arlington Road in Akron.

**C. AMATS Federal Funds Report**

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated April 30, 2025.

**IV. Old Business**

None.

**V. New Business**

None.

**VI. Resolutions**

**A. Resolution 2025-05 – Approving the Transportation Improvement Program FY 2026-2029.**

Ms. Prater presented Attachment 6A.

Ameila Hoffmeier described the development and features of the upcoming interactive TIP Project Map on the AMATS website – [amatsplanning.org](https://amatsplanning.org).

**Motion**

*Jim McCleary made a motion to approve Resolution 2025-05 and it was seconded by Paul Adamson. The motion was approved.*

**B. Resolution 2025-06 – Adopting the *Transportation Outlook 2050* – The AMATS Regional Transportation Plan.**

Mr. Stewart presented Attachment 6B.

**Motion**

*Carol Siciliano-Kilway made a motion to approve Resolution 2025-06 and it was seconded by William B. Judge. The motion was approved.*

**C. Resolution 2025-07 – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.**

Jeff Gardner presented Attachment 6C.

**Motion**

*Paul Adamson made a motion to approve Resolution 2025-07 and it was seconded by Carol Siciliano-Kilway. The motion was approved.*

**D. Resolution 2025-08 – Certification of the Urban Transportation Planning Process.**

Mr. Gardner presented Attachment 6D.

**Motion**

*Bob Finney made a motion to approve Resolution 2025-08 and it was seconded by Amy Mohr. The motion was approved.*

**E. Resolution 2025-09 – Approving the FY 2026 Transportation Planning Work Program and Budget.**

Heather Davis Reidl presented Attachment 6E.

**Motion**

*Rocco Yeargin made a motion to approve Resolution 2025-09 and it was seconded by Paul Adamson. The motion was approved.*

**VII. Other Business**

**A. Mr. Baker** introduced FHWA Ohio Division Community Transportation Planner Sam Wallace.

**Mr. Wallace** made a presentation regarding the Transportation Management Area Certification Process for the Greater Akron area.

**VIII. Adjournment**

**A. The next regularly scheduled Policy Committee meeting is scheduled for 1:30 p.m. on Thursday, August 14, 2025.**

**Motion**

*Scott Miller made a motion to adjourn the meeting and it was seconded by Carol Siciliano-Kilway. The motion was approved.*

There being no other business, the meeting was adjourned.

**AMATS POLICY COMMITTEE  
2025 ATTENDANCE**

<b>M Denotes Member Present</b> <b>A Denotes Alternate Present</b>	<b>Feb 13</b>	<b>Mar 27</b>	<b>May 15</b>	<b>Aug 14</b>	<b>Sept 25</b>	<b>Dec 11</b>
<b>AKRON</b> – Mayor Shammass Malik (DiFiore) (Vollman)	A	A	A			
<b>AURORA</b> - Mayor Ann Womer Benjamin (Stark) (Januska)						
<b>BARBERTON</b> - Mayor William B. Judge (Teodecki) (Carr)	M	M	M			
<b>BOSTON HEIGHTS</b> – Mayor Ron Antal (Maccarone)						
<b>CLINTON</b> - Mayor William C. McDaniel						
<b>CUYAHOGA FALLS</b> - Mayor Don Walters (Zumbo)	A	A	A			
<b>DOYLESTOWN</b> - Mayor Terry Lindeman						
<b>FAIRLAWN</b> - Mayor Russell Sharnsky (Staten) (Visca)	A					
<b>GARRETTSVILLE</b> - Mayor Rick Patrick (Klamer)						
<b>GREEN</b> - Mayor Rocco Yeargin (Wax Carr)	M					
<b>HIRAM</b> - Mayor Ann Haynam (Schuller)						
<b>HUDSON</b> – Thomas Sheridan (Griffith)		M				
<b>KENT</b> – City Mgr. David Ruller (Baker) (Bowling)	A	A	A			
<b>LAKEMORE</b> – Mayor Richard Cole (Fast)	A					
<b>MACEDONIA</b> - Mayor Nick Molnar (Gigliotti) (Sheehy)						
<b>MANTUA</b> - Mayor Tammy Meyer (Klemm)						
<b>METRO</b> – Dawn Distler (Hampshire) (Leppo)	A	A	M			
<b>MOGADORE</b> - Mayor Michael Rick						
<b>MUNROE FALLS</b> - Mayor Allen Mavrides (Bowery)		M	M			
<b>NEW FRANKLIN</b> - Mayor Paul Adamson (Ganoe) (Kepler)		A	M			
<b>NORTHFIELD</b> – Mayor Jenn Domzalski (Hipps)						
<b>NORTON</b> – Administrative Officer Dennis Loughry (Binsley)						
<b>ODOT</b> – Gery Noirot (Phillis) (Root)	A	A	M			
<b>PARTA</b> – Claudia Amrhein (Jurisch) (Proseus) (Schrader)	M	M	M			
<b>PENINSULA</b> - Mayor Daniel R. Schneider, Jr.						
<b>PORTAGE COUNTY COMM.</b> – Jill Crawford (Crombie)	M					
<b>PORTAGE COUNTY COMM.</b> – Mike Tinlin (Crombie)						
<b>PORTAGE COUNTY COMM.</b> - Sabrina Christian-Bennett (Hlad)	M					
<b>PORTAGE COUNTY ENGINEER</b> – Larry Jenkins (Steigerwald)			M			
<b>RAVENNA</b> - Mayor Frank Seman (Finney) (DiSalvo)			A			
<b>REMINDERVILLE</b> - Mayor Sam Alonso (Krock)						
<b>RICHFIELD</b> - Mayor Michael Wheeler (Frantz) (Waldemarson)						
<b>RITTMAN</b> – City Mgr. Bobbie Beshara (Robertson) (Neumeyer)	M	M				
<b>SILVER LAKE</b> – Mayor Therese Dunphy (Housley)						
<b>STOW</b> - Mayor John Pribonic (McCleary) (Jones)	A		A			
<b>STREETSBORO</b> - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A		A			
<b>SUGAR BUSH KNOLLS</b> - Mayor Jeffrey A. Coffee						
<b>SUMMIT COUNTY ENGINEER</b> -Al Brubaker (Fulton) (Hauber) (Paradise)	A	A	A			
<b>SUMMIT COUNTY EXECUTIVE</b> - Ilene Shapiro (Durrant)						
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> – Diane Miller-Dawson			M			
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> – Caitlin Elrad	M	M				
<b>TALLMADGE</b> - Mayor Carol Siciliano-Kilway (Kidder)	A	M				
<b>TWINSBURG</b> - Mayor Sam Scaffide (Mohr)	A		A			
<b>WAYNE COUNTY COMM. BOARD</b> - Dominic Oliverio (Broome)						
<b>WAYNE COUNTY ENGINEER</b> – Scott A. Miller (Jones)			M			
<b>WINDHAM</b> – Mayor Lawrence Cunningham, Jr.						

**AMATS POLICY COMMITTEE  
2025 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amelia Hoffmeier	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Matt Stewart	AMATS
Mr. Nate Leppo	METRO
Mr. Tony Urankar	MS
Mr. Sam Wallace	FHWA



**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Thursday, May 8, 2025 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at <https://www.amatsplanning.org/past-meetings>.

**I. Call to Order**

- A. **Chairman Finney** called the meeting to order. The attending members constituted a quorum.

**II. Minutes – Motion Required**

A. **Approval of Minutes**

Members were asked to approve the minutes of the March 20, 2025 meeting.

**Motion**

***Joe Hadley** made a motion to approve the minutes and it was seconded by **John Kovacich**. The motion was approved by a voice vote.*

**III. Staff Reports**

A. **Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Mr. Hadley** asked if there were any delays with AMATS’ expected funding given recent developments concerning federal funding. **Mr. Baker** said no, and that AMATS’ funding is committed through September 2026 under the Infrastructure Investment and Jobs Act (IIJA).

**Motion**

***Joe Bowling** made a motion to approve the Financial Progress Report and it was seconded by **Bradley Kosco**. The motion was approved by a voice vote.*

B. **Technical Progress Report**

**Matt Stewart** said that the federal certification review team recertified AMATS as the Greater Akron area’s metropolitan planning organization. **Mr. Stewart** noted that FHWA Ohio Division Community Transportation Planner Sam Wallace will address the AMATS Policy Committee during its May 15 meeting. **Mr. Wallace** will summarize the Transportation Management Area Certification and Preliminary Findings regarding AMATS by the certification team.

**Mr. Stewart** said that an ODOT-sponsored workshop for the Strategic Highway Safety Plan Update will immediately follow the May 15 AMATS Policy Committee meeting.

**Mr. Stewart** said that the ODOT *Access Ohio 2050* stakeholder meeting for ODOT District 4 is scheduled for May 21 at the district office located at 2088 S. Arlington Road in Akron.

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

**Amy Prater** presented Attachment 3C.

**Ms. Prater** presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated April 30, 2025.

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

None.

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

None.

#### **VI. Resolutions**

##### **A. Resolution 2025-05 – Approving the Transportation Improvement Program FY 2026-2029.**

**Ms. Prater** presented Attachment 6A.

**Ameila Hoffmeier** described the development and features of the upcoming interactive TIP Project Map on the AMATS website – [amatsplanning.org](https://amatsplanning.org).

##### **Motion**

**Jim Bowling** made a motion to approve Resolution 2025-05 and it was seconded by **Bradley Kosco**. The motion was approved.

##### **B. Resolution 2025-06 – Adopting the *Transportation Outlook 2050* – The AMATS Regional Transportation Plan.**

**Mr. Stewart** presented Attachment 6B.

**Joe Hadley** asked if AMATS had to adapt to changing federal terminology during development of *Transportation Outlook 2050*. **Mr. Stewart** noted that the agency was able to adapt to new terminology directives as such changes were issued by the Trump administration in January and February, which allowed AMATS adequate time to adjust the draft plan accordingly. **Mr. Baker** said that AMATS takes such changes seriously as the agency does not want to jeopardize the standing of its member communities. **Mr. Baker** said that federal officials

advised the agency to adjust its terminology to conform with the latest federal guidance.

**Motion**

*John H. Cieszkowski, Jr. made a motion to approve Resolution 2025-06 and it was seconded by Jim Bowling. The motion was approved.*

- C. **Resolution 2025-07 – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.**

Jeff Gardner presented Attachment 6C.

**Motion**

*John Kovacich made a motion to approve Resolution 2025-07 and it was seconded by Bradley Kosco. The motion was approved.*

- D. **Resolution 2025-08 – Certification of the Urban Transportation Planning Process.**

Mr. Gardner presented Attachment 6D.

**Motion**

*John H. Cieszkowski, Jr. made a motion to approve Resolution 2025-08 and it was seconded by Brian Gorog. The motion was approved.*

- E. **Resolution 2025-09 – Approving the FY 2026 Transportation Planning Work Program and Budget.**

Heather Davis Reidl presented Attachment 6E.

**Motion**

*Joe Hadley made a motion to approve Resolution 2025-09 and it was seconded by Mike Jones. The motion was approved.*

**VII. Other Business**

- A. **Mr. Baker** said that the TAC TIP Subcommittee will meet soon in May and June. The staff will email the subcommittee members with exact meeting dates and times.
- B. **Mr. Baker** praised the staff for their diligent work over the last four years in developing the FY 2026-2029 TIP and *Transportation Outlook 2050*.

**VIII. Adjournment**

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, August 7, 2025.**

**Motion**

***Jim Bowling*** made a motion to adjourn the meeting and it was seconded by ***Christine Jonke***. *The motion was approved.*

There being no other business, the meeting was adjourned.

# AMATS TECHNICAL ADVISORY COMMITTEE 2025 ATTENDANCE

<b>M Denotes Member Present</b>	<b>Feb</b>	<b>Mar</b>	<b>May</b>	<b>Aug</b>	<b>Sept</b>	<b>Dec</b>
<b>A Denotes Alternate Present</b>	<b>6</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>18</b>	<b>4</b>
<b>AKRON ENGINEERING BUREAU</b> - Christine Jonke (Solomon)	A	A	M			
<b>AKRON PLANNING DEPT.</b> – Helen Tomic (Garritano)		A				
<b>AKRON TRAFFIC ENGINEERING</b> - Michael Lupica (Meyer)	M	A	M			
<b>AURORA</b> - Harry Stark (Cooper)						
<b>BARBERTON</b> – Mike Teodecki (Shreve)						
<b>BARBERTON</b> – Stacy Carr						
<b>CUYAHOGA FALLS</b> – Rob Kurtz (Paul)	A	M	A			
<b>CUYAHOGA FALLS</b> - Tony V. Demasi (Kaser)	M	M				
<b>DOYLESTOWN</b> - Eng. Assoc. - Ronny Portz						
<b>FAIRLAWN</b> – Geary Visca (Staten)			A			
<b>GREEN</b> - Wayne Wiethe (Haring)	M	M	A			
<b>GREEN</b> - Paul Pickett (Ciocca)						
<b>HUDSON</b> – Nick Sugar (Hannan)	M	M				
<b>HUDSON</b> – Brad Kosco (Szalay)	A	A	M			
<b>KENT</b> - Jim Bowling	M		M			
<b>KENT</b> - Jon Giaquinto (Baker)						
<b>LAKEMORE</b> – Mayor Richard Cole, Jr. (Fast)	A	A				
<b>MACEDONIA</b> - Joseph Gigliotti (Sheehy)	M					
<b>METRO</b> – Nathan Leppo (Harris)	M	M	M			
<b>MOGADORE</b> – Vacant						
<b>MUNROE FALLS</b> – Vacant						
<b>NEFCO</b> – Joseph Hadley, Jr. (Lautzenheiser)	M	M	M			
<b>NEW FRANKLIN</b> – Bryan Kepler (Ganoe) (Testa)	M	M	A			
<b>NORTHFIELD</b> – Daniel J. Collins						
<b>NORTON</b> – Brian Binsley (Hess)	M	M	M			
<b>ODOT</b> – Chad Root (Bruner) (Phillis)	M	A	A			
<b>PARTA</b> – Claudia Amrhein (Jurisch) (Proseus) (Schrader)	A	A	A			
<b>PORTAGE COUNTY ENGINEER</b> – Mike Collins (Vermes)						
<b>PORTAGE CO. REG. PLANNING COMM.</b> – Gail Gifford (Peetz)						
<b>PORTAGE COUNTY SMALL VILLAGES</b> – Tom Hardesty						
<b>PORTAGE COUNTY TOWNSHIP ASSOC</b> – Jeff Derthick (Kovacich)	A		A			
<b>RAVENNA</b> - Robert Finney (DiSalvo)			M			
<b>RICHFIELD</b> – Scott Waldemarson (Frantz) (Neumeyer)	M		M			
<b>RITTMAN</b> – Bobbie Beshara (Neumeyer) (Robertson)	M	M				
<b>SILVER LAKE</b> – John Tutak						
<b>STOW</b> – Jim McCleary (Cowan)		M	M			
<b>STOW</b> – Mike Jones (Simpkins)	M	M	M			
<b>STREETSBORO</b> – John H. Cieszkowski, Jr. (Broska) (Czekaj)	A	M	M			
<b>SUMMIT CO. COMM. &amp; ECON. DEV.</b> – Diane Miller-Dawson (Durrant)	M	M	M			
<b>SUMMIT COUNTY ENGINEER</b> - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A	A			
<b>SUMMIT COUNTY SMALL VILLAGES</b> – Brian Gorog	M		M			
<b>SUMMIT COUNTY TOWNSHIP ASSOC.</b> - Richard Reville (Funk)	M					
<b>TALLMADGE</b> - Andrea Kidder (Rorar)						
<b>TWINSBURG</b> - Amy Mohr (Jeffers)	M					
<b>WAYNE COUNTY ENGINEER</b> – Scott A. Miller (Jones)						
<b>WINDHAM</b> – Deborah Blewitt (Brown)						

# AMATS TECHNICAL ADVISORY COMMITTEE

## 2025 ATTENDANCE

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

Feb	Mar	May	Aug	Sept	Dec
6	20	8	7	18	4

### NON-VOTING MEMBERS

**AKRON CANTON AIRPORT** - Renato Camacho

**AKRON REG. AIR QUALITY MGT. DIST.** – Sam Rubens (Brown) (Vadas)      M

**AMATS** - Curtis Baker      M      M

**CUYAHOGA VALLEY NATIONAL PARK** – Ivan Kassovic (McMahon)      M      M

**ENVIRONMENTAL COMMUNITY REP.** - Kurt Princic

**GREATER AKRON CHAMBER** - Gregg Cramer (Carpenter)

**OHIO ENVIRONMENTAL PROTECTION AGENCY** David Emerman

**OHIO TURNPIKE COMMISSION** – Anthony Yacobucci

**PORTAGE COUNTY PORT AUTHORITY** – Vacant

**PORTAGE PARK DISTRICT** - Christine Craycroft (Moskos)      A

**PRIVATE TRANSPORTATION PROVIDER (CYC)** - Mark Posten (Stolfo)

**RAILROAD INDUSTRY REP.** - William A. Callison (Davis)

**SUMMIT METRO PARKS** – Mark Szeremet (King) (Saunier)      A      A      M

**TRUCKING INDUSTRY** – Vacant

### OBSERVERS AND STAFF MEMBERS PRESENT

#### NAME

#### REPRESENTING

Mr. Michael Burgess

Osborn

Mr. Jerry Jones

Answer Advisory

Ms. Cynthia Peck

American Structurepoint

Ms. Amy Proseus

PARTA

Mr. Rob Solomon

City of Akron

Mr. John Szalay

City of Hudson

### STAFF MEMBERS PRESENT

Mr. Seth Bush

AMATS

Ms. Heather Davis Reidl

AMATS

Mr. Jeff Gardner

AMATS

Ms. Amelia Hoffmeier

AMATS

Mr. Matt Mullen

AMATS

Ms. Amy Prater

AMATS

Mr. Kerry Prater

AMATS

Mr. Matt Stewart

AMATS

**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Thursday, May 8, 2025 – 6:30 p.m.**

**Meeting Summary**

**Attendees:**

William Maki  
David Mangold  
Nick Muffet  
Sam Wallace, Federal Highway Administration (FHWA)

**Staff:**

Curtis Baker, AMATS Planning Director  
Seth Bush, Geographic Information Systems (GIS) Coordinator  
Heather Davis Reidl, Mobility Planner  
Jeff Gardner, Transportation Planner  
Amelia Hoffmeier, GIS Planner  
Matt Mullen, Transportation Planner  
Matt Stewart, Planning Administrator

**I. Welcome**

**Matt Stewart** welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

**II. Discussion Items**

- A. Mr. Stewart** presented Attachment 6A – Approving the Transportation Improvement Program FY 2026-2029 (TIP).

**Nick Muffet** asked if there were significant changes to the TIP since the March 20 CIC meeting. **Mr. Stewart** said that there were no major changes to the TIP other than various minor adjustments regarding the scheduling of projects, slight funding revisions, and changes in project scope.

**Ameila Hoffmeier** described the development and features of the upcoming interactive TIP Project Map on the AMATS website – [amatsplanning.org](https://amatsplanning.org).

- B. Mr. Stewart** presented Attachment 6B – Adopting *Transportation Outlook 2050* – The AMATS Regional Transportation Plan.

- C. FHWA Ohio Division Community Transportation Planner Sam Wallace** made a presentation regarding the Transportation Management Area Certification Process for the Greater Akron area.

**Mr. Wallace** asked the attending CIC members to identify themselves. **Mr. Muffet** said that he was a citizen documenter for *Signal Akron*, a nonprofit media

outlet. **Mr. Stewart** identified William Maki and David Mangold as long-time CIC members.

**Mr. Wallace** asked the attendees as to whether they had an adequate opportunity to participate in the AMATS planning process and for their opinions regarding the process. Several typed positive comments regarding the area planning process were conveyed through Mr. Stewart as the attendees were experiencing audio problems.

**Mr. Mangold** expressed his support for increased rail service in the Greater Akron area. **Mr. Mangold** asked about the future of the transportation planning process and metropolitan planning organizations (MPOs) such as AMATS under the Trump administration. **Mr. Wallace** explained that there were limitations as to what he could discuss pertaining to potential transportation planning process changes at this preliminary stage in the administration.

**Mr. Maki** asked if it was possible to build new highways over unused rail corridors. **Mr. Wallace** said that, if an MPO and its transportation stakeholders, including the public, express an interest in such an endeavor, it is possible and has been done in the past. **Mr. Wallace** noted that the process is lengthy. **Mr. Mangold** expressed his opposition to converting rail corridors to highway use.

**Mr. Maki** asked Mr. Wallace whether the FHWA or Federal Aviation Administration would regulate Vertical Takeoff landing zones for electric airborne taxis. **Mr. Wallace** said that the Ohio Department of Transportation (ODOT) Advanced Air Mobility (AAM) division is addressing that issue. **Mr. Wallace** said that the issue is not currently within the purview of the FHWA.

**Mr. Wallace** said that additional written comments regarding the area's planning and federal certification review processes could be sent to him via AMATS. **Mr. Wallace** said that citizen comments could be emailed to him at [Samuel.Wallace@dot.gov](mailto:Samuel.Wallace@dot.gov) or to the Federal Transit Administration Director of Planning Anthony Greep at [Anthony.Greep@dot.gov](mailto:Anthony.Greep@dot.gov).

**Mr. Wallace** said that the preliminary consensus of the Federal Review Team following its site review of AMATS is that the agency's transportation planning process complies with and fully meets the planning requirements and spirit of Title XXIII and other federal laws.

**Mr. Stewart** said that ODOT will host a May 15 stakeholder meeting for the Strategic Highway Safety Plan Update and a May 21 stakeholder meeting regarding *Access Ohio 2050*.

### **III. Adjournment**

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m. on Thursday, August 7, 2025.**



**YEAR END FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
July 1, 2024 - June 30, 2025**

Description		Annual Budget	Year-to-Date Expenses	% Budget Expended	Carryover to FY2026
<b>I.</b>	<b>Short Range Planning</b>	<b>\$685,600</b>	<b>\$597,421</b>	<b>87%</b>	<b>\$88,000</b>
	FY2024 Carryover	265,600	265,508		0
	FY2025	420,000	331,913		88,000
<b>II.</b>	<b>Transportation Improvement Program</b>	<b>\$297,930</b>	<b>\$249,470</b>	<b>84%</b>	<b>\$48,000</b>
	FY2024 Carryover	47,930	47,928		0
	FY2025	250,000	201,542		48,000
<b>III.</b>	<b>Continuing Planning &amp; Data Collection Transportation System Update</b>	<b>\$609,650</b>	<b>\$592,174</b>	<b>97%</b>	<b>\$17,000</b>
	FY2024 Carryover	209,650	209,603		0
	FY2025	400,000	382,571		17,000
<b>IV.</b>	<b>Long Range Plan Activity</b>	<b>\$369,900</b>	<b>\$318,259</b>	<b>86%</b>	<b>\$51,000</b>
	FY2024 Carryover	119,900	119,896		0
	FY2025	250,000	198,363		51,000
<b>V.</b>	<b>Service</b>	<b>\$618,525</b>	<b>\$396,033</b>	<b>64%</b>	<b>\$222,000</b>
	FY2024 Carryover	168,525	168,523		0
	FY2025	450,000	227,509		222,000
<b>VI.</b>	<b>OhioRideshare and AQ Advocacy</b>	<b>\$180,000</b>	<b>\$64,340</b>	<b>36%</b>	<b>\$0</b>
	FY2025 OhioRideshare	80,000	23,428		0
	FY2025 Air Quality	100,000	40,913		0
<b>VII.</b>	<b>Local</b>	<b>\$25,000</b>	<b>\$20,077</b>	<b>80%</b>	<b>\$0</b>
	AMATS local Costs	25,000	20,077		0
<b>VIII.</b>	<b>AMATS Transportation Quarterly</b>	<b>\$85,424</b>	<b>\$69,041</b>	<b>81%</b>	<b>\$16,000</b>
	FY2024 Carryover	29,395	29,394		0
	FY2025	56,029	39,647		16,000
<b>IX.</b>	<b>GRAND TOTAL AMATS BUDGET</b>	<b>\$2,872,029</b>	<b>\$2,306,814</b>	<b>80%</b>	<b>\$442,000</b>

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

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

**FROM:** AMATS Staff

**RE:** AMATS Federal Funds Report

**DATE:** July 31, 2025

FY 2026 began on July 1st and only Air Quality and Rideshare of the CMAQ funds and \$7,661 refinanced STBG for Wooster/State reconstruction has encumbered so far. AMATS is now using the E-STIP, ELLIS, and ODOT's MPO Dashboard to keep on top of project details.

STBG allocations are lower this year than in previous years due to the FY 2025 loan repayment to OKI (Cincinnati area MPO) of \$2.1 million. A loan will be needed again this year to cover all the STBG projects as carryover will not cover all FY 2026 estimated expenditures.

Approximately \$180,000 of Carbon Reduction Program (CRP) funding from FY 2025 will be carried forward and will cover the negative balance currently shown in FY 2026. No loan is expected to be needed in this program.

CMAQ allocations are lower this year than in previous years due to the FY 2025 loan repayment of almost \$2 million. A loan will be needed again this year to cover all the CMAQ projects as carryover will not cover all FY 2026 estimated expenditures. CMAQ is a statewide program, so loans are completed internally at a statewide level.

TASA funding is currently negative this year, but AMATS expects carryover funding from FY 2024 and FY 2025 to almost cover that negative. If a loan is necessary, it will be very minimal.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
STBG Funding Program and Balances**

July 28, 2025

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarte	FY 2027	Quarte	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<b>Sold</b>											
108370	Wooster Rd/State St reconstruction*	Barberton	C	\$7,661	1							
	<b>Pending</b>											
116917	Arlington Rd Widening	Green	R(C)	\$674,602								\$674,602
116703	Valley View Rd Resurfacing	Summit Co	C	\$787,500	2							\$787,500
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C	\$5,639,000	3							\$5,639,000
116925	E Barlow Rd Resurfacing	Hudson	C	\$439,744	3							\$439,744
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C	\$700,000	3							\$700,000
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C	\$1,089,752	3							\$1,089,752
113037	SR 261-0.00/6.25 curb ramps	Akron	C	\$56,000	3							\$150,000
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C	\$400,142	3							\$400,142
116917	Arlington Rd Widening	Green	(R)C	\$1,699,040	4							\$1,699,040
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C	\$508,829	4							\$508,829
116620	Greenwich Rd Resurfacing	Norton	C	\$787,500	4							\$787,500
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C			\$700,000	1					\$700,000
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C			\$700,000	2					\$700,000
116557	S Main St Resurfacing	Summit Co	C			\$787,500	4					\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C			\$787,500	1					\$787,500
115359	Old Forge Rd Resurfacing	Portage Co	C			\$628,362	3					\$628,362
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C			\$935,966	3					\$935,966
116623	Graham Rd Resurfacing	Stow	C			\$787,500	1					\$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C			\$787,500	4					\$787,500
118500	SR 59 Alternative Transportation	Kent	C			3,212,000	3					3,212,000
121863	State Rd Widening	Cuyahoga Falls	R(C)			69,520	1					69,520
121863	State Rd Widening	Cuyahoga Falls	(R)C					6,030,480				6,030,480
121584	Munroe Falls Ave Resurfacing	Cuyahoga Falls	C					\$855,000				\$855,000
121594	Tuscawaras Ave & Lake Ave Resurfacing	Barberton	C					\$900,000				\$900,000
121591	Eastern Rd & Portage St Resurfacing	Norton	C					\$564,627				\$791,264
121687	Eastwood Ave Resurfacing	Tallmadge	C					\$582,120				\$582,120
121572	Graybill Rd Resurfacing	Green	C					\$774,000				\$774,000
121688	Munroe Rd Resurfacing	Tallmadge	C					\$889,851				\$889,850
121203	S/N Main St Resurfacing	Rittman	C					\$1,053,856				\$1,053,856
121117	Liberty Rd (north) Resurfacing	Reminderville/Summit Co/Twinsburg	C						\$615,600			\$615,600
121204	CR 70 (Doylestown Rd) Resurfacing	Wayne Co	C						\$900,000			\$900,000
121745	White Pond Dr Resurfacing	Akron	C						\$400,000			\$400,000
121824	S Main St Resurfacing	Akron	C						\$800,000			\$800,000
121118	Liberty Rd (south) Resurfacing	Twinsburg/Summit Co	C						\$787,500			\$787,500
121639	Fishcreek Rd Ph 1 Resurfacing	Stow	C						\$900,000			\$900,000
121069	Mogadore Rd Resurfacing	Mogadore	C						\$632,727			\$632,727
121889	Brecksville Rd Resurfacing	Richfield	C						\$767,340			\$900,000
121904	South Turkeyfoot Rd Resurfacing	New Franklin	C						\$633,390			\$633,391
121813	Chamberlain Rd & Mennonite Rd Resurfacing	Portage County	C						\$900,000			\$900,000
121290	Krumroy Rd Part 1 Resurfacing	Summit Co	C						\$640,000			\$640,000
121291	Krumroy Rd Part 2 Resurfacing	Summit Co	C						\$640,000			\$640,000
121292	Krumroy Rd Part 3 Resurfacing	Summit Co	C						\$760,000			\$760,000
121715	S Main St Reconstruction	Summit Co	R(C)						\$200,000			\$200,000
121715	S Main St Reconstruction	Summit Co	(R)C							\$5,700,000		\$5,700,000

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

Annual STBG Expenditures	2026 \$12,789,770	2027 \$9,395,848	2028 \$11,649,934	2029 \$9,576,557	2030 \$5,700,000	2031 \$0
Annual STBG Allocations	\$9,501,559	\$11,601,559	\$11,448,765	\$11,448,765	\$11,448,765	\$11,448,765
Balance	-\$3,288,211	\$2,205,711	-\$201,169	\$1,872,208	\$5,748,765	\$11,448,765

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
CRP Funding Program and Balances**

July 28, 2025

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarte	FY 2027	Quarte	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<b>Sold</b>											
	<b>Pending</b>											
116917	Arlington Rd Corridor Improvements	Green	C	\$2,000,000	4							\$2,000,000
121376	North Mantua St Improvements	Kent	C			\$2,000,000	1					\$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	R(C)			\$240,000	1					\$240,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	(R)C					\$1,750,000				\$1,750,000
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	R(C)							\$274,400		\$274,400
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	(R)C								\$1,713,452	\$1,713,452

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

Annual CRP Expenditures	2026 \$2,000,000	2027 \$2,240,000	2028 \$1,750,000	2029 \$0	2030 \$274,400	2031 \$1,713,452
Annual CRP Allocations	\$1,851,080	\$1,151,080	\$1,133,973	\$1,133,973	\$1,133,973	\$1,133,973
Balance	-\$148,920	-\$1,088,920	-\$616,027	\$1,133,973	\$859,573	-\$579,479

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**CMAQ Funding Program and Balances**  
July 28, 2025

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<b>Sold</b>											
118655	Air Quality Advocacy Program	AMATS		\$100,000	1							\$100,000
118658	Rideshare Program	AMATS		\$80,000	1							\$80,000
	<b>Pending</b>											
116924	Downtown Hudson Signal Improvements*	Hudson	C	\$25,878								\$2,664,480
117253	METRO 2 electric buses	METRO	C	\$1,464,750								\$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C	\$1,600,000								\$1,600,000
105213	SR 303/SR 14/Ranch Improvements	Streetsboro	C	\$459,517	3							\$459,517
121457	Graham Rd Signal Improvement	Stow	C	\$2,860,000	3							\$2,860,000
116917	Arlington Rd Roundabouts	Green	(R)C	\$3,305,666	4							\$3,305,666
118656	Air Quality Advocacy Program	AMATS				\$100,000						\$100,000
118659	Rideshare Program	AMATS				\$80,000						\$80,000
120949	SR 532 & Albrecht Ave Signal	Mogadore	C			\$260,890	1					\$260,890
112869	East Ave Ph 1	Tallmadge	C			\$8,509,995	3					\$8,509,995
121067	Highland Rd Improvements	Macedonia	R(C)			\$213,600	4					\$213,600
123136	Air Quality Advocacy Program	AMATS						\$100,000				\$100,000
123138	Rideshare Program	AMATS						\$80,000				\$80,000
123137	Air Quality Advocacy Program	AMATS							\$100,000			\$100,000
123139	Rideshare Program	AMATS							\$80,000			\$80,000
121067	Highland Rd Improvements	Macedonia	(R)C						\$2,006,400			\$2,006,400
124198	Air Quality Advocacy Program	AMATS								\$80,000		\$100,000
124202	Rideshare Program	AMATS								\$80,000		\$80,000
124200	Air Quality Advocacy Program	AMATS									\$80,000	\$100,000
124204	Rideshare Program	AMATS									\$80,000	\$80,000

		2026	2027	2028	2029	2030	2031
P = Engineering	Annual CMAQ Expenditures	\$9,895,811	\$9,164,485	\$180,000	\$2,186,400	\$160,000	\$160,000
R = Right-of-Way	Annual CMAQ Allocations	\$4,425,245	\$6,223,613	\$6,315,121	\$6,315,121	\$6,315,121	\$6,315,121
C = Construction	Balance	-\$5,470,566	-\$2,940,872	\$6,135,121	\$4,128,721	\$6,155,121	\$6,155,121

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**TASA Funding Program and Balances**  
July 28, 2025

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	<b>Sold</b>											
	<b>Pending</b>											
116457	Springside Dr Sidewalks*	Summit Co	P(C)	\$8,582								\$100,000
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	\$313,600	1							\$313,600
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C	\$590,584	2							\$590,583
116457	Springside Dr Sidewalks	Summit Co	(P)C			\$600,000	1					\$600,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)					\$45,200				\$45,200
121754	Headwaters Trail Phase IX	Portage Park	C						\$1,000,000			\$1,000,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)(R)C						\$921,200			\$921,200
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C							\$700,000		\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C							\$700,000		\$700,000

		2026	2027	2028	2029	2030	2031
P = Engineering	Annual TASA Expenditures	\$912,766	\$600,000	\$45,200	\$1,921,200	\$1,400,000	\$0
R = Right-of-Way	Annual TASA Allocations	\$456,505	\$1,156,505	\$1,138,532	\$1,138,532	\$1,138,532	\$1,138,532
C = Construction	Balance	-\$456,261	\$556,505	\$1,093,332	-\$782,668	-\$261,468	\$1,138,532

**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 AMATS Funding Policy Guidelines

**DATE:** July 30, 2025

AMATS will conduct a round of funding for its attributable Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TASA) funds in September, 2025. To prepare for this round of funding, AMATS first updates the Funding Policy Guidelines.

The Funding Policy Guidelines provide detailed information on project eligibility and scoring for AMATS funds. AMATS met with its TAC TIP Subcommittee to review the 2023 Funding Policy Guidelines and update the guidelines for 2025. Attached to this document are the draft 2025 Funding Policy Guidelines as approved by the TAC TIP Subcommittee. All changes proposed to the document are highlighted in red. Updates to the 2025 Funding Policy Guidelines are described below:

- Updated language to accurately reflect AMATS role in the FTA 5310 Program
- Specified PDIP program is only for construction phase of projects
- Removed TASA Supplemental Funding Pilot Program as it was not needed/used
- Increased the Resurfacing Funding Cap for community identified priority projects from \$800,000 to \$1,000,000. Non priority projects will still have a Cap of \$800,000.
- Suspend the Carbon Reduction Program for current round of funding due to overprogramming and sustainability of the program
- Included warranted roundabouts with signal upgrades in STBG Scoring Criteria
- Increased High Crash Locations Identified in AMATS Crash Report from 15 to 20 points in the STBG Scoring Criteria
- Updated the Complete Streets Components to clarify staff scoring in STBG Scoring Criteria
- Require Transit Authority sign off to Bus Shelter installations in STBG Scoring Criteria
- Reduce Maximum ADT points from 15 points to 12 points, with a 12 point maximum for projects with ADTs over 11,999 in Resurfacing Scoring Criteria
- Increased Strip Paving from 7 points to 10 points in the Resurfacing Scoring Criteria
- Update Existing Conditions/Future Enhancements scoring for TASA Scoring Criteria
- Created a new Right-of-Way Criteria and Project Readiness Criteria for TASA Scoring Criteria
- AMATS estimates the following funding to be available:
  - \$11 million STBG

- \$11 million Resurfacing
- \$3.5 million TASA

AMATS is providing the draft 2025 Funding Policy Guidelines for discussion. Staff will request approval of the 2025 Funding Policy Guidelines in September. Upon approval of the Funding Policy Guidelines on September 25, 2025, applications for funding will be made available and will be due no later than Friday, November 7, 2025. AMATS Staff expects to make recommendation awards in March of 2026.

# FUNDING POLICY GUIDELINES

DRAFT August 2025

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

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

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

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## Section 1 | Introduction

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

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

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

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

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

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

## Section 2 | Policy Guidelines

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

### Program Administration

1. Responsibility – The Technical Advisory Committee is responsible for monitoring the federal funding programs attributable to AMATS and making recommendations to the Policy Committee.
2. Project Review Meetings – Quarterly project review meetings are scheduled to monitor the status of programmed projects. Project sponsors or their representatives are required to attend.
3. Project Lockdown – Sponsors must have their associated project milestone dates finalized by December of each year for projects that are scheduled in the next fiscal year.
4. Reservoir Projects – A project that is scheduled in the fourth quarter (April to June) of a fiscal year may be assigned as a reservoir project. This means that the project may sell in either the current fiscal year or the first quarter (July to September) of the next fiscal year and not incur any adverse penalty. Regardless of which fiscal year the project sells in, the project's Plans, Specifications, and Estimate or PS&E package must still be submitted in the current fiscal year.
5. Funds Management – If a significant funding balance remains at the end of the current fiscal year, one or more of several options will be pursued to avoid a shortfall of funds. These options include but are not limited to moving reservoir projects as needed, applying funds to remaining projects in that year subject to the funding policy cap and a limit of a 15% increase, or trade/transfer funds with ODOT, County Engineers Association of Ohio, or another MPO.
  - a. If a shortfall in funds in one funding program is a concern, the funding source of one or more projects may be switched or split into two funding sources for items that are eligible for those funds.
  - b. AMATS receives suballocated funds at the discretion of ODOT and US DOT. If ODOT's or US DOT's current funding policy changes in regard to amount of funds suballocated or the elimination of a funding program, AMATS assumes no liability in funding projects that have been affected by these changes.
6. Fair Share Distribution – Several AMATS funding programs use equitable distribution of funds as an evaluation criterion. This criterion uses a target budget for each community in the AMATS area. The target budget is based on the community's percent of the population compared to the total funds spent and programmed by AMATS since 1972. The community's percent population for the target budget is calculated using the percent urban population from the 1980 and 1990 Census and total population from the 2000, 2010 and 2020 Census. AMATS' funds programmed for a project in a community is attributed to the community regardless of project sponsor.

### General Project Eligibility

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures,

including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2022-14 (approved August 11, 2022)

3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.
4. If a project sponsor feels that their project cannot wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.
5. Maximum Projects Awarded per Sponsor – The number of STBG and Resurfacing projects awarded to one sponsor shall be three projects per funding category per funding cycle. There is no limit to the number of TASA projects that may be awarded to a sponsor. There is no limit to the number of project applications that a sponsor may submit.
6. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
7. Ineligible Items – Preliminary engineering and plan development costs, including the development of right-of-way and construction plans are the responsibility of the project sponsor and are not eligible for AMATS funds (except for TASA projects).
8. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
9. Contiguous Projects – Project sponsors that have contiguous projects, such as a phase one and two, may combine their projects after the original approval for funding by AMATS. Combining of projects is subject to the availability of funds and approval by AMATS. AMATS funding for the combined project is not to exceed the sum of the individual project caps that were originally approved for funding.
10. Project Programming Package – Project sponsors must submit a Programming Package to ODOT within 45 days of notification of Policy Committee’s action to approve funding for the project. Failure to do so may result in cancellation of project.
11. Local Let Projects - AMATS funded projects may be ODOT Let or Local Let with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure they comply with all federal and state laws, regulations and policies. Local Programs staff provides training in the LPA Qualification Process via ODOT's eLearning system administered through LTAP. Training must be taken every five (5) years. Once the training is complete, the LPA may complete the LPA Participation Requirements Review Form. This form will need updated every four (4) years or in the event of a change in key personnel.
12. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
13. The Project Delivery Incentive Program (PDIP) - The purpose of PDIP is to incentivize project sponsors to deliver their projects in a specified time window. If projects are delivered within that time window their local match will be reduced to 10 percent of the amount of federal funds awarded by AMATS (instead of the traditional 20 percent). The maximum reduction shall be capped at \$100,000. The reduction in the local match will be paid for using Toll Revenue Credits (TRC). Currently AMATS is guaranteed access to its TRC through FY2029. The PDIP program will be completely voluntary for project sponsors. As part of the AMATS

application process the community can request to take part in the program by marking a box on the project application. There will be no penalty for failing to meet the project delivery goal other than the sponsor will not receive the additional 10 percent benefit. To meet the project delivery goal, the project sponsor must ensure its PS&E document is submitted to ODOT District 4 by the date outlined in the PDIP. If AMATS is not able to fund the project due funding not being available, the project will still receive the reduction of local share of 10 percent when it can be bid.

- a. Timeline for the PDIP program is as follows:
    - i. Resurfacing program – 2 years from AMATS Resolution Approval
    - ii. STBG program – 4 years from AMATS Resolution Approval
    - iii. TASA program – 2 years from AMATS Resolution Approval
  - b. Project applicants that select to participate in the PDIP will be notified after project funding approval of the timeline for completing their project in order to receive the incentive.
  - c. The PDIP is allowable for construction funding only and may not be used to reduce preliminary engineering or right of way costs.
14. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

## Surface Transportation Block Grant (STBG)

### Description

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

### Eligibility

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

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

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

### Program Policies

1. Federal Participation
  - a. The maximum federal share for projects under the STBG program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.

- b. Federal funding for STBG projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.
- 2. Local Participation
  - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of the AMATS federal funding with a maximum reduction of \$100,000.
  - b. The local share for STBG projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for ~~softmatch credit, or~~ 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
- 3. **Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project’s total cap is not increased.** These projects have a combined right-of- way and construction cap (see 5 below).
- 4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project’s total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
- 5. STBG Funding Cap – STBG projects have a combined right-of-way and construction cap of \$6,000,000 in federal funds. Assuming an 80% Federal share, the minimum local share required would be \$1,500,000. Any cost above this amount is the responsibility of the local sponsor.
- 6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
  - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
  - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
- 7. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
  - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
  - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
  - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
- 8. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
- 9. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

## Transportation Alternatives Set Aside (TASA)

### Description

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

### Eligibility

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

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

The feasibility study must include the following:

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

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

### **FY2024/2025/2026 TASA Supplemental Funding Pilot Program**

~~The purpose of the TASA Supplemental Funding is to develop a reservoir list of projects that could use additional TASA funding to deliver a project in the upcoming fiscal years of 2024, 2025, 2026. To qualify for TASA Supplemental Funding an existing AMATS project must have TASA eligible elements included in the current project. AMATS staff will score projects based on the existing TASA criteria. AMATS staff will develop a rank scoring for supplemental funding and funding will be awarded based on funds availability.~~

~~Supplemental funding will only be awarded if AMATS staff determines there will be a balance of TASA funding in that fiscal year. If a balance exists, AMATS staff will award additional TASA funding to the project based on the rank scoring of the funding round by fiscal year.~~

~~Any existing federally funded project is eligible for TASA Supplemental Funding (if it contains TASA eligible components) and the additional funding will not count towards the project funding cap of the originally awarded AMATS funds. The maximum supplemental funding award is \$500,000.~~

### Program Policies

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



upgrading if the project is taking a standard sidewalk and substantially widening it to accommodate multiple uses (ex. upgrading a 4-foot sidewalk to an 8-foot sidewalk to accommodate bicycle traffic)

5. Federal Participation

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

6. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum TASA funding by AMATS of \$1,000,000).
- b. The local share for TASA projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for ~~softmatch credit, or~~ 100% Federal funding participation, regardless of Federal or state eligibility. Planning is not considered as local share.

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

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

9. Right-of-Way

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

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

11. TASA Funding Cap – TASA projects have a combined preliminary engineering, right-of-way and construction cap of \$1,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$1,250,000. Any cost above this amount is the responsibility of the local sponsor.

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

- a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
- b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
- c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

13. Major Changes to Project Funding – Projects which have already received federal TASA funds through AMATS are not eligible to apply for additional TASA funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the



TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.

14. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

## AMATS Resurfacing Program

### Description

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

### Eligibility

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

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

### Program Policies

1. Resurfacing – Resurfacing is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. Geofabric is eligible. Concrete roadways are not eligible unless being overlaid with asphalt.
2. Reconstruction – Pavements in need of reconstruction are not eligible for AMATS Resurfacing Program funds. A project is considered roadway reconstruction and not resurfacing when over 25% of the pavement surface area within the project limits needs repaired or replaced.
3. Structures – Any work on structures beyond the asphalt type overlay as mentioned above is not eligible for funding.
4. Frequency of Resurfacing – Sponsors are responsible for maintaining their roadways so that the pavement does not deteriorate prematurely. AMATS will only provide funding for resurfacing at a minimum of 10-year intervals if the previous resurfacing involved federal funds. The 10-year interval begins on the date the last resurfacing was completed and does not include temporary overlays.
5. Federal Participation
  - a. The maximum federal share for projects under the Resurfacing program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
  - b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
  - c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.
6. Local Participation
  - a. The minimum local share is 20% of total eligible costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum Resurfacing funding by AMATS of \$800,000).
  - b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for ~~softmatch credit, or~~ 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.

7. Right-of-Way – the right-of-way phase is not eligible for funding.
8. Resurfacing Funding Cap – **Designated Priority Projects have a construction cap of \$1,000,000 Federal share with a required local share of 20 percent. Resurfacing projects not designated Priority Projects have a construction cap of \$800,000 in federal funds with a 20 percent local match.** Any cost above this amount is the responsibility of the local sponsor.
9. Project Delays – Funding for STBG projects that are delayed or cancelled will be re- evaluated based on the following principles:
  - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
  - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
10. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
  - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
  - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
  - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
11. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.
12. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

## **Carbon Reduction Program (CRP) (Suspended for 2025 Round of Funding)**

### **Description**

The Infrastructure Investment and Jobs Act (IIAJ) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

### **Eligibility**

Eligible routes for the CRP 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.

CRP funds may be used to establish new or expanded transportation projects that reduce carbon emissions. Projects eligible for CRP funds include roundabouts, operational projects that improve traffic flow, clean fuel bus purchases, and bicycle and pedestrian projects.

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

## Program Policies

1. Federal Participation
  - a. The maximum federal share for projects under the CRP 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 CRP 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 CRP projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
3. Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
5. CRP Funding Cap – CRP projects have a combined right-of-way and construction cap of \$2,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$2,500,000. Any cost above this amount is the responsibility of the local sponsor.
6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
  - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
  - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
7. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
  - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
  - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
  - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
8. Major Changes to Project Funding – Projects which have already received federal CRP funds through AMATS are not eligible to apply for additional CRP funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be

reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.

9. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

## Pavement Repair & Sidewalk Ramp Program

### Description

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

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

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

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

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. AMATS requires that all of its members have an ADA Transition Plan, and certify this as part of the project funding application process.

### Eligibility

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

### Program Policies

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

## FTA Urbanized Area Formula (Section 5307) Program

### Description

The Federal Transit Administration (FTA) Section 5307 Program funding is apportioned to each Urbanized Area as a transportation block grant. These funds are flexible and may be used for a variety of transportation projects. However, these funds tend to be used for transit projects such as bus replacements and other transit capital projects. For

urbanized areas over 200,000 in population, such as Akron, Section 5307 funds may only be used for capital expenses. The exceptions to this restriction include expenses for preventive maintenance, the capital cost of leasing, planning, and complementary ADA paratransit service. The funding participation rate is generally 80% federal and 20% local. See the FTA circular for program guidance.

## Eligibility

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

## Program Policies

1. Designated Recipients – Currently, the only designated recipients of Section 5307 funds in the AMATS area are METRO RTA in Summit County and PARTA in Portage County. Both METRO and PARTA receive the bulk of their Section 5307 funds from the Akron Urbanized Area's apportionment and receive smaller suballocations from the apportionment to the Cleveland Urbanized Area. Medina County Public Transit (MCPT) serves a portion of the Akron Urbanized Area, in and adjoining the Wadsworth area. As a result, MCPT will receive a portion of these formula funds as described in the Memorandum of Understanding signed in 2013 (AMATS Policy Resolution 2013-15; September 25, 2013). NOACA serves as the Metropolitan Planning Organization for MCPT.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5307 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region's Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5307 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with the Section 5307 funds they receive from the Cleveland Urbanized Area's apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all the Cleveland Urbanized Area Section 5307 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the Section 5307 Program.

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

### Description

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. This competitive grant program is administered by the ODOT Office of Transit as the Specialized Transportation Program. See the FTA circular (FTA C 9070.1H, November 1, 2024) for program guidance at: [www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9070.1H-Circular-11-01-2024.pdf](http://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9070.1H-Circular-11-01-2024.pdf).

To receive FTA Section 5310 funding, an area must develop and maintain a locally developed coordinated transportation plan, as mandated by federal guidance. Local projects must be consistent with the AMATS Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), as well as the region’s Transit Asset Management (TAM) planning activities. The current Coordinated Plan was approved by the AMATS Policy Committee on January 25, 2024 (see Resolution 2024-06).

METRO RTA and PARTA are direct recipients of FTA funds, and are eligible to receive Section 5310 funds. Social service agencies are also eligible to receive Section 5310 funds, and will receive those funds through ODOT acting as the designated recipient of funds. ODOT’s Program Management Plan (PMP) describes the designated recipient’s policies and procedures for administering FTA Section 5310 funds.

ODOT Office of Transit maintains evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements. ODOT will evaluate and prioritize all projects in coordination with AMATS, in keeping with the recommendations established within the Coordinated Plan and in consideration of the total funding available. Projects that are not consistent with the area’s local Coordinated Plan will not be scored or considered for funding. The AMATS Policy Committee will be responsible for final approval of the projects that receive Section 5310 funding. ODOT Office of Transit will determine the annual application and project award schedule.

## FTA Bus and Bus Facilities (Section 5339) Program

### Description

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

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

### Eligibility

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

### Program Policies

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

3. Cleveland Urbanized Area Section 5339 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area's apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the FTA Section 5339 program.



## Section 3 | TIP Project Selection and Implementation Process

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

### Duties of the Technical Advisory Committee

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

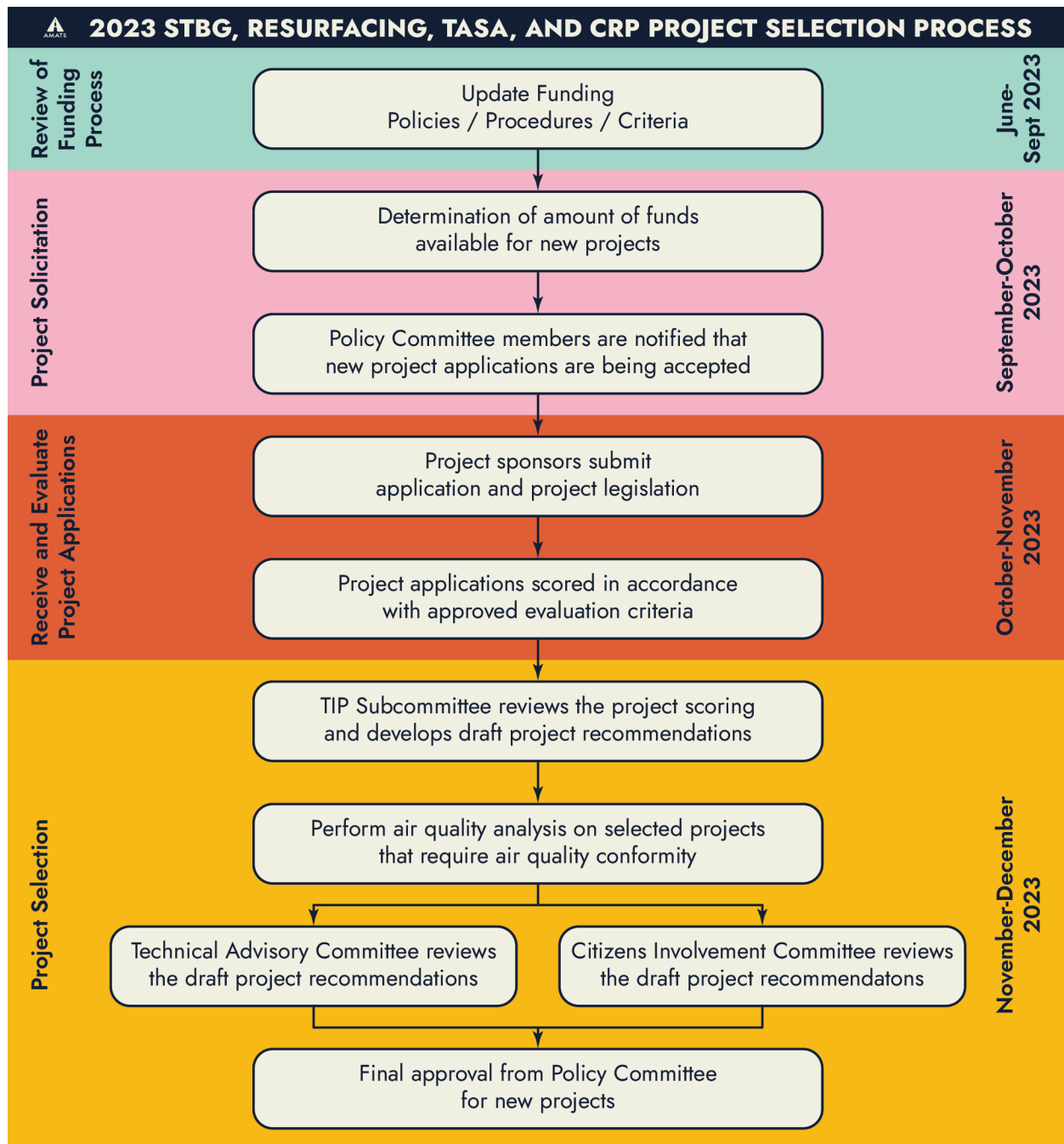
- a. Review project schedules, project costs and funding programs and provide a periodic TIP Status Report to the Policy Committee.
- b. Appoint a TIP Subcommittee to monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include the Policy Committee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

### Duties of the TAC TIP Subcommittee

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

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





## Section 4 | Project Evaluation Criteria

Surface Transportation Block Grant Program (STBG)			
<b>Roadway Condition (Maximum 30 Points)</b>		<b>Points</b>	<b>COMMENTS</b>
<i>PCI Value</i>			
0-50		30	
50-60		25	
61-70		20	
71-80		15	
81-100		0	
<i>Bridge Condition</i>			
0-4		20	
<i>Signal Upgrade/Warranted Roundabout</i>		20	Included Roundabout language
<b>Roadway Safety (Maximum 25 Points)</b>			
Project location identified on AMATS SS4A Plan High Injury Network		25	
Bridge/Road Closed		25	
High crash location listed on AMATS Traffic Crash Report		<del>15</del>	Increase to 20 to increase safety emphasis
Bridge Load Restricted		15	
Documented Landslide Endangering Road		15	
<b>Delay Reduction (Maximum 10 Points)</b>			
Recommended Capacity Improvement in the 2024 CMP		10	
<b>Weighted Average Daily Traffic (Maximum 15 Points)</b>			
15,000 or more		15	
0 to 14,999		ADT/1000	
<b>Project Readiness (Maximum 15 Points)</b>			
Stage 3 Plans complete (Traditional or Non-Traditional LPA)		15	
ODOT LPA Project Scope Form submitted to AMATS		5	

Surface Transportation Block Grant Program (STBG) Page 2			
<b>Complete Street Components (Maximum of 15 points)</b>			
<i>Transit</i>			
Bus Signal Priority/Preemption		2	4
<del>Enhanced ADA Accessible</del> Bus Shelters*			1 point per up to 4, Remove enhanced but require Metro/Partha
Dedicated/Bus rapid Transit Lane	2		4 sign off with application; add ADA accessible
<del>Bus Rapid Transit Lanes</del>	2		4 Simplify to award points for any dedicated transit lane
ADA Sidewalk Extensions at Bus Stops	2		4
<del>Other Transit Enhancements</del>	2		4 Eliminate due to vagueness
<i>Bicycle and Pedestrian</i>			
Cycle Track/Shared Use Path (8' minimum; 10'-11' preferred)	2		For facilities allowing two way bike/ped travel full points only 4 awarded for entire length of corridor/project
New Sidewalks	2		Partial is for one side of street or intermittent, full is for brand new 4 sidewalks on both sides of road
On Street Bicycle Lanes both directions full corridor length			2 Do not support only one bike lane on road
Rapid Flashing Beacon, Pedestrian Refuge Island, <del>Crosswalk Visibility Enhancements</del> , Pedestrian Hybrid Beacon			Remove crosswalk visibility score, 1 point per treatment up to max 4 4
<b>Connecting Communities Project (Maximum 5 Points)</b>			
Project recommended in Connecting Communities Planning Grant			5

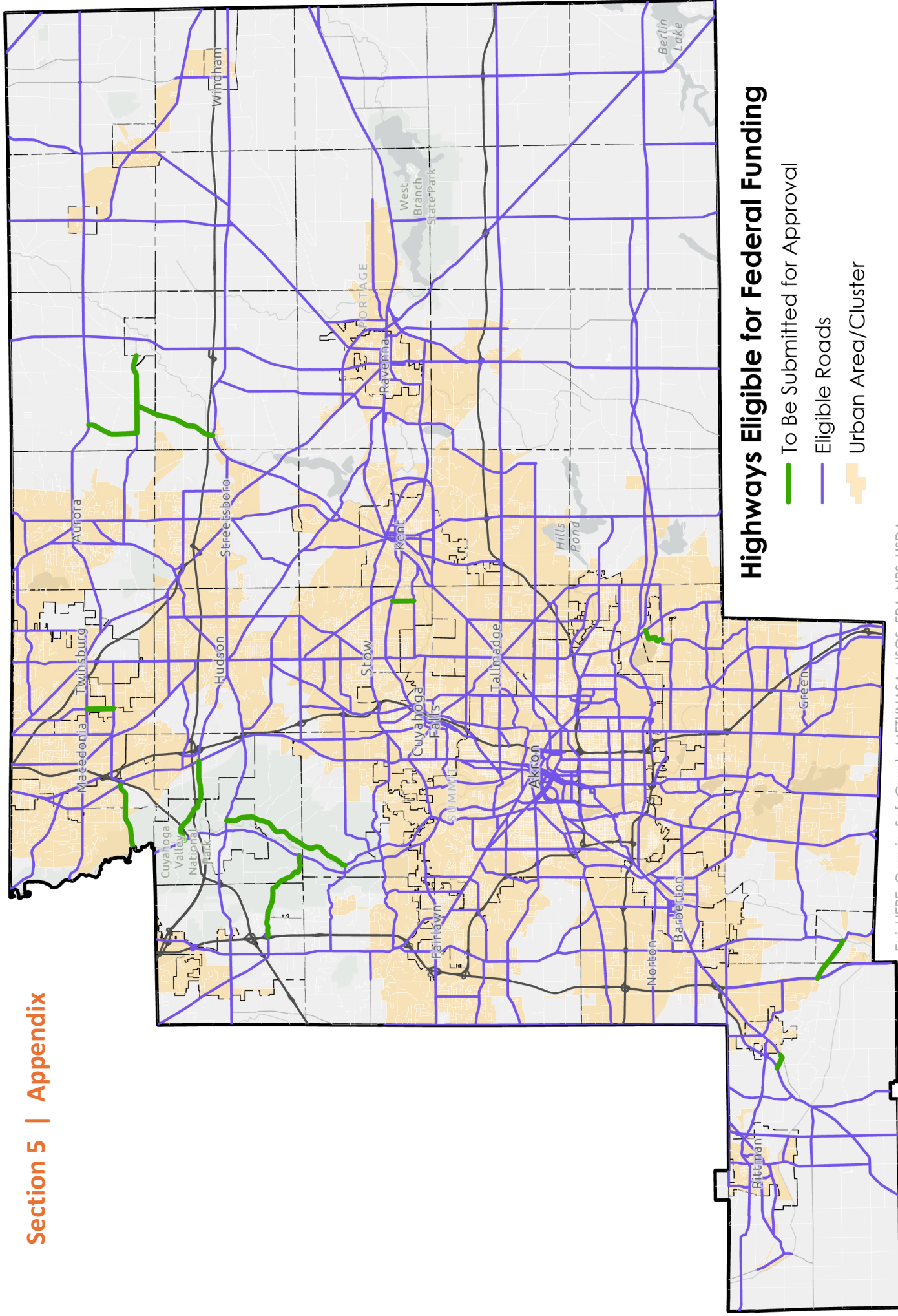
Surface Transportation Block Grant Program (STBG) Page 3			
<b>Equitable Distribution of Funds (Maximum 10 Points)</b>			
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>			
Percentage			
0-50			10
51-60			9
61-70			8
71-80			7
81-90			6
91-100			5
101-110			4
111-120			3
121-130			2
131-150			1
Greater than 150			0
<b>Priority Project Selection (Maximum 5 Points)</b>			
Priority Project Selected by Sponsor			5
<b>TOTAL POSSIBLE POINTS</b>			<b>130</b>

<b>AMATS Resurfacing Program</b>					
<b>Pavement Condition Index (Maximum 30 Points)</b>					
<i>PCI Value</i>					
0-60				30	
61-80		Subtract number from 90			
<b>Equitable Distribution of Funds (Maximum 25 Points)</b>					
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>					
Percentage					
0-50				25	
51-60				24	
61-70				23	
71-80				22	
81-90				21	
91-100				20	
101-110				19	
111-120				18	
121-130				17	
131-140				16	
141-150				15	
Greater than 150				0	
<b>Weighted Average Daily Traffic (Maximum 12 Points)</b>					
0 to 11,999		ADT/1000		Reduced from 15	
12,000 and above				12	
<b>Maintenance Performed by Sponsor (Maximum 10 Points)</b>					
Chip and Seal				10	
Strip Paving				10 Increased from 7	
Crack Sealing				5	
Patching				3	
<b>Priority Project Selection (Maximum 15 Points)</b>					
Priority project selected by sponsor				15	
<b>TOTAL POSSIBLE POINTS</b>					<b>92</b>

<b>Transportation Alternatives Set-Aside Program</b>			
<b>Facilities (Maximum 25 Points)</b>		<b>Points</b>	<b>COMMENTS</b>
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)		25	
Secondary Trail/Sidewalk/Bike Lane		15	
<b>Project Type (Maximum 25 Points)</b>			
Project connects two existing bike/ped facilities		25	
<del>FY 2024/2025/2026 existing projects supplemental funding</del>		<del>25</del>	<del>Eliminate pilot program</del>
Project connects to one existing bike/ped facility		20	
Project is sidewalk replacement or bike/ped safety infrastructure		20	
Project is a stand-alone project		15	
Project upgrades trail surface from limestone to asphalt		5	
<b>Level of Use (Maximum 20 Points)</b>			
How much use is the facility projected to have		0-20	
<b>Consistency with Plans (Maximum 20 Points)</b>			
Recommended as part of a Ohio SRTS Travel Plan		10	
Recommended in Connecting Communities Planning Grant		5	
Recommended in Transportation Outlook 2050		5	
<b>Existing Conditions/Future Enhancement (Maximum 15 Points)</b>			<b>New Heading</b>
Is on an existing transit line		5	
History of bike/ped crashes		5	
<del>Rapid Flashing Beacon, Pedestrian Refuge Island, Crosswalk-Visibility Enhancements, Pedestrian Hybrid Beacon</del>		<del>5</del>	<del>Eliminate visibility enhancements, 1 point per up to 5</del>
<b>Equitable Distributions of Funds (Maximum 10 Points)</b>			
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>			
Percentage			
0-50		10	
51-100		7	
101-150		3	

Transportation Alternatives Set-Aside Program Page 2					
<b>Right-of-Way (RW) (5 Points)</b>					
Project RW is owned by sponsor (verification required)				5	
Project RW is not owned by sponsor				0	
<b>Project Readiness (10 points)</b>					
Final tracings complete, RW certified & purchased, and				10	
4A utility relocation plans drafted					
NEPA document has been approved				5	
Project design is in early stages or has not yet started				0	
<b>TOTAL POSSIBLE POINTS</b>				<b>130</b>	





Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA





**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:** 2025 Congestion Management and Air Quality (CMAQ) Program  
Applications Overview

**DATE:** July 30, 2025

AMATS, along with the other seven largest MPOs in Ohio, are recipients of CMAQ funding. CMAQ funds are geared toward projects that improve air quality and relieve congestion. The CMAQ program provides funding for a broad array of tools to improve air quality and congestion. Common projects include signal improvements, intersection modifications, low emission bus purchases, and changes to roadway lane configurations (two-way left turn lanes, dedicated right or left turn lanes, etc.). Funding is overseen by and allocated through the Ohio Statewide Urban CMAQ Committee (OSUCC), of which AMATS is a member.

Approximately every two years, OSUCC members prepare for a new funding round. It is the responsibility of each participating MPO to orchestrate a local call for CMAQ projects within their respective region. AMATS announced a call for 2025 CMAQ projects on June 2, 2025, with applications due on July 18, 2025.

AMATS received 19 CMAQ applications for the 2025 funding round, a total request of over \$69 million. The number of project applications and the total amount requested is greater than the comparable 2021 and 2023 funding rounds. More information on the 2025 applications can be found on the following page.

Although total funding available is at the discretion of the OSUCC, AMATS staff estimates that the Greater Akron region will likely receive around \$12.5 million toward CMAQ projects. This would mean that less than 20% of the total requested funding can be awarded.

AMATS staff determine eligibility and conduct emissions analysis and technical review of the applications (full, final scoring is subject to OSUCC's review and comparison against all projects). This process has commenced but will take longer than usual due to the high number of applications received. A status update on this process will be shared during the August meetings, including any tentative eligibility determinations and/or project scores.

AMATS will ask for approval of the (partial) scores at the September meetings, as regional CMAQ applications are due to OSUCC at the end of September. OSUCC will meet in October to review all applications and the Ohio Association of Regional Councils (OARC) Executive Directors Committee will approve statewide CMAQ applications in November.

## 2025 AMATS CMAQ Applications Received

Sponsor	Project	Description	CMAQ Request
Akron	Akron-Peninsula Rd. Multi-Use Trail	New shared use path along A-P Road in Merriman Valley, from Portage Trail north 0.9 miles (no ped facilities currently exist)	\$1,580,000
Akron	White Pond/I-77 Interchange Improvements	Modify interchange to add one additional lane on bridge, widen SB on and off ramps for double lefts, add RTL, new signals. OR construct "dogbone" roundabouts at both intersections (project analyzed based on first alternative)	\$6,300,000
Cuy Falls	Barney's Busy Corners Signal Project	New signal and changes to signal phasing at 6-leg intersection near former Chapel Hill Mall	\$325,465
Cuy Falls	Citywide Signal Retiming and Optimization	Optimizing signal coordination and timing schemes for all signalized intersections (76 locations)	\$320,000
Fairlawn	W. Market Improvements	Various W. Market corridor improvements citywide including access management/conflict reduction measures (medians, ped refuge islands), roundabout at Smith Rd., sidewalks, and various traffic calming improvements	\$4,200,000
Hudson	Adaptive Signals, Phase 2	Replacement of existing traffic signals with new adaptive signals at various locations outside of downtown Hudson (10 locations)	\$4,533,653
METRO RTA	CNG Buses	Purchase of three compressed natural gas (CNG) buses	\$2,087,395
Mogadore	SR 532 & Mogadore Rd. Intersection Improvements	Construction of SB right turn lane, radii improvements for freight, necessary curb and sidewalk replacement	\$1,214,152
PARTA	Clean Diesel Buses	Purchase of four clean diesel buses	\$2,310,931
Portage Co. Engineer	SR 44 Improvements	Corridor improvements in vicinity of township center; intersection improvements, new roundabout at school entrance, various access mgmt. improvements, new sidewalks, relocation of Cook Road intersection with Tallmadge Road to intersect with SR 44.	\$6,376,000
Richfield	Brecksville/Broadview/Wheatley Roundabout	Conversion of signalized intersection to new hybrid roundabout with slip lanes, including new curbing and sidewalk	\$3,681,692
Stow	Fishcreek/Stow Rd. Roundabout	Conversion of signalized intersection to new hybrid roundabout with slip lanes, including new curbing and sidewalk	\$3,600,000
Stow	Graham Road Improvements	Widening of roadway from SR 91 to Newcomer Rd. to provide two-way left turn lane (TWLTL) and additional bike/ped facilities	\$6,000,000
Stow	Norton Rd. Signal Improvements	Replacement of existing traffic signals with new adaptive signals with preemption along eastern portion of Norton Rd. corridor (3 locations)	\$1,400,000
Stow	Steels Corners Signal Improvements	Replacement of existing traffic signals with new adaptive signals with preemption along entirety of Stow's Steels Corners Rd. corridor and the fire department signal on Hudson Rd. (6 locations)	\$2,100,000
Streetsboro	SR 303 Improvements	Widening of roadway from SR 14 to Page Rd. to provide TWLTL and sidewalks	\$5,152,711
Streetsboro	Frost Road Phase 2	Widening of roadway from Phillip Pkwy. To SR 43 to provide TWLTL and completing sidewalk gaps on north side of road	\$6,000,000
Tallmadge	East Avenue Improvements	Widening of roadway from Community Rd. (near Tallmadge Circle) to just past Munroe Rd. to provide TWLTL and additional sidewalks	\$6,000,000
Twinsburg	Citywide Signal Project	Various upgrades to traffic signals (central control system, signal interconnect, preemption & detection improvements, unwarranted signals removal etc.). Improvements citywide but primary focus along SR 91, SR 82, and Ravenna Rd. corridors (32 locations)	\$5,880,753
Total Request Amount:			\$69,062,752

**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 2025-10 - Approving Amendment #1 to the FY 2026-2029  
Transportation Improvement Program to add two projects, add phase  
funding to two projects, and delete three projects.

**DATE:** August 31, 2025

The following changes have been requested to the Transportation Improvement Program (TIP)  
FY 2026-2029:

Add projects:

1. **SUM CR 8 9.08 (N Main St) (PID 115383)** – Add \$2,736,842.11 in environmental and \$5,671,664.54 in detailed design funding in FY 2026.
2. **SUM Roadway Improvement Project (PID 124451)** – Add \$3,000,000 in construction funds in FY 2026.

Add phase funding:

3. **SUM IR 77/SR 8 11.65/0.00 (PID 114865)** – Add \$66,000,000 in construction funds in FY 2027.
4. **POR SR 59 2.93 (PID 118500)** – Add \$12,000 in right-of-way funds in FY 2026 and slightly adjust local construction funding in FY 2027.

Deleted projects

5. **SUM Munroe Rd (PID 121688)** – The funding from the construction phase is being combined into PID 121687 (Eastwood) and this PID is being deleted/cancelled.
6. **SUM US 224 12.73/14.25 (PID 118950)** – This project is a group project being cancelled by ODOT.
7. **POR SR 43 13.90 (PID 121493)** – This project is a group project being cancelled by ODOT.

### **STAFF COMMENTS**

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

### **STAFF RECOMMENDATION**

Attached to this memo is Resolution Number 2025-10. This Resolution approves the amendment to the FY 2026-2029 TIP. The Staff recommends approval.

## **RESOLUTION NUMBER 2025-10**

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

Approving Amendment #1 to the AMATS Transportation Improvement Program FY 2026-2029 to add two projects, add phase funding to two projects, and delete three projects.

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

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

**WHEREAS**, this Committee has been requested to amend the AMATS Transportation Improvement Program FY 2026-2029 to add two projects, add phase funding to two projects, and delete three projects:

1. **SUM CR 8 9.08 (N Main St) (PID 115383)** – Add \$2,736,842.11 in environmental and \$5,671,664.54 in detailed design funding in FY 2026.
2. **SUM Roadway Improvement Project (PID 124451)** – Add \$3,000,000 in construction funds in FY 2026.
3. **SUM IR 77/SR 8 11.65/0.00 (PID 114865)** – Add \$66,000,000 in construction funds in FY 2027.
4. **POR SR 59 2.93 (PID 118500)** – Add \$12,000 in right-of-way funds in FY 2026 and slightly adjust local construction funding in FY 2027.
5. **SUM Munroe Rd (PID 121688)** – The funding from the construction phase is being combined into PID 121687 (Eastwood) and this PID is being deleted/cancelled.
6. **SUM US 224 12.73/14.25 (PID 118950)** – This project is a group project being cancelled by ODOT.
7. **POR SR 43 13.90 (PID 121493)** – This project is a group project being cancelled by ODOT.

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

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



**WHEREAS**, this Committee has determined that the effects of this amendment are consistent with Title VI of the Civil Rights Act of 1964, which requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

**WHEREAS**, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook 2050, the current regional transportation plan, and with the availability of federal funds forecasted for the AMATS area.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the AMATS Transportation Improvement Program FY 2026-2029 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook 2050, the regional transportation plan.
5. That this Committee affirms consistency with civil rights requirements.
6. That this Committee affirms consistency with Transportation Outlook 2050, the regional transportation plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Larry D. Jenkins, Jr., P.E., P.S., 2025 Chairman  
Metropolitan Transportation Policy Committee

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Date

**2026 - 2029 AMATS Highway TIP - AMENDMENT 1 (Resolution 2025-10)**

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund estimate	Total Project Estimate	Air Quality Status	Performance Measures
5	114865	SUM IR 77/SR 8 11.65/0.00	DISTRICT 4- PLANNING	Roadway Major Rehab	SUM IR 77 from 11.65 to 11.75 and SUM SR 8 from 0.00 to 1.80	Corridor improvements along SUM IR 77 just north of Lovers Lane to SR 8 and SR 8 from I-77 to just north of Perkins St including ramp and service road reconfigurations to increase safety and reduce congestion.	DD	2026	Major Programs	\$545,137.60	\$73,982,199.00	Exempt	Pavement (Interstate)
									State	\$136,284.40			
							RW	2026	Major Programs	\$800,000.00			
									State	\$200,000.00			
							CO	2027	Major Programs	\$52,800,000.00			
									State	\$13,200,000.00			
	115383	SUM CR 0008 09.08 (N Main St)	Summit County Engineer	Other Studies/ Tasks	SUM North Main St Bridge (CR 8) over the Cuyahoga River	Replace SFN 77336 SUM North Main St Bridge (CR 8) over the Cuyahoga River with a new structure. Earmark: OH471	EN	2026	Local Programs	\$2,600,000.00	\$70,408,506.65	Exempt	
									Local	\$136,842.11			
							DD	2026	Discretionary / Earmark	\$4,116,279.00			
									Local Programs	\$500,000.00			
									Local	\$1,055,385.54			
24	118500	POR SR 0059 02.93	Kent	Roadway Improvement (Safety)	POR SR 59 from 2.925 to 3.797	Roadway improvements to SR 59 in the city of Kent and Franklin Township. Includes reducing lane widths, extending and widening sidewalks, new ADA curb ramps and mid-block pedestrian crossings, new ADA accessible bus stops and shelters and upgrading pedestrian signal heads with audible countdown timers.	DD	2026	Safety	\$79,815.60	\$7,438,234 <b>\$7,129,234</b>	Exempt	Pavement (Non-Interstate NHS), Safety
									Local	\$8,868.40			
							RW	2026	Preservation	\$9,600.00			
									Local	\$2,400.00			
							CO	2027	MPO STBG	\$3,212,000.00			
									State	\$535,000.00			
44	121688	SUM Munroe Rd- (Tallmadge)	Tallmadge	Roadway- Minor Rehab	Munroe Rd from Perry Rd to East- Ave	Resurfacing of Munroe Rd from Perry Rd to East- Ave in the City of Tallmadge, Summit County, Ohio. Includes full and partial depth repairs.	CO	2028	MPO STBG	\$889,851.00	\$1,067,823.33	Exempt	
									Labor	\$79,100.00			
									Local	\$98,872.33			
	124451	SUM Roadway Improvement Project	Munroe Falls, City of	Other Studies/ Tasks	Roadway Improvements Project 2025	SIB loan approved for the City of Munroe Falls Roadway Improvement Project.	CO	2026	State	\$3,000,000.00	\$3,000,000.00	Exempt	

Group:

95	118950	SUM US 0224- 12.73/14.25	DISTRICT 4- PLANNING	Roadway- Minor Rehab	SUM US 224 from 12.728 to 14.071 and 14.246 to	Resurfacing of SUM US 224.	CO	2027	Preservation	\$1,200,000.00	\$1,560,000.00	Exempt	Pavement- (Non-Interstate NHS)
									State	\$300,000.00			
									Labor	\$60,000.00			
113	121493	POR SR 0043 13.90	DISTRICT 4- PLANNING	Bridge- Preservation	POR SR 43 13.90	Replace superstructure on SFN 6701213 POR SR 43- 13.90 over abandoned railroad.	ENV DD	2026 2028	State	\$300,000.00 \$50,000.00	\$2,222,500.00	Exempt	Bridge (NHS)

**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 2025-11 – To Add Newly Awarded Funds for METRO RTA (FY 2026-2029 TIP Amendment #2)

**DATE:** July 30, 2025

Executive Summary

This memorandum discusses a TIP amendment to add recently awarded funding to the program of projects for METRO RTA in FY 2026.

The Ohio Department of Transportation (ODOT) has awarded METRO RTA funding through its Ohio Transit Partnership Program (OTP2). This competitive grant program was established to provide additional capital funding to Ohio's public transit operators for projects emphasizing system preservation. In July, METRO was awarded funds through this program for inclusion in FY 2026 of the AMATS Transportation Improvement Program (TIP). METRO received \$1,101,841 in ODOT-attributable federal funds. The source of the OTP2 awards is state-attributable Carbon Reduction Program (CRP) Funds.

Consequently, METRO is requesting that these additional funds be added to the TIP to include the recently awarded projects.

METRO RTA is requesting the following changes to the TIP:

**- Add a Project for Maintenance Shop Equipment (PID 124511)**

METRO requests the addition of \$554,310 in state-attributable CRP funds awarded recently by ODOT through their OTP2 Program, so that METRO may purchase maintenance shop equipment. The project will be scheduled in FY 2026. The local share contribution is \$110,862, to match the awarded amount. The total project cost is \$665,172.

**- Add a Project for Building Furniture (PID 124511)**

METRO is requesting to add \$533,097 in state-attributable CRP funds for the cost of building furniture at their new maintenance facility. These funds were awarded by ODOT through their OTP2 program. The local amount will be \$306,903. The total project cost is \$840,000, scheduled in FY 2026.

**- Add a Project for Fitness Equipment (PID 124511)**

METRO is requesting the addition of \$14,434 in state-attributable CRP funds for the purchase of fitness equipment at their new maintenance facility. These funds were awarded through ODOT's OTP2 program. The local amount will be \$2,887. The total project cost is \$17,321, scheduled in FY 2026.

**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 civil rights are important.

**Regional Transportation Plan**

The projects proposed in this amendment are consistent with *Transportation Outlook 2045*, the area's Regional Transportation Plan.

**Financial Capability**

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

**Air Quality**

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

**Public Involvement**

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan (3P)* are appropriate.

**Civil Rights**

Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. This requirement also applies to recipients of federal funds, such as METRO RTA.

**STAFF RECOMMENDATION**

Attached to this memo is Resolution 2025-11. This resolution approves the requested changes to FY 2026 of the AMATS Transportation Improvement Program as described above. The Staff recommends approval.

**RESOLUTION NUMBER 2025-11**

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

**TO ADD NEWLY AWARDED FUNDS FOR METRO RTA (FY 2026-2029 TIP  
AMENDMENT #2)**

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

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

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

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

**WHEREAS**, METRO RTA is an eligible recipient of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds; and

**WHEREAS**, METRO RTA is an eligible recipient of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds flexed over to the FTA; and

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

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

**WHEREAS**, METRO RTA has requested that FY 2026 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2); and

**WHEREAS**, METRO RTA has requested that FY 2026 of the TIP be amended to add funds flexed over from the Federal Highway Administration (FHWA) to the FTA; and

**WHEREAS**, METRO RTA has requested that FY 2026 of the TIP may be amended to add funds from the state of Ohio General Revenue (GRF); and

**WHEREAS**, this Committee has analyzed this request and found it to be consistent with *Transportation Outlook 2050*, the area's Regional Transportation Plan; and

**WHEREAS**, these projects have been determined to be in conformity with the State Implementation Plan for air quality; and

## RESOLUTION NUMBER 2025-11 Continued

**WHEREAS**, this Committee has determined that the effects of this amendment are consistent with Title VI of the Civil Rights Act of 1964, which requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

### **NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the FY 2026-2029 Transportation Improvement Program as previously specified in the attached memorandum.
2. That this Committee affirms that the FY 2026-2029 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the necessary public involvement has been carried out as described in the AMATS *Public Participation Plan (3P)*.
6. That this Committee affirms consistency with civil rights requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Larry D. Jenkins, Jr., P.E., P.S., 2025 Chairman  
Metropolitan Transportation Policy Committee

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Date