



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

Thursday, September 25, 2025
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation
2. **Minutes**
 - A. August 14, 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**
 - A. *AMATS 2025 Funding Policy Guidelines.* – **Motion Requested** Attachment 4A
5. **New Business**
 - A. High Injury Network Webmap – **Discussion Only** Attachment 5A
6. **Resolutions**
 - A. **Resolution 2025-12** – Approving TIP Amendment #3 to the FY 2026-2029 Transportation Improvement Program to add one project. – **Motion Required** Attachment 6A
 - B. **Resolution 2025-13** – To Add Newly Awarded Funds for PARTA (FY 2026-2029 TIP Amendment #4). – **Motion Required** Attachment 6B
 - C. **Resolution 2025-14** – Approving Support for ODOT CY 2026 Safety Goals. – **Motion Required** Attachment 6C
 - D. **Resolution 2025-15** – Approving the FY 2025 Year End Completion Report. – **Motion Required** Attachment 6D
7. **Other Business**
 - A. Formation of 2026 Nominating Committee Oral
 - B. 2026 AMATS Meeting Calendar – **Motion Requested** Attachment 7B
8. **Adjournment**

Next Regular Meeting:
Thursday, December 11, 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, September 18, 2025
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. August 7, 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**
 - A. *AMATS 2025 Funding Policy Guidelines.* – **Motion Requested** Attachment 4A
5. **New Business**
 - A. High Injury Network Webmap – **Discussion Only** Attachment 5A
6. **Resolutions**
 - A. **Resolution 2025-12** – Approving TIP Amendment #3 to the FY 2026-2029 Transportation Improvement Program to add one project. – **Motion Required** Attachment 6A
 - B. **Resolution 2025-13** – To Add Newly Awarded Funds for PARTA (FY 2026-2029 TIP Amendment #4). – **Motion Required** Attachment 6B
 - C. **Resolution 2025-14** – Approving Support for ODOT CY 2026 Safety Goals. – **Motion Required** Attachment 6C
 - D. **Resolution 2025-15** – Approving the FY 2025 Year End Completion Report. – **Motion Required** Attachment 6D
7. **Other Business**
 - A. Formation of 2026 Nominating Committee Oral
 - B. 2026 AMATS Meeting Calendar – **Motion Requested** Attachment 7B
 - C. Overview of Upcoming Funding Application Process for STBG, Resurfacing, and TASA Programs. Oral

8. **Adjournment**

Next Regular Meeting: Thursday, December 4, 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.



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

Thursday, September 18, 2025
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Items**
 - A. Presentation regarding the *AMATS 2025 Funding Policy Guidelines*.
 - B. Presentation regarding the upcoming High Injury Network Webmap.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, December 4, 2025 - 6:30 p.m.

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, August 14, 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.

C. Honoring Joseph K. Paradise by AMATS Policy Committee.

Chairman Jenkins read a tribute written by the Summit County Engineer's office honoring the late Joseph K. Paradise, P.E., deputy director of engineering services at the Summit County Engineer's office, who died July 8. **Chairman Jenkins** asked that the AMATS Policy Committee observe a moment in honor of Mr. Paradise. *The committee observed a moment of silence.*

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the May 15, 2025 meeting.

Motion

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

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

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

B. Technical Progress Report

Matt Stewart said that AMATS is completing several planning studies, including the Draft *Regional Signal Inventory*. Akron's *Summit Lake Pedestrian Safety Master Plan* and New Franklin's *SR 619 Corridor Development Planning Study* are nearing completion. Both studies are funded by the AMATS Connecting Communities Grant Program.

The agency is preparing for the 2025 round of project funding applications.

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 July 28, 2025.

Mayor Adamson asked about AMATS' source of funding loans. **Ms. Prater** explained that metropolitan planning organizations (MPOs) such as AMATS may borrow funding from other Ohio MPOs. Loans are eventually returned to their original source agencies.

IV. Old Business

None.

V. New Business

A. Draft 2025 Funding Policy Guidelines.

Mr. Baker presented Attachment 5A.

Scott A. Miller asked for which fiscal years that project applications would be accepted. **Mr. Baker** said that the most likely fiscal years would be 2029, 2030 and 2031.

B. Congestion Mitigation Air Quality (CMAQ) Funding Program Applications Overview.

Mr. Stewart presented Attachment 5B.

Mayor Adamson asked if AMATS ever approves partial amounts of funding sought by applicants or only awards total amounts. **Mr. Stewart** said that the awarding of partial funding amounts may depend on project circumstances.

VI. 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.**

Ms. Prater presented Attachment 6A.

Motion

Jim Bowling made a motion to approve Resolution 2025-10 and it was seconded by Richard Cole. The motion was approved.

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

Mr. Gardner presented Attachment 6B.

Motion

Carol Siciliano-Kilway made a motion to approve Resolution 2025-11 and it was seconded by Rocco Yeargin. The motion was approved.

VII. Other Business

- A. **Nathan Leppo**, the METRO RTA director of planning & strategic development, made a presentation regarding the Summit County transit authority's Bus Rapid Transit (BRT) endeavors and its implications for the Greater Akron area.

Mayor Adamson asked Mr. Leppo to define the term "headway." **Mr. Leppo** said that the term referred to how fast a bus travels and wait times for passengers.

John Cieszkowski, Jr. asked if Mr. Leppo's presentation could be posted on the AMATS web site. **Mr. Baker** said yes.

Mayor Yeargin asked if METRO was able to quantify the differences between current service routes and those under BRT from the perspective of transit users. **Mr. Leppo** described the service differences.

VIII. Adjournment

- A. The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, September 25, 2025.**

Motion

Robert Finney made a motion to adjourn the meeting and it was seconded by Richard Cole. The motion was approved.

There being no other business, the meeting was adjourned.

**AMATS POLICY COMMITTEE
2025 ATTENDANCE**

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

**AMATS POLICY COMMITTEE
2025 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
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
Mr. Matt Stewart	AMATS
Ms. Tracy Fast	Village of Lakemore
Ms. Christine Jonke	City of Akron
Mr. Brian Olson	Summit County Engineer's office
Ms. Gert Wilms	METRO

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, August 7, 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 May 8, 2025 meeting.

Motion

Wayne Wiethe made a motion to approve the minutes and it was seconded by Brad Kosco. The motion was approved by a voice vote.

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Matt Stewart said that AMATS is reviewing CMAQ funding applications. AMATS is also preparing for the upcoming round of funding applications in the fall.

The agency is completing several reports, including an update of the High Injury Network (HIN) for the Safe Streets for All (SS4A) process, which is expected to be presented to the TAC in September. A new web map is nearing completion.

TIP Coordinator Amy Prater is compiling and analyzing 2024 area crash totals for the next annual crash report.

Akron's *Summit Lake Pedestrian Safety Master Plan* and New Franklin's *SR 619 Corridor Development Planning Study* are nearing completion. Both studies are funded by the AMATS Connecting Communities Grant Program.

AMATS is reviewing the Draft *Regional Signal Inventory*.

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 July 28, 2025.

IV. Old Business

None.

V. New Business

A. Draft 2025 Funding Policy Guidelines.

Mr. Baker presented Attachment 5A.

Joe Hadley asked why the TAC Tip Subcommittee opted to exclude Issue 2 funds, which are administered by the Ohio Public Works Commission (OWPC), from the Draft *2025 Funding Policy Guidelines*. **Mr. Baker** explained that the TAC TIP Subcommittee and AMATS traditionally consider Issue 2 funds as part of a project sponsor's local matching funds.

B. Congestion Mitigation Air Quality (CMAQ) Funding Program Applications Overview.

Mr. Stewart presented Attachment 5B.

VI. 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.

Ms. Prater presented Attachment 6A.

Motion

Amy Mohr made a motion to approve Resolution 2025-10 and it was seconded by Wayne Wiethe. The motion was approved.

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

Mr. Gardner presented Attachment 6B.

Motion

Tony Demasi made a motion to approve Resolution 2025-11 and it was seconded by Joseph Hadley. The motion was approved.

VII. Other Business

- A. **Nathan Leppo**, the METRO RTA director of planning & strategic development, made a presentation regarding the Summit County transit authority's Bus Rapid Transit (BRT) endeavors and its implications for the Greater Akron area.

VIII. Adjournment

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, September 18, 2025.**

Motion

Bobbie Beshara made a motion to adjourn the meeting and it was seconded by Amy Mohr. The motion was approved.

There being no other business, the meeting was adjourned.

AMATS TECHNICAL ADVISORY COMMITTEE

2025 ATTENDANCE

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

AMATS TECHNICAL ADVISORY COMMITTEE

2025 ATTENDANCE

M Denotes Member Present
A Denotes Alternate Present

Feb 6	Mar 20	May 8	Aug 7	Sept 18	Dec 4
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NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)	M			M	
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AMATS - Curtis Baker	M	M	M	M	
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CUYAHOGA VALLEY NATIONAL PARK – Ivan Kassovic (McMahon)	M		M		
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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	A	
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PRIVATE TRANSPORTATION PROVIDER (CYC) - Mark Posten (Stolfo)

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

SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)	A	A	M	M	
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TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Michael Burgess	Osborn
Mr. Will Gorman	American Structurepoint
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Denise Januska	City of Aurora
Mr. Jerry Jones	Accenture
Mr. Mike Konrad	American Structurepoint
Mr. George Maki	E.L. Robinson Engineering
Mr. Allen Mavrides	Village of Munroe Falls
Mr. Brian Olson	Summit County Engineer's office
Ms. Amy Proseus	PARTA
Mr. Jay Rauscherback	Summit Metro Parks
Mr. Travis Saunier	Summit Metro Parks
Mr. John Szalay	City of Hudson
Ms. Gert Willms	METRO

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, August 7, 2025 – 6:30 p.m.**

Meeting Summary

Attendees:

Pete Mohan
Nick Muffet
Austen Rau
Bill Sepe

Staff:

Curtis Baker, AMATS Planning Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Heather Davis Reidl, Mobility 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. Curtis Baker** presented Attachment 5A – Draft *AMATS Funding Policy Guidelines*.

Austen Rau asked if AMATS knew of any communities that intended to apply for Transportation Alternatives Set-Aside (TASA) Program funds. **Mr. Baker** said that the agency has not received TASA applications yet, but applications are anticipated from two communities and the Summit Metro Parks.

- B. Mr. Stewart** presented Attachment 5B – Congestion Mitigation Air Quality (CMAQ) Funding Program Applications Overview.

Pete Mohan asked whether ownership of trail corridors included “rail banking.” **Mr. Baker** said that he did not believe that funding applicants would receive additional points for rail banking corridors unless banking rights were acquired at the outset. **Mr. Baker** asked Mr. Mohan to clarify his question as to whether corridors were already rail banked or if communities were trying to rail bank select corridors. **Mr. Mohan** explained that he was asking if any area project sponsors were rail banking corridors and if doing so would affect the scoring of a project funding application. The attendees discussed whether rail banking was a consideration for several area trail corridors.

Mr. Rau asked which were the most notable CMAQ project funding applications. **Mr. Stewart** refrained from citing specific projects as statewide cost benefit analyses have not yet been applied to project applications. **Mr. Stewart** said that citing specific projects would be premature, but noted that two transit projects and a six-way intersection project in Cuyahoga Falls are scoring well.

- C. **Mr. Rau** said that he recently shared an email with Mr. Stewart stating that the League of American Bicyclists received 2025 *Bicycle Friendly Community* Program applications from the AMATS-area communities of Cuyahoga Falls, Hudson and Kent. **Mr. Rau** praised AMATS for distributing and posting an announcement on the agency website promoting the league's online public survey, which is available through Oct. 6. The attendees discussed the program in the AMATS area.
- D. **Bill Sepe** asked if the city of Stow plans to include a bike lane as part of the Fishcreek Road project. **Mr. Stewart** said that the project is a resurfacing project, which does not include a bike lane. **Mr. Stewart** advised Mr. Sepe to contact Stow City Engineer Jim McCleary regarding specific details pertaining to the project.
- E. **Mr. Sepe** asked who he should ask about constructing tunnels beneath Norton and Stow roads on the Bike & Hike Trail in Stow to improve safety for cyclists. **Mr. Stewart** suggested that Mr. Sepe discuss the idea with Stow and Summit Metro Parks officials. **Mr. Stewart** noted that Mr. McCleary has discussed the possibility of an underground tunnel at Norton Road with AMATS officials. **Mr. Mohan** expressed support regarding the need for safety tunnels.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, September 18, 2025.**

**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
August 31, 2025**

Description		Annual Budget	Year-to-Date Expenses	% Budget Expended	August Expenses
I.	Short Range Planning	\$508,000	\$104,596	21%	\$51,796
	FY2025 Carryover	108,000	104,596		51,796
	FY2026	400,000	0		0
II.	Transportation Improvement Program	\$298,000	\$47,922	16%	\$28,809
	FY2025 Carryover	48,000	47,922		28,809
	FY2026	250,000	0		0
III.	Continuing Planning & Data Collection Transportation System Update	\$339,000	\$37,945	11%	\$18,229
	FY2025 Carryover	39,000	37,945		18,229
	FY2026	300,000	0		0
IV.	Long Range Plan Activity	\$451,000	\$10,315	2%	\$5,263
	FY2025 Carryover	51,000	10,315		5,263
	FY2026	400,000	0		0
V.	Service	\$671,715	\$92,095	14%	\$46,250
	FY2025 Carryover	180,000	92,095		46,250
	FY2026	491,715	0		0
VI.	OhioRideshare and AQ Advocacy	\$180,000	\$12,435	7%	\$1,170
	FY2025 OhioRideshare	80,000	12,435		1,170
	FY205 Air Quality	100,000	0		0
VII.	Local	\$25,000	\$252	1%	\$194
	AMATS local Costs	25,000	252		194
VIII.	AMATS Transportation Quarterly	\$55,722	\$11,107	20%	\$6,958
	FY2025 Carryover	16,000	11,107		6,958
	FY2026	39,722	0		0
IX.	GRAND TOTAL AMATS BUDGET	\$2,528,437	\$316,667	13%	\$158,670

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: September 10, 2025

The first quarter of FY 2026 is almost over and very little has encumbered. AMATS is continuing to use the E-STIP, ELLIS, and ODOT's MPO Dashboard to keep up to date on 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. Another loan will be needed again this year to cover all the STBG projects, which AMATS estimates will be around \$3 million if all projects encumber. A small portion of Wooster/State reconstruction has been encumbered to-date.

Carbon Reduction Program (CRP) funding only has one project in FY 2026. The FY 2025 carried forward and will cover the negative balance currently shown in FY 2026.

Air Quality, Rideshare, and both bus purchases have been encumbered from CMAQ funds. CMAQ allocations are lower this year due to the FY 2025 loan repayment of almost \$2 million. A loan will be needed again this year; however, since CMAQ is a statewide program, loans are completed internally at a statewide level.

The remainder of Cleveland Massillon Sidewalk project has encumbered so far. The remaining TASA funds are expected to encumber in the next few months. A small loan may be needed if all projects encumber.

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

September 10, 2025

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold											
108370	Wooster Rd/State St reconstruction*	Barberton	C	\$7,661	1							
	Pending											
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	Tuscarawas Ave & Lake Ave Resurfacing	Barberton	C					\$900,000				\$900,000
121591	Eastern Rd & Portage St Resurfacing	Norton	C					\$564,627				\$791,264
121572	Graybill Rd Resurfacing	Green	C					\$774,000				\$774,000
121687	Eastwood/Munroe Resurfacing	Tallmadge	C					\$1,471,971				\$1,471,970
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	\$11,601,559	\$11,601,559	\$11,601,559	\$11,448,765
Balance	-\$3,288,211	\$2,205,711	-\$48,375	\$2,025,002	\$5,901,559	\$11,448,765

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

September 10, 2025

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold											
	Pending											
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	\$1,151,080	\$1,151,080	\$1,151,080	\$1,133,973
Balance	-\$148,920	-\$1,088,920	-\$598,920	\$1,151,080	\$876,680	-\$579,479

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

September 10, 2025

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold											
118655	Air Quality Advocacy Program	AMATS		\$100,000	1							\$100,000
118658	Rideshare Program	AMATS		\$80,000	1							\$80,000
117253	METRO 2 electric buses	METRO	C	\$1,464,750	1							\$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C	\$1,600,000	1							\$1,600,000
	Pending											
116924	Downtown Hudson Signal Improvements*	Hudson	C	\$25,878								\$2,664,480
105213	SR 303/SR 14/Ranch Improvements	Streetsboro	C	\$459,517	3							\$459,517
121457	Graham Rd Signal Improvement	Stow	C	\$1,581,854	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

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

	2026	2027	2028	2029	2030	2031
Annual CMAQ Expenditures	\$8,617,665	\$9,164,485	\$180,000	\$2,186,400	\$160,000	\$160,000
Annual CMAQ Allocations	\$4,425,245	\$6,403,613	\$6,403,613	\$6,403,613	\$6,403,613	\$6,315,121
Balance	-\$4,192,420	-\$2,760,872	\$6,223,613	\$4,217,213	\$6,243,613	\$6,155,121

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

September 10, 2025

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	FY 2029	FY 2030	FY 2031	Orig. Amt
	Sold											
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$3,760								
	Pending											
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	3							\$313,600
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C	\$527,026	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 Parks	C						\$1,000,000			\$1,000,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)						\$821,200			\$821,200
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

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

	2026	2027	2028	2029	2030	2031
Annual TASA Expenditures	\$852,968	\$600,000	\$45,200	\$1,821,200	\$1,400,000	\$0
Annual TASA Allocations	\$456,505	\$1,156,505	\$1,156,505	\$1,156,505	\$1,156,505	\$1,138,532
Balance	-\$396,463	\$556,505	\$1,111,305	-\$664,695	-\$243,495	\$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: AMATS Funding Policy Guidelines

DATE: September 11, 2025

AMATS will conduct a round of funding for its attributable Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TASA) funds beginning September 26, 2025. To prepare for this round of funding, AMATS has updated its 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. At the August TAC and Policy Committee Meetings, the draft Funding Policy Guidelines was reviewed. Updates to the 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.
- Suspended 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
- Required Transit Authority sign off to bus shelter installations in STBG Scoring Criteria
- Reduced 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
- Updated 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

Since the August meetings, AMATS staff have received no comments on the draft Funding Policy Guidelines. AMATS staff request approval of the Funding Policy Guidelines. Upon approval of the Funding Policy Guidelines on September 25, 2025, applications for funding will be made available on Friday, September 26 on the AMATS website and will be due no later than Friday, November 7, 2025. AMATS Staff expects to recommend awards in March of 2026.

FUNDING POLICY GUIDELINES

September 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 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 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.

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 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 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 (CO₂) 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.

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:

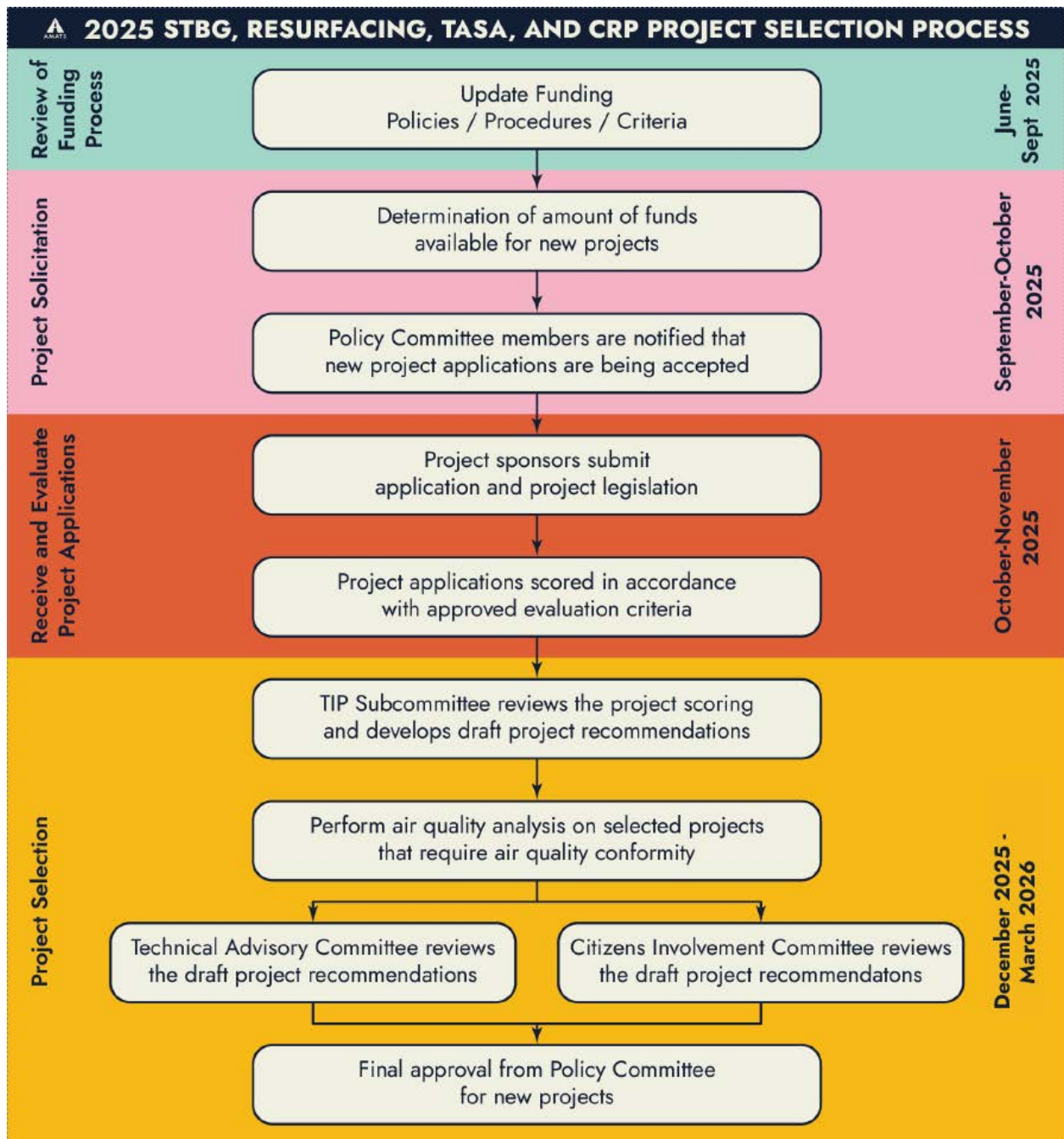
- a. Review project schedules, project costs and funding programs and provide a periodic TIP Status Report to the Policy Committee.
- b. Appoint a TIP Subcommittee to monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include the Policy Committee 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)

Roadway Condition (Maximum 30 Points)	Points
<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
Roadway Safety (Maximum 25 Points)	
Project location identified on AMATS SS4A Plan High Injury Network	25
Bridge/Road Closed	25
High crash location listed on AMATS Traffic Crash Report	20
Bridge Load Restricted	15
Documented Landslide Endangering Road	15
Delay Reduction (Maximum 10 Points)	
Recommended Capacity Improvement in the 2024 CMP	10
Weighted Average Daily Traffic (Maximum 15 Points)	
15,000 or more	15
0 to 14,999	ADT/1000
Project Readiness (Maximum 15 Points)	
Stage 3 Plans complete (Traditional or Non-Traditional LPA)	15
ODOT LPA Project Scope Form submitted to AMATS	5

Complete Street Components (Maximum of 15 points)	Partial	Full
<i>Transit</i>		
Bus Signal Priority/Preemption	2	4
ADA Accessible Bus Shelters (1 points per station, max 4)		4
Dedicated/Bus rapid Transit Lane		4
ADA Sidewalk Extensions at Bus Stops	2	4
<i>Bicycle and Pedestrian</i>		
Cycle Track/Shared Use Path (8' minimum; 10'-11' preferred)	2	4
New Sidewalks	2	4
On Street Bicycle Lanes both directions full corridor length		2
Rapid Flashing Beacon, Pedestrian Refuge Island, Pedestrian Hybrid Beacon (1 point per treatment, max 4)		4
Connecting Communities Project (Maximum 5 Points)		
Project recommended in Connecting Communities Planning Grant		5
Equitable Distribution of Funds (Maximum 10 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget Percentage</i>		
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
Priority Project Selection (Maximum 5 Points)		
Priority Project Selected by Sponsor		5
TOTAL POSSIBLE POINTS		130

AMATS Resurfacing Program

Pavement Condition Index (Maximum 30 Points)

PCI Value

0-60	30
	Subtract number
61-80	from 90

Equitable Distribution of Funds (Maximum 25 Points)

The Ratio of Funds Received (and Programmed) to a Target

Budget

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

Weighted Average Daily Traffic (Maximum 12 Points)

0 to 11,999	ADT/1000
12,000 and above	12

Maintenance Performed by Sponsor (Maximum 10 Points)

Chip and Seal	10
Strip Paving	10
Crack Sealing	5
Patching	3

Priority Project Selection (Maximum 15 Points)

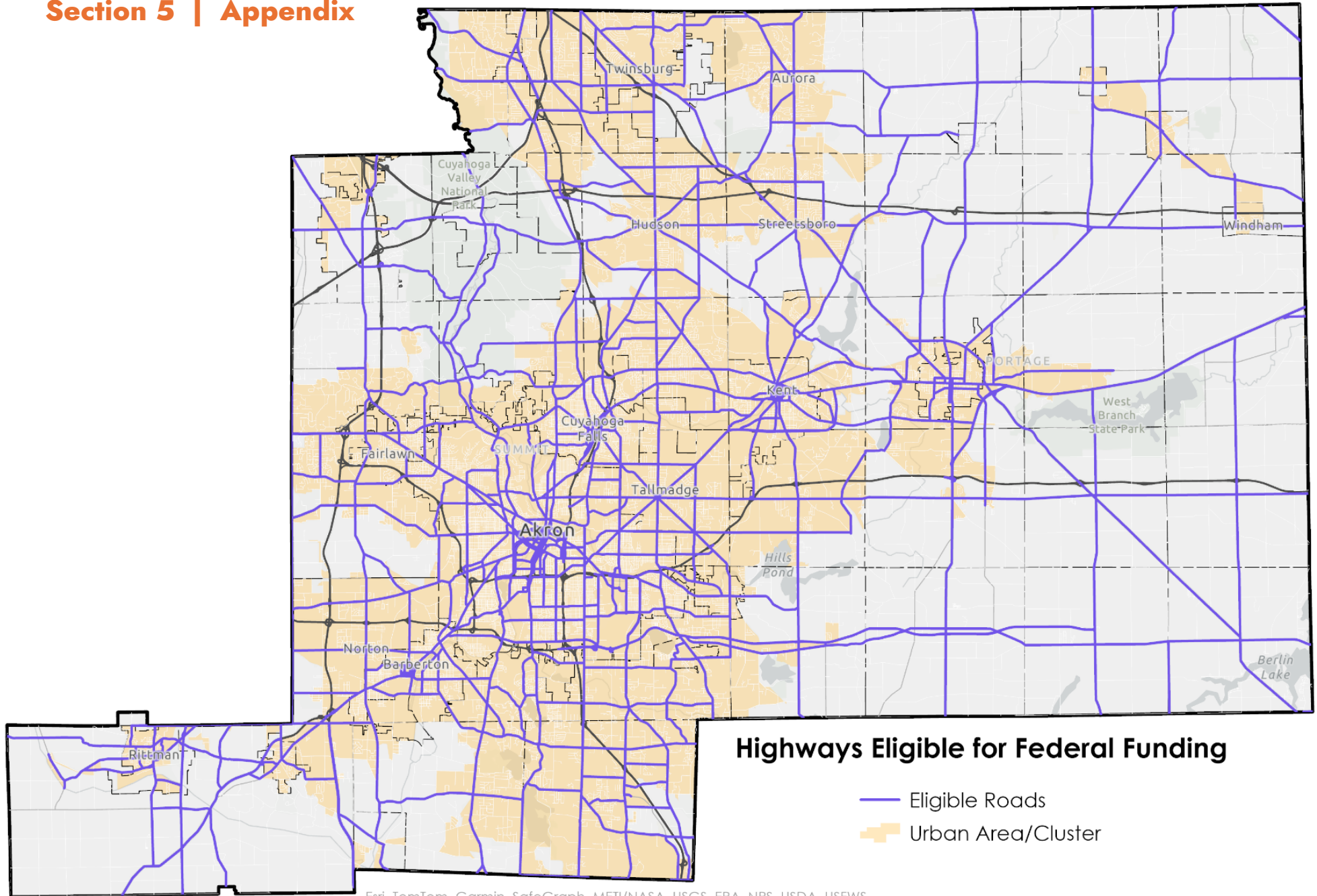
Priority project selected by sponsor	15
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TOTAL POSSIBLE POINTS	92
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Transportation Alternatives Set-Aside Program

Facilities (Maximum 25 Points)		Points
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)		25
Secondary Trail/Sidewalk/Bike Lane		15
Project Type (Maximum 25 Points)		
Project connects two existing bike/ped facilities		25
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
Level of Use (Maximum 20 Points)		
How much use is the facility projected to have		0-20
Consistency with Plans (Maximum 20 Points)		
Recommended as part of a Ohio SRTS Travel Plan		10
Recommended in Connecting Communities Planning Grant		5
Recommended in Transportation Outlook 2050		5
Existing Conditions/Future Enhancement (Maximum 15 Points)		
Is on an existing transit line		5
History of bike/ped crashes		5
Rapid Flashing Beacon, Pedestrian Refuge Island, Pedestrian Hybrid Beacon (1 point per treatment up to 5)		5
Equitable Distributions of Funds (Maximum 10 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-100		7
101-150		3
Right-of-Way (RW) (5 Points)		
Project RW is owned by sponsor (verification required)		5
Project RW is not owned by sponsor		0
Project Readiness (10 points)		
Final tracings complete, RW certified & purchased, and		
4A utility relocation plans drafted		10
NEPA document has been approved		5
Project design is in early stages or has not yet started		0
TOTAL POSSIBLE POINTS		130

Section 5 | Appendix



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 High Injury Network Update and Webmap

DATE: September 11, 2025

Overview

In 2023, AMATS completed its first Safe Streets for All (SS4A) Action Plan. This plan was a complement to the existing and longstanding Annual Crash Reports (ACRs) AMATS has published for many years and was based on the new federal SS4A discretionary funding source created through the Infrastructure Investment and Jobs Act (IIJA).

SS4A was established specifically to reduce fatal and serious injury (FSI) crashes, and a key stipulation of SS4A Action Plans is to create a High Injury Network (HIN) that captures the locations of FSI crashes.

When AMATS developed its SS4A Action Plan and the HIN, staff and the regional taskforce overseeing the process decided to consider the most recent five years of crash data, rather than the shorter, three-year data window used to create the ACR. When originally created, the HIN was comprised of FSI crashes between 2017 and 2021.

With two additional years of crash data now available, and because Chapter 8 of the SS4A Action Plan specified that the HIN would be updated every two years, AMATS has updated the original HIN to include crashes between 2019 and 2023.

The table below shows the number of HIN locations for *Intersections*, *Sections (segments)* and *Freeway Sections* during both time periods. Overall, most metrics showed improvement and the number of locations on the HIN have been reduced.

Type	# of FSI Crashes per Each HIN Location	Number of Locations on HIN		
		2017-2021 (original)	2019-2023 (revised)	% Change
Intersections	2 (Green)	62	54	-12.9%
	3-4 (Yellow)	9	1	-88.9%
	5 or more (Red)	1	0	-100.0%
Sections	2 (Green)	132	85	-35.6%
	3-4 (Yellow)	51	45	-11.8%
	5 or more (Red)	12	7	-41.7%
Interstate/ Freeway Sections	2 (Green)	8	14	75.0%
	3-4 (Yellow)	14	8	-42.9%
	5 or more (Red)	12	6	-50.0%

HIN Webmap Update

A new HIN Webmap was designed to (1.) incorporate the revised data and (2.) introduce new features that build upon the usefulness of the original webmap. The 2019-2023 HIN Webmap includes several familiar and some new features such as:

- HIN Locations for intersections, sections, and Interstate/freeway sections, color coded by the number of FSI crashes at each location
- Visual comparison between the new (2019-2023) and former (2017-2021) HINs
- Demographic overlays of various population groups, classified by Census Tract Block Groups, *e.g.* elderly and low-income populations
- Ability to view all crashes between 2019 and 2023
 - Can be sorted by level of severity and/or by year
 - Bike and pedestrian crashes can be turned on separately
 - Ability to click on individual crash events and view the circumstances of each crash, *e.g.* year, time, weather, number of vehicles, contributing factors, speed, details of people involved, etc.

An overview of the redesigned webmap will be provided during the September 2025 AMATS committee meetings. The new webmap can be found on AMATS website at:

<https://experience.arcgis.com/experience/83b03b457a0940069e4f13c4add4e59b> This data can be used when sponsors apply for funding this fall.

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 2025-12 - Approving Amendment #3 to the FY 2026-2029
Transportation Improvement Program to add one project and add right-of-
way phase funding to one project.

DATE: September 11, 2025

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

Add projects:

1. **SUM AMATS FY 2025 Rideshare Program (PID 118657)** – Add \$10,087 in CMAQ funds in FY 2026. This project funding was carried over from FY 2025 to cover the cost of installing Rideshare signs.

Add right-of-way phase funding:

2. **SUM-IR 76-6.15 (PID 100713)** – Is a project that includes increasing capacity and safety on the “Kenmore Leg” in Akron. This project is adding \$28,140 of right-of-way funding in FY 2026. Construction is scheduled to begin in FY 2027.

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 2025-12. This Resolution approves the amendment to the FY 2026-2029 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2025-12

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

Approving Amendment #3 to the AMATS Transportation Improvement Program FY 2026-2029 to add one project and add right-of-way phase funding to one project.

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

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

WHEREAS, this Committee has been requested to amend the AMATS Transportation Improvement Program FY 2026-2029 to add one project and add right-of-way phase funding to one project:

1. **SUM AMATS FY 2025 Rideshare Program (PID 118657)** – Add \$10,087 in CMAQ funds in FY 2026. This project funding was carried over from FY 2025 to cover the cost of installing Rideshare signs.
2. **SUM-IR 76-6.15 (PID 100713)** – Is a project that includes increasing capacity and safety on the “Kenmore Leg” in Akron. This project is adding \$28,140 of right-of-way funding in FY 2026. Construction is scheduled to begin in FY 2027.

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

WHEREAS, it has been determined that the IR 76 project is not exempt from regional air quality conformity analysis and has been analyzed for air quality conformity. An air quality conformity determination that addresses both ozone and PM_{2.5} pollutants has been conducted and has shown that the projects will conform to air quality requirements; and

WHEREAS, interagency consultation has occurred on September 9, 2025 and all planning partners concur to use current conformity determination due to no scope changes for this project; 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.

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

Date

2026 - 2029 AMATS Highway TIP - AMENDMENT 3 (Resolution 2025-12)													
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
	118657	SUM AMATS FY25 Rideshare Program	AMATS	Miscellaneous	0.00	AMATS FY25 Rideshare Program	OTH	2026	CMAQ	\$10,087.00	\$80,000.00	Exempt	CMAQ, Non-SOV
1	100713	SUM IR 0076 06.72	DISTRICT 4-PLANNING	Roadway Major Rehab	West Side of SUM Akron Beltway including NW Interchange	Improvements to the west side within the Akron "Beltway" freeway system to increase capacity and improve safety including structure rehabilitation and noisewalls within the City of Akron, Summit County, Ohio.	RW	2026	State	\$28,140.00	\$87,013,233 \$85,802,150	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)
							CO	2027	National Highway Freight	\$52,000,000.00			
									State	\$13,000,000.00			
									Labor	\$4,550,000.00			

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 2025-13 – To Add Newly Awarded Funds for PARTA (FY 2026-2029 TIP Amendment #4)

DATE: September 10, 2025

Executive Summary

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

The Ohio Department of Transportation (ODOT) has awarded the Portage Area Regional Transportation Agency (PARTA) 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, PARTA was awarded funds through this program for inclusion in FY 2026 of the AMATS Transportation Improvement Program (TIP). PARTA received \$716,000 in ODOT-attributable federal funds. The source of the OTP2 awards is state-attributable Carbon Reduction Program (CRP) and Surface Transportation Block Grant (STBG) funds.

ODOT also awarded PARTA flexible highway funds through its Ohio Workforce Mobility Program (OWMP).

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

PARTA is requesting the following changes to the TIP:

- Add a Project for Light Transit Vehicles (PID 124574)

PARTA requests the addition of \$688,000 in state-attributable CRP funds awarded recently by ODOT through their OTP2 Program, so that PARTA may purchase four LTVs. The project will be scheduled in FY 2026. The local share contribution is \$172,000, to match the awarded amount. The total project cost is \$860,000.

- Add a Project for Concrete Repairs (PID 124574)

PARTA is requesting to add \$28,000 in state-attributable STBG funds for the cost of concrete repairs at their Kent Central Gateway multi-modal facility. These funds were awarded by ODOT through their OTP2 program. The local amount will be \$7,000. The total project cost is \$35,000, scheduled in FY 2026.

- Revise a Project for Maintenance Equipment (PID 122928)

PARTA is requesting the addition of \$361,654 in state-attributable OWMP (STBG) funds for the acquisition of upgraded maintenance equipment. PARTA is adding an additional \$200,000 in Federal Transit Administration (FTA) Section 5307 funds to this existing project. The local amount will be \$140,414. The total project cost is \$702,068, rescheduled for FY 2026.

- Revise a Project for Administrative Facility Rehabilitation (PID 122928)

PARTA is requesting to add \$80,000 in state-attributable OWMP (STBG) funds to assist with PARTA's rehabilitation of their administrative facility. PARTA will add \$100,000 in FTA Section 5307 funds. The local match is \$45,000. The total project cost is \$225,000, rescheduled for 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 PARTA.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2025-13. This resolution approves the requested changes to FY 2026 of the AMATS Transportation Improvement Program as described above. The Staff recommends approval.

RESOLUTION NUMBER 2025-13

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

TO ADD NEWLY AWARDED FUNDS FOR PARTA (FY 2026-2029 TIP AMENDMENT #4)

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, PARTA provides public transportation services in the AMATS area; and

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

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

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

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

WHEREAS, PARTA has requested that FY 2026 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2), as well as Ohio Workforce Mobility Program (OWMP); and

WHEREAS, PARTA 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, PARTA has requested that FY 2026 of the TIP be amended as discussed in the above memorandum; 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

RESOLUTION NUMBER 2025-13 Continued

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

WHEREAS, public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) public review requirements of the Section 5307 Program; 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.

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.

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

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: AMATS Staff

RE: Resolution 2025-14 – Approving Support for ODOT CY 2026 Safety Goals

DATE: September 10, 2025

Executive Summary

The purpose of this resolution is to give support for ODOT safety performance targets for calendar year (CY) 2026.

Background on Performance Measures

Current federal legislation and guidance features an emphasis on performance measurement. This focus is consistent with AMATS goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

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

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

The US DOT and ODOT continue to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation

Improvement Programs (TIPs) and long-range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

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

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

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow. In the transportation planning process, the public and other stakeholders articulate a strategic direction that is based on a shared vision for the future.

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

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

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

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

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

- **Monitoring** – Gathering information on actual conditions.

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

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

Safety Target Setting and Coordination

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

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

In accordance with federal legislation, ODOT used a five-year average to calculate baseline safety statistics. These baseline figures are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the current traffic crash technical memorandum. This memorandum also includes analyses of bicycle and pedestrian safety data. The memorandum is updated annually.

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2020-2024 for setting the CY 2026 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2025 targets in December 2026. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance.

The Federal Highway Administration's latest assessment of the state's safety performance is shown below in Table 1. Although the state made progress in the area of serious injuries, fatalities have increased, as well as non-motorized fatalities and serious injuries. There is no penalty for not reaching the performance target.

Table 1

Ohio 2023 Safety Performance Target Assessment

Performance Measure	2019-2023 Baseline Average	2023 Target	Met Target?
Number of Fatalities	1,228	< 1,173	No
Rate of Fatalities	1.12	< 1.04	No
Number of Serious Injuries	7,791	< 7,649	Yes
Rate of Serious Injuries	6.77	< 6.77	No
Number of Non-Motorized Fatalities and Serious Injuries	842.4	< 824	No

The CY 2025 highway safety targets for Ohio were:

- 1,180 fatalities
- 7,482 serious injuries
- 1.08 fatality rate
- 6.51 serious injury rate
- 809 non-motorized fatalities and non-motorized serious injuries

Baselines used to set the CY 2024 targets were (the average of CY 2019-2023):

- 1,228.2 fatalities
- 7,790.5 serious injuries
- 1.12 fatality rate
- 6.77 serious injury rate
- 842.4 non-motorized fatalities and non-motorized serious injuries

Agencies such as AMATS are also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2025 AMATS decided to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2024-18, approved in September 2024).

ODOT's Calculated Targets for Calendar Year (CY) 2026

After reviewing historical crash trends, external factors, and through consultation with ODOT's partners, the Strategic Highway Safety Plan Steering Committee recommends that Ohio set a 2 percent annual reduction target across all five categories.

Although the 2% annual target will be difficult to achieve across all five categories, the Safety Steering Committee concluded that an aggressive but achievable target is better than adopting targets that accept the status quo.

ODOT has adopted the 2% annual reduction target based on the state's commitment to safety. This commitment includes the following initiatives:

- ODOT is leading a Safe System approach, a commitment to zero traffic deaths that addresses all aspects of safety through five elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.
- ODOT is investing \$202 million annually through its Highway Safety Improvement Program (HSIP).
- ODOT is making major changes to the HSIP to focus limited funding on fatal and serious injury crashes and conducting a program that encourages systemic or proactive safety investments to prevent specific high-severity crash types.

Below are Ohio's CY 2026 targets. The baseline years for setting CY 2026 targets are data from CYs 2020-2024. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2026 targets in December 2027. States will be notified in March 2028.

A state is considered to have met or made significant progress towards meeting its safety performance targets when at least four of the five safety performance targets established have been met or the actual outcome is better than the baseline performance. The baseline performance is the 5-year average ending with the year prior to the establishment of the target.

CY 2026 Targets for Ohio are:

- 1,201 fatalities
- 7,283 serious injuries
- 1.09 fatality rate
- 6.52 serious injury rate
- 839 non-motorized fatalities and non-motorized serious injuries

The baselines used to set targets are (CY 2020-2024):

- 1,251 fatalities
- 7,537 serious injuries
- 1.13 fatality rate
- 6.79 serious injury rate
- 873 non-motorized fatalities and non-motorized serious injuries

Safety data for CY 2025 will be available in the spring (April 2026).

The staff is recommending that the Policy Committee support ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2026. Crash data specific to the AMATS area can be found in the *Traffic Crashes and Safety Performance Measures (2021-2023) Report*, approved in December 2024. Crash locations and data can also be found on the High Injury Network webmap, posted on the AMATS website in September 2025.

Staff Recommendation

Attached is Resolution 2025-14 for your review and consideration. This resolution approves support for ODOT's safety performance targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2025-14

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

APPROVING SUPPORT FOR ODOT CY 2026 SAFETY GOALS

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

WHEREAS, the current federal authorization legislation, the Infrastructure Investment and Jobs Act (IIJA), directs state DOTs and MPOs to collectively use performance based transportation planning processes; and

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

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

WHEREAS, the Ohio Department of Transportation (ODOT) has established a statewide 2% annual reduction target across all five safety performance measures; and

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

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

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

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

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

RESOLUTION NUMBER 2025-14 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide safety efforts as discussed in the attached memorandum.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2026.
3. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for safety performance as discussed in the attached memorandum.
4. That this Committee agrees to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.
5. 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.

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

Date

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

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

FROM: AMATS Staff

RE: Resolution 2025-15 – Approving the FY 2025 Year End Completion Report

DATE: September 10, 2025

This memorandum discusses the status of activities and expenditures for transportation planning in the Akron Metropolitan Area for the state fiscal year ending June 30, 2025. The purpose of this resolution is to approve the Fiscal Year 2025 Year End Completion Report for transmittal to ODOT.

Each year AMATS prepares a Transportation Planning Work Program that is the basis for federal financial assistance for planning. ODOT requires AMATS, following the close of each fiscal year (June 30), to review the previous year's Work Program and compare the scope of work that was originally proposed to that which was completed. Completion of the Work Program is a prerequisite for certification of the planning process, and this memorandum summarizes the Fiscal Year 2025 Year End Completion Report. The planning work necessary for FY 2025 was completed, and the expenditures were within the budgeted amounts. All items were completed by the end of the fiscal year on June 30.

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

Attached is a financial summary of the Fiscal Year 2025 Year End Completion Report for all work elements scheduled during FY 2025. Several significant products and activities were completed during FY 2025, including:

1. Maintained the FY 2024-2027 Transportation Improvement Program as amended
2. Developed and approved a new FY 2026-2029 Transportation Improvement Program
3. Maintained the Congestion Management Process
4. Participated in the Statewide CMAQ Discretionary Funds Program
5. Monitored projects that use federal funds sub-allocated to AMATS
6. Developed and approved a new Regional Transportation Plan: *Transportation Outlook 2050*
7. The Traffic Crashes and Safety Performance Measures (2021-2023) Technical Memorandum
8. 2024 AMATS Annual Report

9. Promoted commuter alternatives through bicycle and pedestrian advocacy
10. Management of the Gohio Commute Program
11. Continued the Pavement Condition Data Collection and Analysis Program
12. Continued implementation of performance measures as part of the Plan and TIP processes consistent with the IJA
13. Coordinated with current recipients of Connecting Communities Planning Grants
14. Safe Streets and Roads For All (SS4A) assistance
15. Completed the Freight Plan
16. Completed the Preservation Needs Report

Because AMATS is well within budget, funds were able to be carried over from FY 2025. These funds total approximately \$442,000 (see the attached summary table) and must be expended by December 31, 2025.

Attached is Resolution Number 2025-15 approving the FY 2025 Year End Completion Report and authorizing its submission to ODOT and USDOT as evidence of completing the FY 2025 Transportation Planning Work Program and Budget. All work elements remain within budget. The Staff recommends approval.

RESOLUTION NUMBER 2025-15

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

APPROVING THE FISCAL YEAR 2025 YEAR END COMPLETION REPORT

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

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

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

WHEREAS, this Committee has reviewed and found acceptable the Fiscal Year 2025 Year End Completion Report containing the work scheduled in the FY 2025 Transportation Planning Work Program and Budget and a comparison with progress made on those products.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the FY 2025 Year End Completion Report.
2. That this Committee directs the AMATS Staff to transmit a copy of this resolution to the United States Department of Transportation and the Ohio Department of Transportation as evidence of completing the FY 2025 Transportation Planning Work Program and Budget.

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

Date

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

2026 AMATS COMMITTEE MEETINGS

JANUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8 <small>New Year's Day</small>	9	10
11	12	13	14	15	16	17
18 <small>HOLIDAY AMATS CLOSED Martin Luther King Jr.'s Birthday Observed</small>	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5 TC	6	7
8	9	10	11	12 P	13	14
15	16 <small>HOLIDAY AMATS CLOSED President's Day</small>	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19 TC	20	21
22	23	24	25	26 P	27	28
29	30	31				

APRIL

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7 TC	8	9
10	11	12	13	14 P	15	16
17	18	19	20	21	22	23
24 31	25 <small>HOLIDAY AMATS CLOSED Memorial Day</small>	26	27	28	29	30

JUNE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19 <small>HOLIDAY AMATS CLOSED Juneteenth</small>	20
21	22	23	24	25	26	27
28	29	30				

JULY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3 <small>HOLIDAY AMATS CLOSED Independence Day Observed</small>	4 <small>HOLIDAY Independence Day</small>
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6 TC	7	8
9	10	11	12	13 P	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

SEPTEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6 <small>HOLIDAY AMATS CLOSED Labor Day</small>	7	8	9	10	11	12
13	14	15	16	17 TC	18	19
20	21	22	23	24 P	25	26
27	28	29	30			

OCTOBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9 ANNUAL MEETING	10
11 <small>HOLIDAY AMATS CLOSED Columbus Day Observed</small>	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11 <small>HOLIDAY AMATS CLOSED Veteran's Day</small>	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26 <small>HOLIDAY AMATS CLOSED Thanksgiving</small>	27 <small>HOLIDAY AMATS CLOSED</small>	28
29	30					

DECEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3 TC	4	5
6	7	8	9	10 P	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25 <small>HOLIDAY AMATS CLOSED Christmas</small>	26
27	28	29	30	31		