



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

Thursday, June 27, 2019
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. May 16, 2019 Meeting – **Motion Required** Attachment 2A

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

4. **Old Business**

5. **New Business**
 - A. *AMATS Funding Policy Guidelines* – **Motion Requested** Attachment 5A

6. **Resolutions**
 - A. **Resolution Number 2019-11** – Approving Amendment #20 to the Transportation Improvement Program FY 2018-2021 to add one new project and revise the scope and schedule of another. – **Motion Required** Attachment 6A

7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Thursday, September 26, 2019 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

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

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



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

Thursday, June 20, 2019
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. May 9, 2019 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. *AMATS Funding Policy Guidelines* – **Motion Requested** Attachment 5A
6. **Resolutions**
 - A. **Resolution Number 2019-11** – Approving Amendment #20 to the Transportation Improvement Program FY 2018-2021 to add on new project and revise the scope and schedule of another. Attachment 6A
– **Motion Required**
7. **Other Business**
8. **Adjournment**

**Next Regular Meeting:
Thursday, September 19, 2019 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

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



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Meeting Room 1
Akron-Summit County Public Library – Akron Main Public Library
60 South High Street, Akron, Ohio**

Thursday, June 20, 2019
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Discussion Items**
 - A. Draft *AMATS Funding Policy Guidelines*.
 - B. Summary of Hudson and Akron Bike-N-Brainstorms.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, September 19, 2019 - 6:30 p.m.
Location – To Be Announced

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, May 16, 2019 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. Chairwoman Beshara called the meeting to order in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the March 21, 2019 meeting.

Motion

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

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Gerard Neugebauer made a motion to approve the Financial Progress Report and it was seconded by ***Glenn M. Broska***. The motion was approved by a voice vote.

B. Technical Progress Report

Mr. Baker summarized the status of federal infrastructure legislation negotiations between the Trump administration and Congressional leaders.

AMATS recently announced a Request for Qualifications (RFQ) to hire a firm to conduct pavement analyses throughout the Greater Akron area.

The agency is continuing development of the area's next long-range regional transportation plan, which has 2045 as its horizon year.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated April 22, 2019.

Applications for new CMAQ projects are being accepted and are due to AMATS by July 31. Applications for STBG, Resurfacing and TASA projects are being accepted and are due to AMATS by Aug. 31.

Mayor Adamson asked how the \$2.5 million in True Up Program funds available to AMATS might be used. **Messrs. Baker and Pulay** stated that the funds could be used to advance projects. **Mr. Baker** stated that, once FY 2019 is completed, the funds would likely be applied to over-programmed items. Remaining True Up funds could be used for other AMATS projects, **Mr. Baker** explained.

IV. Old Business

None.

V. New Business

A. Preservation Needs Report.

Amy Prater presented Attachment 5A – Highway Preservation Needs Report.

Mayor Neugebauer asked for a definition of the letters listed in the “Status” column of Appendix A. **Ms. Prater** defined the letters and noted that they are defined in page 7 of the report.

Jim McCleary asked if the PCR ratings for state routes within municipalities included the “lookalike interstates” such as state Routes 8 and 21. **Ms. Prater** explained that any roadway that is considered a state route, an interstate or a U.S. route, is considered part of the area's federal-aid roadway system.

Motion

Jim Bowling made a motion to approve the Highway Preservation Needs Report and it was seconded by **William B. Judge**. The motion was approved.

VI. Resolutions

A. Resolution 2019-05 – To Reestablish Transportation Conformity for Ozone and Fine Particulate Matter Standards in the Cleveland-Akron-Lorain Area.

Phyllis Jividen presented Attachment 6A.

Motion

Lou Bertrand made a motion to approve Resolution 2019-05 and it was seconded by Frank Hairston. The motion was approved.

- B. Resolution 2019-06 – Approving Amendment #18 to the Transportation Improvement Program FY 2018-2021 to add two new projects.**

Mr. Pulay presented Attachment 6B.

Motion

Glenn M. Broska made a motion to approve Resolution 2019-06 and it was seconded by Jim McCleary. The motion was approved.

- C. Resolution 2019-07 – Approving the FY 2020 Transportation Planning Work Program and Budget.**

Heather Davis Reidl presented Attachment 6C.

Mr. Baker said that city of Rittman officials have indicated to Mr. Baker that they want the city to rejoin the AMATS Policy Committee. Mr. Baker said that, if Rittman does rejoin, the local dues paid by member communities will be adjusted accordingly.

Motion

Rick Bissler made a motion to approve Resolution 2019-07 and it was seconded by Jim Bowling. The motion was approved.

- D. Resolution 2019-08 – Reaffirming the Approval of the Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.**

Resolution 2019-09 – Certification of the Urban Transportation Planning Process.

Jeff Gardner presented Attachment 6D.

Motion

Gerard Neugebauer made a motion to approve Resolution 2019-08 and it was seconded by Connie Krauss. The motion was approved.

Motion

William B. Judge made a motion to approve Resolution 2019-09 and it was seconded by Gerard Neugebauer. The motion was approved.

- E. Resolution 2019-10 – Approving Amendment #19 to the Transportation Improvement Program FY 2018-2021 to add one new project.**

Mr. Pulay presented Attachment 6E.

Motion

Glenn M. Broska made a motion to approve Resolution 2019-10 and it was seconded by Frank Hairston. The motion was approved.

VII. Other Business

A. Presentation by METRO RTA and PARTA regarding designated state funding for transit.

Claudia Amrhein made a presentation entitled *Public Transit: Mobility Solutions for All Ohioans*.

Ms. Amrhein requested a statement of support from the AMATS Policy Committee urging state policymakers to approve a designated source of funding for transit systems across the state of Ohio.

Mr. Baker explained that there was a request that the AMATS Policy Committee include a statement of support for public transit funding during the committee's discussion regarding the preparation of a letter to Gov. DeWine stating the committee's support for an increase in the state gas tax as a means to fund infrastructure improvements in Ohio. **Mr. Baker** explained that the committee members requested additional information regarding public transit capital, operating and funding needs before the Policy Committee could issue a statement on this issue.

Mayor Bertrand said that community mayors should encourage their respective state representatives and senators to support a dedicated state funding source for transit in a timely manner, which can be difficult during the legislative process.

Chairwoman Beshara asked the members if there was a motion and a second to have the Staff prepare a letter of support urging state policymakers to approve a designated source of state funding for public transit.

Motion

Paul Adamson made a motion that the AMATS Staff prepare a letter to state policymakers urging them to approve a designated source of state funding for public transit and it was seconded by Jim Bowling.

Chairwoman Beshara said that the Staff would provide a draft of the letter for review by the committee members before a vote by the Policy Committee.

Chairwoman Beshara asked if there was further discussion regarding the motion. Hearing none, the **chairwoman** called for a vote on the motion.

The motion was approved.

VIII. Adjournment

A. Motion

Frank Hairston made a motion to adjourn the meeting and it was seconded by Jim Bowling. The motion was approved.

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Thursday, June 27, 2019** in **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

**AMATS POLICY COMMITTEE
2019 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	24	21	16	27	26	19
AKRON - Mayor Dan Horrigan (Hardy) (DiFiore)	A	A	A			
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A					
BARBERTON - Mayor William B. Judge (Stefan) (Vinay)			M			
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M				
CLINTON - Mayor Al Knack						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A*	A				
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A	A	A			
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A					
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	A		M			
HIRAM - Mayor Lou Bertrand (J. McGee)		M	M			
HUDSON - Jane Howington (Comeriatto) (Hannan) (Sheridan)	A					
KENT - City Mgr. David Ruller (Baker) (Bowling)	A	A	A			
LAKEMORE - Mayor Rick Justice (Fast)						
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Iafelice) (Trew)		M	M			
METRO - Dawn Distler (Shea)	M	M	M			
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor James W. Armstrong (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M			
NORTHFIELD - Mayor Jesse Nehez (Magistrelli)						
NORTON - Mayor Mike Zita						
ODOT - John Picuri (Noirot) (Rebillot)	A	A	A			
PARTA - Rick Bissler (Amrhein) (Hairston) (Manning) (Trautman)	M	A	M			
PENINSULA - Mayor Douglas Mayer						
PORTAGE COUNTY COMM. - Kathleen Clyde (Hairston)			A			
PORTAGE COUNTY COMM. - Vicki Kline (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)		A				
PORTAGE COUNTY ENGINEER - Michael Marozzi (Kusner)	M	M				
RAVENNA - Mayor Frank Seman (Finney)	A					
REMINDEerville - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Bobbie Beshara (Darwish) (Papp)		M	M			
RITTMAN - City Mgr. Derek Feuerstein (Robertson) (Heater)						
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (Kurtz) (McCleary)	A	M	A			
STREETSBORO - Mayor Glenn Broska (Cieszkowski)		A	M			
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Paradise)	A	A	A			
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Genet)						
SUMMIT COUNTY COMM. & ECON. DEV. - Connie Krauss			M			
SUMMIT COUNTY COMM. & ECON. DEV. - Carissa G. Signore						
TALLMADGE - Mayor David Kline (Kidder)	A	M	A			
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A	A			
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)		M	M			
WINDHAM - Mayor Deborah Blewitt						

**AMATS POLICY COMMITTEE
2019 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Ms. Claudia Amrhein	PARTA
Ms. Denise Baba	PARTA
Mr. Gery Noirot	ODOT District 4
Mr. Clayton Popik	PARTA
Mr. Tony Urankar	MS Consultants, Inc.
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeffrey Gardner	AMATS
Ms. Phyllis Jividen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, May 9, 2019 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

- A. **Chairman Joe Stefan** called the meeting to order in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the March 14, 2019 meeting.

Motion

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

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Mr. Baker said that AMATS is seeking its own data source for pavement conditions. The agency has put out an Request for Qualifications (RFQ) to hire a pavement management consultant to compile a Pavement Condition Index (PCI) for federal aid roadways within the AMATS area. **Mr. Baker** noted that the PCI will include state routes within municipalities, but exclude state routes outside of municipalities. The PCI will basically consist of roadways that are eligible for AMATS funds. Data collection is expected to begin this summer and span a two-year period. The data will be used to compile the agency's database.

Officials with the city of Rittman have indicated to Mr. Baker that they want the city to rejoin the AMATS Policy Committee. If Rittman does rejoin, the local dues paid by member communities will be adjusted accordingly.

The Staff is continuing development of major planning items, such as the *Highway Preservation Needs Report*, for the update of the long-range regional transportation plan.

Mr. Baker described recent developments concerning federal infrastructure legislation.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated April 22, 2019.

The next meeting of the TAC TIP Subcommittee is tentatively scheduled for **Tuesday, May 21**.

Mr. Pulay said that ODOT informed AMATS recently that the agency will receive an extra \$2.5 million in True Up funds in FY 2019 or FY 2020.

Mr. Pulay noted that, although STBG, Resurfacing and TASA funding applications are due to AMATS by Aug. 31, the Staff will accept the required accompanying legislation from city councils if councils are on recess at the time of application submittals.

IV. Old Business

None.

V. New Business

A. Preservation Needs Report.

Amy Prater presented Attachment 5A.

James Kusner requested a pdf of Ms. Prater's presentation. **Mr. Baker** said that the Staff would provide this item to Mr. Kusner.

Motion

Jim McCleary made a motion to accept the Preservation Needs Report and it was seconded by **James Kusner**. The motion was approved.

VI. Resolutions

A. Resolution 2019-05 – To Reestablish Transportation Conformity for Ozone and Fine Particulate Matter Standards in the Cleveland-Akron-Lorain Area.

Phyllis Jividen presented Attachment 6A.

Motion

John H. Cieszkowski, Jr. made a motion to approve Resolution 2019-05 and it was seconded by Tony Demasi. The motion was approved.

- B. Resolution 2019-06 – Approving Amendment #18 to the Transportation Improvement Program FY 2018-2021 to add two new projects.**

Mr. Pulay presented Attachment 6B.

Motion

John Kovacich made a motion to approve Resolution 2019-06 and it was seconded by James Kusner. The motion was approved.

- C. Resolution 2019-07 – Approving the FY 2020 Transportation Planning Work Program and Budget.**

Heather Davis Reidl presented Attachment 6C.

Motion

Joe Paradise made a motion to approve Resolution 2019-07 and it was seconded by John Trew. The motion was approved.

- D. Resolution 2019-08 – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.**

Resolution 2019-09 – Certification of the Urban Transportation Planning Process.

Jeff Gardner presented Attachment 6D.

Motion

Jim Bowling made a motion to approve Resolution 2019-08 and it was seconded by James Kusner. The motion was approved.

Motion

John Kovacich made a motion to approve Resolution 2019-09 and it was seconded by John H. Cieszkowski, Jr. The motion was approved.

- E. Resolution 2019-10 – Approving Amendment #19 to the Transportation Improvement Program FY 2018-2021 to add one new project.**

Mr. Pulay presented Attachment 6E.

Motion

Jim Bowling made a motion to approve Resolution 2019-10 and it was seconded by Joe Paradise. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

Motion

John Trew made a motion to adjourn and it was seconded by Tony Demasi. The motion was approved.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, June 20, 2019** in the **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2019 ATTENDANCE**

	Jan 17	Mar 14	May 9	June 20	Sept 19	Dec 12
M Denotes Member Present						
A Denotes Alternate Present						
AKRON ENGINEERING BUREAU - Michael J. Teodecki (Jonke)	M	M	M			
AKRON PLANNING DEPT. - Jim Hewitt (Tomic)						
AKRON TRAFFIC ENGINEERING - Michael Lupica	M		M			
AURORA - Harry Stark (Czekaj)(Cooper)	A	A	A			
BARBERTON - Joseph Stefan (Vinay)			M			
CUYAHOGA FALLS - Fred Guerra (Paul)	M	M				
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M	M			
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)	A	A	M			
GREEN - Wayne Wiethe (Haring)	M		A			
GREEN - Paul Pickett (Schemansky)						
HUDSON - Kris McMaster (Kosco) (Sheridan)	M	M	M			
KENT - Jim Bowling	M		M			
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Rick Justice (Fast)						
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO - Dawn Distler (Shea)	A	A	A			
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Joe Hadley						
NEW FRANKLIN - Bryan Kepler	M	M	M			
NORTHFIELD - Richard S. Wasosky		M	M			
NORTON - David White						
ODOT - Gery Noirot (Rebillot) (Root)	A	A	A			
PARTA – Claudia Amrhein (Hairston) (Popik) (Trautman)	M	M	M			
PORTAGE COUNTY ENGINEER - James Kusner (Collins) (Marozzi)	M	A	M			
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)						
PORTAGE COUNTY SMALL VILLAGES – John Trew	M	M	M			
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M	M			
RAVENNA - Bob Finney (Jeffers)	A		M			
RICHFIELD - Chris Papp (Frantz) (Neumeyer)	M	M				
RITTMAN – Derek Feuerstein (Robertson)						
SILVER LAKE – John Tutak						
STOW – James McCleary (Donovan)	M	M	M			
STOW – Mike Jones (Sisson)	A	A				
STREETSBORO – John H. Cieszkowski, Jr. (Broska)	M	M	M			
SUMMIT CO. COMM. & ECON. DEV. - Carissa G. Signore (Krauss)						
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A	A			
SUMMIT COUNTY SMALL VILLAGES - Mayor Rick Justice						
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A					
TALLMADGE - Andrea Kidder (Kline)		M	M			
TWINSBURG - Amy Mohr (Moczadlo)	M	M				
WINDHAM - Deborah Blewitt (Snyder)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2019 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	17	14	9	20	19	12

NON-VOTING MEMBERS

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

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Dennis Albrecht	LJB
Ms. Denise Baba	PARTA
Ms. Judy Bennett	AECOM
Mr. Michael Collins	Portage County Engineer
Ms. Kshitija Memane	AECOM
Mr. Art Rometo	THRASHER
Mr. Nate Wonsick	Hudson

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Phyllis Jividen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, May 9, 2019 – 6:30 p.m.**

Meeting Summary

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

Attendees:

Sharon Abraham
Denise Baba
Ron Brubaker

Joel Helms
William Maki
Bill Sepe

Fred Wise

Staff:

Jeff Gardner, Transportation Planner
Darryl Kleinhenz, Planner
David Pulay, TIP Coordinator

I. Welcome

Darryl Kleinhenz welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Introductions

The attendees introduced themselves.

III. Discussion Items

A. Bike Month Events.

Mr. Kleinhenz distributed a flyer and described area activities to observe May as National Bike Month. **Mr. Kleinhenz** invited the attendees to participate in two of the agency's Bike-N-Brainstorm events planned for June 1 in Hudson and June 15 in Akron. **Mr. Kleinhenz** described Bike-N-Brainstorm, Better Block and Jane's Walk events and how the agency uses them as public engagement planning resources.

B. Preservation Needs Report.

Jeff Gardner presented Attachment 5A – Highway Preservation Needs Report.

William Maki asked for a clarification of the term “railroad bridge” as contained in the report. **Mr. Gardner** defined the term as meaning a public bridge spanning over a railroad line. The attendees discussed the role of railroads in the funding and maintenance responsibilities of such bridges.

The attendees discussed the use and development of new materials in the construction of bridges and bridge decks. The attendees discussed bridge inspection techniques.

Joel Helms asked if every community and county in Ohio must prepare such a report. **Mr. Gardner** explained that the 17 metropolitan planning organizations (MPOs) across the state must prepare such reports for their respective areas while the Ohio Department of Transportation (ODOT) is usually responsible for non-MPO areas.

The attendees discussed the accuracy of projected preservation costs contained in the report. **Mr. Helms** asked why Table 3: Average PCR (Pavement Condition Rating) by Community on page 5 of the report lists select PCR totals in red. **Mr. Pulay** explained that the red numbers signify that PCR numbers decreased between 2016 and 2018.

C. Presentation by Trail Advocates of Summit County.

Ron Brubaker and **Bill Sepe** of Trail Advocates of Summit County (TASC) addressed the attendees regarding a proposal by TASC to convert the Akron Secondary rail right-of-way corridor in Hudson into a bike-and-hike trail. (The Akron Secondary is also referred to as the “Veterans Trail.”)

Messrs. Brubaker and **Sepe** stated that they have contacted officials with the cities of Hudson and Stow, METRO RTA, the Rails-to-Trails Conservancy, and Summit Metro Parks regarding the TASC proposal. **Mr. Brubaker** noted that the proposal promotes regional connectivity by linking with three existing regional trails and may provide a link to future trails being considered by the city of Hudson.

The attendees discussed the TASC proposal. **Fred Wise** expressed reservations regarding portions of the TASC proposal given other trail plans that are reportedly under consideration and the limited funding resources for bike trail projects.

IV. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC will be **6:30 p.m. on Thursday, June 20, 2019** at the **Akron-Summit County Public Library - Main Library** located at **60 South High Street** in **Akron**.

**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
May 31, 2019**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	May Expenses
I. Short Range Planning	\$508,000	\$480,307	95%	\$46,045
FY2018 Carryover	108,000	107,843		0
FY2019	400,000	372,464		46,045
II. Transportation Improvement Program	\$412,900	\$143,369	35%	\$11,936
FY2018 Carryover	112,900	81,891		0
FY2019	300,000	61,478		11,936
III. Continuing Planning & Data Collection Transportation System Update	\$240,000	\$145,081	60%	\$13,667
FY2018 Carryover	60,000	56,904		0
FY2019	180,000	88,178		13,667
IV. Long Range Plan Activity	\$324,000	\$193,243	60%	\$17,546
FY2018 Carryover	74,000	72,774		0
FY2019	250,000	120,468		17,546
V. Service	\$398,016	\$303,691	76%	\$33,478
FY2018 Carryover	67,000	60,807		0
FY2018 Planning Grants Carryover	11,016	11,016		0
FY2019	320,000	231,868		33,478
VII. OhioRideshare and AQ Advocacy	\$157,500	\$68,512	43%	\$0
FY2018 OhioRideshare Carryover	10,000	9,822		0
FY2019 OhioRideshare	60,000	26,518		0
FY2019 Air Quality	87,500	32,172		0
VIII. Local	\$25,000	\$30,482	122%	\$998
AMATS local Costs	25,000	30,482		998
IX. AMATS Transportation Quarterly	\$67,737	\$47,722	70%	\$4,910
FY2018 Carryover	13,100	13,065		0
FY2019	54,637	34,657		4,910
X. GRAND TOTAL AMATS BUDGET	\$2,133,153	\$1,412,407	66%	\$128,579

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: June 27, 2019

TAC TIP Meeting

The Technical Advisory Committee Transportation Improvement Program Subcommittee (TAC TIP) met for a second time on Tuesday May 21st. At this meeting the focus was on revising the scoring for the Resurfacing Program. These proposed changes along with the ones from the first meeting will be presented to you latter under New Business.

Applications for New Projects

Applications for new CMAQ projects are now being accepted and will be due by July 31st. Please remember that CMAQ funds may be used for transportation projects or programs that reduce emissions, including investments in transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, or other capital projects. Please submit your application as early as possible because we have to analyze them for air quality improvement. We will rank the projects and then submit them to the statewide CMAQ committee.

Applications for STBG, Resurfacing and TASA will be due by August 30th. This is earlier than previous years so they can be reviewed, scored and projects selected by the December committee meetings. Once again please submit them as soon as you can so we can begin working with them. The applications for these projects will be posted on our website soon after the Policy Committee approves the proposed changes to the Funding Policy.

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

June 10, 2019

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold									
97638	Cleveland-Massillon Rd Ph 2 & 3	Norton	(R)C	\$4,970,238	2					
107812	Graham Rd Resurfacing	Stow	C	\$700,000	3					
93819	Howe Ave	Cuy Falls	(P)(R)C	\$4,805,373	3					
107679	Infirmiry Rd Resurfacing	Portage Co Eng	C	\$547,687	4					
89113	Canton Rd/US 224	Summit Co Eng	C	\$3,149,474	4					
103085	Medina Line Rd-part 2 resurfacing	Summit Co Eng	C	\$743,600	4					
96562	SR 18/SR 261 curb ramps	Akron	C	\$53,397	4					
107961	Sanitarium Rd resurfacing	Lakemore	C	\$142,761	4					
	Pending									
84397	Seiberling Way Ph 1	Akron	P(R)(C)			\$24,668				
88556	Tallmadge Ave/Dayton St	Akron	(R)C			\$2,484,000	1			
98486	US 224 paving/curb ramps	Akron	C			\$150,000				
108133	E Waterloo Rd PH 1 resurfacing	Akron	C			\$700,000				
108134	E Waterloo Rd PH 2 resurfacing	Akron	C			\$401,343				
107761	Aurora Citywide Signal Improvement	Aurora	R(C)			\$60,000				
103293	Cleveland Massillon Rd	Fairlawn	R(C)			\$200,000				
90415	SR 241 (Massillon Rd)	Green	(R)C			\$3,520,000				
93822	SR 91 (Darrow Rd)	Hudson	(P)C			\$2,800,000				
110168	SR 43/59 curb ramps	Kent	C			\$150,000				
107261	S. Medina Line Rd-Ph 1 resurfacing	Norton	C			\$381,700				
99725	Canton Rd resurfacing	Summit Co Eng	C			\$800,000				
103818	Portage Lakes Dr resurfacing	Summit Co Eng	C			\$161,200				
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390		
102701	E. Exchange St-complete street	Akron	R(C)					\$240,000		
108132	South Hawkins Rd resurfacing	Akron	C					\$700,000		
107761	Aurora Citywide Signal Improvement	Aurora	(R)C					\$3,458,040		
108372	Wooster Rd North resurfacing	Barberton	C					\$278,912		
108374	Norton Rd resurfacing	Barberton	C					\$488,248		
108375	S Van Buren Ave resurfacing	Barberton	C					\$424,232		
108499	W Waterloo Rd resurfacing	Barberton	C					\$191,744		
102904	W. Steels Corners Rd-phase 1 resurfacing	Cuy Falls	C					\$700,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C					\$277,000		
103172	Massillon Rd (SR 241) Ph 2/Corporate Woods	Green	R					\$1,398,346		
108498	Wooster Rd resurfacing	Norton	C					\$291,200		
102234	SR 14 widening	Streetsboro	C					\$2,172,329		
108200	White Pond Dr resurfacing	Summit Co Eng	C					\$600,000		
102701	E. Exchange St-complete street	Akron	(R)C						\$3,600,000	
105373	2nd St SW resurfacing	Barberton	C					\$408,422		
108370	Wooster Rd/State St reconstruction	Barberton	C					\$1,930,644		
107794	South Main St South resurfacing	New Franklin	C					\$700,000		
107795	South Main St North resurfacing	New Franklin	C					\$453,471		
108140	Ravenna Rd Part 1 resurfacing	Summit Co Eng	C					\$700,000		
108454	Olde Eight Road Resurfacing	Summit Co Eng	C					\$700,000		
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C					\$700,000		
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C					\$700,000		
108865	Smith Rd resurfacing	Summit Co Eng	C					\$700,000		
108240	Wooster Rd West reconstruction	Barberton	C							\$5,507,836
108084	Portage Trail Extension Turn Lane	Cuy Falls	C							\$3,649,197
108098	Chestnut Blvd Resurfacing	Cuy Falls	C							\$392,000
107886	North River Rd resurfacing	Munroe Falls	C							\$558,590
107689	Mill Rd/S. Diamond St Resurfacing	Ravenna	C							\$268,000
106416	SR 43 Widening	Streetsboro	C							\$858,657
108141	Valley View Rd resurfacing	Summit Co Eng	C							\$300,000
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C							\$700,000

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

	2019	2020	2021	2022	2023
Annual STBG Expenditures	\$15,112,530	\$11,832,911	\$15,338,441	\$10,592,537	\$12,234,280
Annual STBG Allocations	\$15,686,331	\$10,633,414	\$10,633,414	\$10,633,414	\$10,333,992
Balance	\$573,801	-\$1,199,497	-\$4,705,027	\$40,877	-\$1,900,288

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

June 10, 2019

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold									
97833	Air Quality Advocacy Program	AMATS		\$87,500	1					
97830	Rideshare Program	AMATS		\$60,000	1					
99825	PARTA bus purchase	PARTA	C	\$800,000	2					
103293	Cleveland Massillon Rd	Fairlawn	R(C)	\$127,291	2					
99879	Streetsboro citywide signal upgrade	Streetsboro	(P)C	\$2,948,766	2					
98585	Tallmadge Rd Interchange	Portage Co Eng	R(C)	\$40,000	4					
93433	Canton Rd/East Market St	Akron	R(C)	\$31,680	4					
103171	SR 162-Copley Rd/Cleveland Massillon Rd	Summit Co Eng	C	\$10,843	4					
	Pending									
99826	METRO bus purchase	METRO	C	\$2,200,000						
	Pending									
97834	Air Quality Advocacy Program	AMATS				\$100,000				
97831	Rideshare Program	AMATS				\$60,000				
93442	SR 43 (South Water St)*	Kent	R(C)			\$75,520				
93433	Canton Rd/East Market St	Akron	R(C)			\$380,000				
108131	Cleveland Massillon Rd/Ridgewood Rd	Summit Co Eng	C			\$280,000				
100692	Air Quality Advocacy Program	AMATS						\$96,000		
100691	Rideshare Program	AMATS						\$80,000		
93433	Canton Rd/East Market St	Akron	(R)C					\$788,320		
102992	CNG Bus Replacement	PARTA	C					\$832,000		
98585	Tallmadge Rd Interchange	Portage Co Eng	(R)C					\$3,428,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C					\$4,462,924		
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	R(C)					\$445,500		
	Air Quality Advocacy Program	AMATS							\$80,000	
	Rideshare Program	AMATS							\$60,000	
	CNG Bus Buy 2022	PARTA	C						\$920,000	
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C						\$2,827,600	
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C						\$2,606,199	
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C						\$2,500,000	
	Air Quality Advocacy Program	AMATS								\$80,000
	Rideshare Program	AMATS								\$60,000
	CNG Bus Buy	METRO	C							\$1,560,000
106416	SR 43 Widening	Streetsboro	C							\$3,300,775

				2019	2020	2021	2022	2023
P = Engineering	Annual CMAQ Expenditures	\$6,306,080	\$895,520	\$10,132,744	\$8,993,799	\$5,000,775		
R = Right-of-Way	Annual CMAQ Allocations	\$6,594,756	\$5,591,127	\$5,591,127	\$5,591,127	\$4,412,576		
C = Construction	Balance	\$288,676	\$4,695,607	-\$4,541,617	-\$3,402,672	-\$588,199		

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

June 10, 2019

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2019	Quarter	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold									
102625	Brittain Rd-sidewalk	Akron	(P)C	\$137,000	2					
103028	SR 18 Walkway-phase 1	Summit Co Eng	(P)(R)C	\$306,944	4					
89113	Canton Rd/US 224	Summit Co Eng	C	\$450,000	4					
	Pending									
103028	SR 18 Walkway-phase 1*	Summit Co Eng	P(R)C			\$19,686				
103028	SR 18 Walkway-phase 1	Summit Co Eng	(P)R(C)			\$8,000				
102625	Brittain Rd-sidewalk	Akron	P(C)			\$13,000				
107963	The Portage Trail - NS Bridge Link	Portage Co Eng	P(C)			\$40,000				
99728	Moore Rd sidewalks	Green	C			\$500,000				
97856	Veterans Trail-Ph 1	Hudson	C			\$500,000				
107814	Darrow Rd (SR 91) Sidewalks	Stow	R(C)			\$74,131				
107963	The Portage Trail - NS Bridge Link	Portage Parks	(P)C					\$313,600		
99729	Raber Rd sidewalks	Green	C					\$500,000		
103834	Portage Hike and Bike-Brady's Leap Connection	Kent	C					\$700,000		
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C					\$516,050		
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C						\$700,000	
105373	Towpath Trail Connector-Magic Mile	Barberton	C						\$422,640	
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C						\$700,000	
107930	Freedom Trail Phase 4	MetroParks	C							\$700,000

				2019	2020	2021	2022	2023
P = Engineering	Annual TASA Expenditures	\$893,944	\$1,154,817	\$2,029,650	\$1,822,640	\$700,000		
R = Right-of-Way	Annual TASA Allocations	\$1,401,752	\$1,063,342	\$1,063,342	\$1,063,342	\$965,875		
C = Construction	Balance	\$507,808	-\$91,475	-\$966,308	-\$759,298	\$265,875		

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Funding Policy Guidelines

DATE: June 27, 2019

The AMATS Technical Advisory Committee Transportation Improvement Program (TAC TIP) Subcommittee met twice over the past couple months to review the Funding Policy Guidelines. This document was examined and revised extensively before the last funding cycle in 2017 so the goal of these meetings was to fine tune those accomplishments. Below are the descriptions of the proposed changes.

- **A limit of three projects per funding category per sponsor.** The purpose of this change is to promote a more equitable distribution of our funding. There is no limit on the number of applications a sponsor desires to submit.
- **Revise the Pavement Condition Rating (PCR) scoring for resurfacing projects.** The proposed scale will be 0-60 = 30 points; 61-80 = PCR value subtracted from 90. The PCR value used shall be the average of the PCR value from 2014, 2016 and 2018. *The current PCR scoring system is: 0-60 = 40 points; 61-80 = PCR value subtracted from 100.*
- **Revise the Average Dailey Traffic (ADT) scoring for resurfacing projects.** The proposed scale would benefit lower volume roads and will be: 10,000 or more = 10 points, 0 – 9,999 = ADT/1000. *The current ADT scoring system is: 15,000 or more = 15 points; 0-14,999 = ADT/1000.*
- **Revise the priority project points for resurfacing projects from 10 to 15.**
- **Award points to resurfacing project scoring when a sponsor does maintenance on the existing pavement.** Many times a sponsor will perform maintenance activities in an effort to extend the life of deteriorated pavement. This maintenance activity may then raise the PCR value which results in fewer points when scoring the application. The goal of adding this new scoring is to encourage maintenance without being penalized from a higher PCR.

Points would be awarded for the following maintenance activities:

- a. Chip and seal 10 points
- b. Strip paving 7 points
- c. Crack sealing 5 points
- d. Patching 3 points

There are also a couple other revisions to the Funding Policy Guidelines that were not part of the TAC TIP efforts. The first revision is one that is required by the Federal Highway Administration (FHWA) to add language about 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.

There were also some minor clarifications pertaining to the various transit programs that AMATS administers. These clarifications are throughout the transit section on pages 16 through 20. None of these clarifications impact the funding of the programs.

The revised Funding Policy Guidelines are attached for your review.

DRAFT

FUNDING POLICY GUIDELINES

Approved June 2019

Akron Metropolitan Area Transportation Study
Suite 201
161 South High Street
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. In order to implement transportation projects in a systematic manner, proper planning is essential.

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

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

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

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

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

SECTION 2

POLICY GUIDELINES

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

PROGRAM ADMINISTRATION

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

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

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

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

GENERAL PROJECT ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures, including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2018-17 (approved September 20, 2018).
3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.
If a project sponsor feels that their project can not wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.
4. Maximum Projects Awarded per Sponsor – The number of projects awarded to one sponsor shall be three projects per funding category. There is no limit to the number of project applications that a sponsor may submit.

5. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
6. Ineligible Items – Preliminary engineering and plan development costs, including the development of right-of-way and construction plans are the responsibility of the project sponsor and are not eligible for AMATS funds (except for TASA projects).
7. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
8. Contiguous Projects – Project sponsors that have contiguous projects, such as a phase one and two, may combine their projects after the original approval for funding by AMATS. Combining of projects is subject to the availability of funds and approval by AMATS. AMATS funding for the combined project is not to exceed the sum of the individual project caps that were originally approved for funding.
9. Project Programming Package – Project sponsors must submit a Programming Package to ODOT within 45 days of notification of Policy Committee’s action to approve funding for the project. Failure to do so may result in cancellation of project.
10. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.
11. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

SURFACE TRANSPORTATION BLOCK GRANT

Description

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

Eligibility

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

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

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

Program Policies

1. Federal Participation

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

2. Local Participation

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

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

If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
8. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.
9. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration. See page 25 for scoring criteria.

TRANSPORTATION ALTERNATIVES SET ASIDE

Description

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

Eligibility

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

<http://www.dot.state.oh.us/Divisions/Engineering/Consultant/Consultant/prequal-engineering.pdf>

Feasibility study must include the following:

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

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

Program Policies

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

and substantially widening it to accommodate multiple uses (ex. upgrading a 4 ft sidewalk to an 8 ft sidewalk to accommodate bicycle traffic)

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

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

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

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

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

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

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

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

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

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

13. Major Changes to Project Funding – Projects which have already received federal TASA funds through AMATS are not eligible to apply for additional TASA funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.
14. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration. See page 25 for scoring criteria.

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).
- b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.

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

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

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

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

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

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

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

11. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be

made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision making authority.

12. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration. See page 27 for scoring criteria.

PAVEMENT REPAIR & SIDEWALK RAMP PROGRAM

Description:

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

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

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

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

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

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

Eligibility

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

Program Policies

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

FTA URBANIZED AREA FORMULA (SECTION 5307) PROGRAM

Description

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

Eligibility

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

Program Policies

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

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

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

Description

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. Until fiscal year 2015, this competitive grant program was administered by the ODOT Office of Transit as the *Specialized Transportation Program*. However, MAP-21 made significant changes to this program. FTA Section 5310 funding will now be allocated directly to the metropolitan areas by formula, allowing for greater local control and decision-making. The Section 5310 program will now be administered by AMATS. METRO RTA and PARTA will serve as the designated recipients of program funds. See the FTA circular for program guidance.

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

Eligible Projects

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

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

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of Section 5310 funds. All subrecipients will receive their funds through METRO **in Summit and Wayne Counties or PARTA in Portage County**. The area’s *Program Management Plan* (PMP) describes the designated recipient’s policies and procedures for administering FTA Section 5310 funds. The PMP is part of the *AMATS Area*

Coordinated Public Transit – Human Services Transportation Plan. The PMP also describes the competitive selection process.

2. Administrative Expenses Reimbursement – Per the FTA Section 5310 program provisions, AMATS and/or the designated recipients may set aside up to 10% of total program funds for the reimbursement of administrative, planning and technical assistance expenses.
3. Evaluation of Projects – All projects must be competitively selected and consistent with the region’s Coordinated Plan. AMATS will develop and maintain evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements.

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

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

FTA BUS AND BUS FACILITIES (SECTION 5339) PROGRAM

Description

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

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

Eligibility

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

Program Policies

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

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

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

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

DUTIES OF THE TECHNICAL ADVISORY COMMITTEE

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

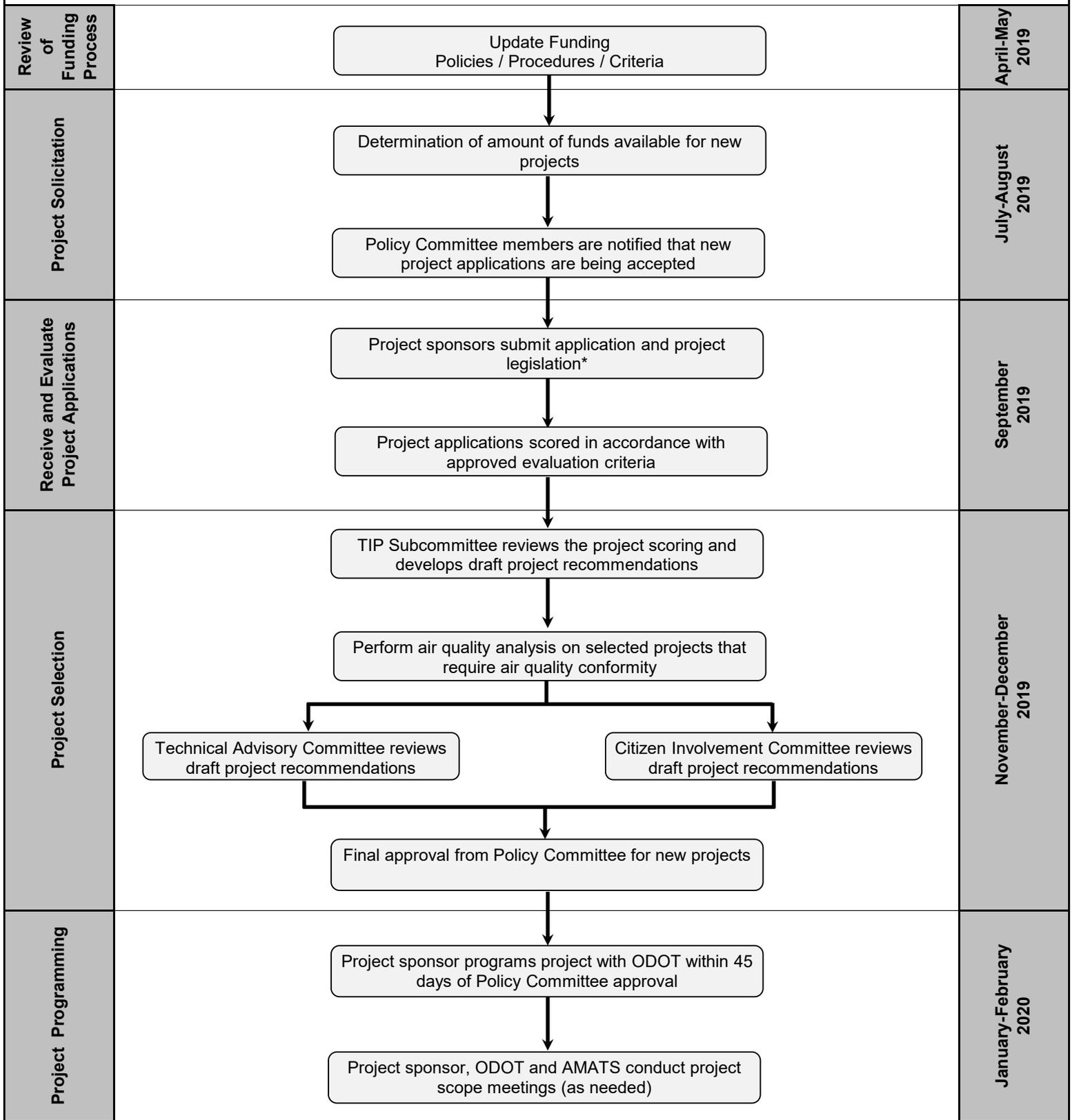
- a. Review project schedules, project costs and funding programs and provide a periodic TIP Status Report to the Policy Committee.
- b. Appoint a TIP Subcommittee to monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include the Policy Committee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

DUTIES OF THE TAC TIP SUBCOMMITTEE

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

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

AMATS
2019 STBG, RESURFACING AND TASA PROJECT SELECTION PROCESS



* Legislation accepted at latter date if council is on summer recess.

SECTION 4

PROJECT EVALUATION CRITERIA

SURFACE TRANSPORTATION BLOCK GRANT

Project:

Roadway Condition		Points
<u>PCR Value</u>		
0-50		30
50-60		25
61-70		20
71-80		15
81-100		0
<u>Bridge Condition</u>		
0-4		20
<u>Signal Upgrade</u>		20
Roadway Safety		Points
High-crash location listed in AMATS/ODOT Traffic Crash Reports		
Top 50% of list		20
Bottom 50% of list		15
Bridge Closed		20
Bridge Load Restricted		15
Delay Reduction		Points
<u>Level of Service</u>		<u>Points</u>
Existing F/E improved by one letter grade		10
Weighted Average Daily Traffic		Points
15,000 or more		15
0 to 14,999		Divide ADT by 1000
For Intersection Projects		
Entering Average Daily Traffic (ADT)		
$(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\dots$		
2		
For Highway Segment Projects		
$(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\dots$		
Total Length of all Project Sections		
Project Readiness		Points
Stage 3 Plans complete (Traditional or Non-Traditional LPA)		15
ODOT LPA Project Scope Form submitted to AMATS		5
Complete Streets Components		
Bicycle, Pedestrian and Transit		
Up to 10 points* for bike lanes, new sidewalks, improved transit facilities, Ped signals, etc..		
* TAC TIP may make recommendations up to 10 points		
Connecting Communities Project		
Project recommended in Connecting Communities Planning Grant		
5 Points		
Equitable Distribution of Funds		Points
The Ratio of Funds Received (and Programmed) to a Target Budget		
<u>Percentage</u>		
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		
Priority Project Selected by Sponsor		5
Other Projects		0

TRANSPORTATION ALTERNATIVES PROGRAM

DRAFT Project Evaluation Criteria

The following project types are eligible for TAP funding (includes PE, RW & CO):

1. Facilities - <i>multipurpose trail, bike lane and sidewalk</i>	
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)	25
Secondary Trail/Sidewalk/Bike Lane	15
2. Project Type/ Logical Termini	
Project connects to two existing bike/ped facilities	25
Project connects to one existing bike/ped facility	20
Project is a stand alone project (ex.new trail, trailhead)	15
Trail project is an asphalt upgrade from limestone	5
Connections must be trail to trail or sidewalk to sidewalk. Trails connecting to sidewalks or vice versa will not receive maximum points	
3. Level of Use	Points
How much use is the facility projected to have? Considers density of population, existence of goat paths, popularity of trails	0 - 20
4. Consistency with Plans	Points
Project recommended in Connecting Communities Planning Grant	5
Project is specifically recommended in Transportation Outlook 2040	5
Project is recommended as part of Ohio SRTS Travel Plan	5
Project is on an existing transit line	5
Project area has a history of bicycle/pedestrian accidents	5
5. Equitable Distribution of Funds	Points
The Ratio of Funds Received (and Programmed) to a Target Budget	
<u>Percentage</u>	
0-50	10
51-100	7
101-150	3
Fair Share Target Budget calculation is described under Program Administration	

AMATS RESURFACING PROGRAM

Project Evaluation Criteria

Pavement Condition Rating	Points
<u>PCR Value</u>	
0-60	30
61-80	Subtract number from 90
Latest PCR developed by ODOT at the time application is processed	
Equitable Distribution of Funds	Points
The Ratio of Funds Received (and Programmed) to a Target Budget	
<u>Percentage</u>	
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
Over 150	0
Fair Share Target Budget calculation is described under Program Administration	
Weighted Average Daily Traffic	Points
10,000 or more	10
0 to 9,999	Divide ADT by 1000
For Intersection Projects	
Entering Average Daily Traffic (ADT)	
$(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\dots$	
<hr style="width: 50%; margin: 0;"/>	
2	
For Highway Segment Projects	
$(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\dots$	
<hr style="width: 50%; margin: 0;"/>	
Total Length of all Project Sections	
A Section Length is that distance over which ADT is approximately uniform.	
Total Length of all Project Sections	
Maintenance Performed by Sponsor	
Chip and Seal	10
Strip Paving	7
Crack Sealing	5
Patching	3
Priority Project Selection	
Priority Project Selected by Sponsor	15
Other Projects	0

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

Project Evaluation Criteria

1. Project Type (select one - maximum 30 points)		Maximum Points	Points
Capital Projects	Purchase of Accessible Vehicles	30	
	Intelligent Transportation Systems Infrastructure	20	
	Improve Transit Stop Connections	10	
	SMART Fare Collection/Reimbursement Technology	5	
Operating Assistance	New Service to Key Employment Areas	15	
	Expansion of Existing Service to Fill Transportation "Gaps"	10	
2. Project's Contribution to Regional Coordination (maximum 30 points)		Maximum Points	Points
	Combines METRO, PARTA and at least two social service agencies	30	
	Combines METRO or PARTA and at least two social service agencies	20	
	Combines at least four social service agencies	10	
	Combines at least two social service agencies	5	
3. Project Effectiveness (maximum 30 points; applications ranked against one another)		Maximum Points	Points
	Addresses Existing Gaps in service for senior citizens or those with disabilities	10	
	Number of Individual Passengers Served (estimated)	10	
	Minimizes Per-User Cost	5	
	Prior Project Effectiveness	5	
4. Organizational/Management Capacity (maximum 5 points)		Maximum Points	Points
	Organizational/Management Capacity	5	
5. Application Completeness (maximum 5 points)		Maximum Points	Points
	Application Completeness	5	
TOTAL SCORE (maximum 100 points):			

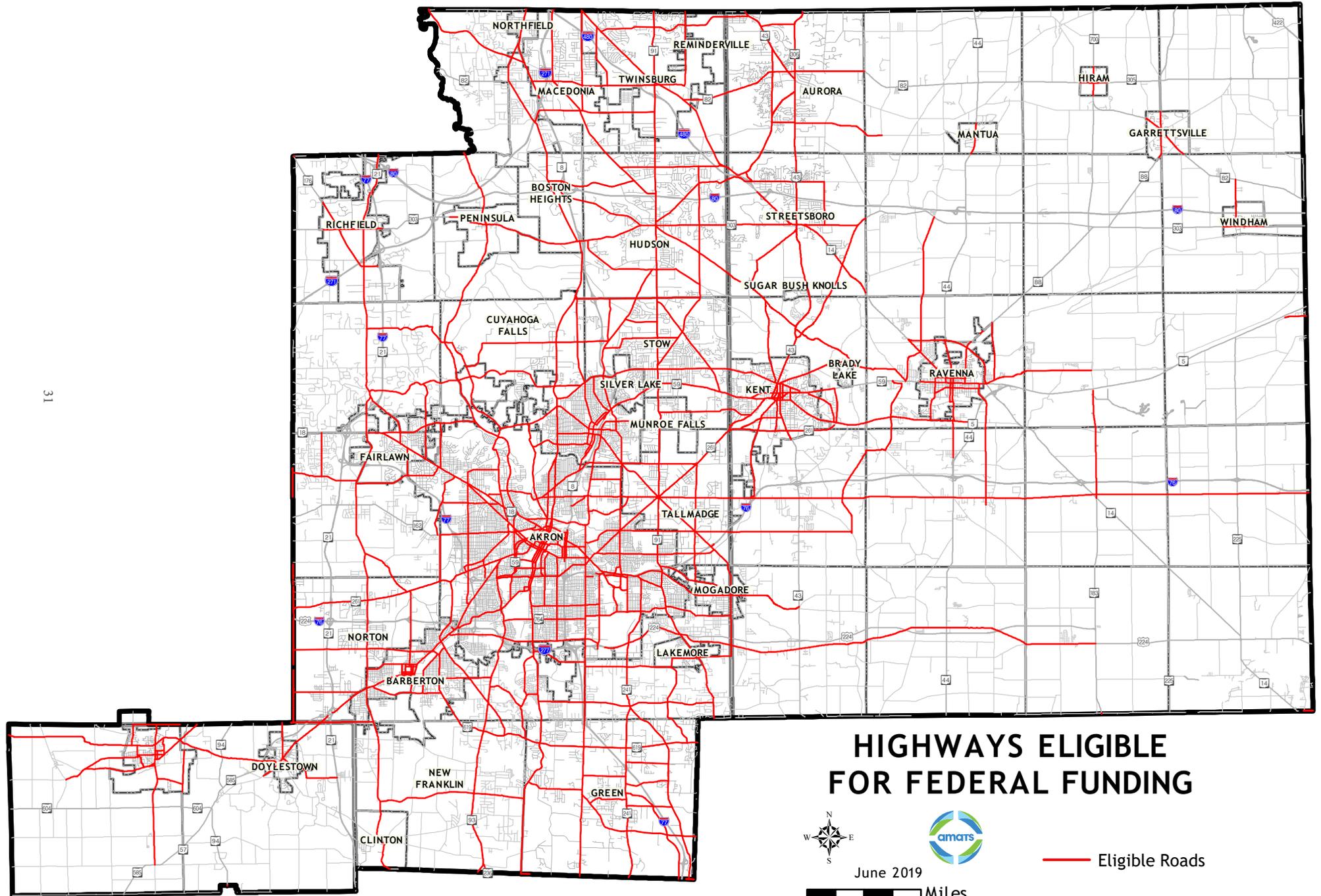
SECTION 5

APPENDIX

Akron Metropolitan Area Transportation Study
Transportation Funding Programs

Funding Program	Description/Primary Purpose	Eligible Project Phases	Funding Match	Maximum Project Funding
Surface Transportation Block Grant (STBG)	Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities.	Right-of-way Construction	80% federal 20% local	\$6,000,000
Transportation Alternatives Set Aside (TASA)	Funding for bike and pedestrian facilities.	Planning (SRTS) Engineering Right-of-way Construction	80% federal 20% local	\$700,000
AMATS Resurfacing Program	Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads.	Construction	80% federal 20% local	\$700,000
Pavement Repair and Sidewalk Ramp Program	Funding for full/partial depth pavement repairs and sidewalk ramp upgrades on ODOT Urban Paving Program projects. All state routes within municipalities are eligible.	Construction	80% federal 20% local	*\$150,000
FTA Urbanized Area Formula Program (Section 5307)	Funding for capital expenses such as buses and bus related equipment, preventive maintenance, capital cost of leasing and planning.	Planning Purchasing Construction	80% federal 20% local	None
FTA Elderly and Disabled Program (Section 5310)	Funding assistance to social service agencies for the purpose of providing transportation needs for the elderly and disabled.	Purchasing Construction	80% federal 20% local	None
FTA Bus and Bus Facilities Program (Section 5339)	Funding for capital expenses such as buses and bus related equipment, and the construction of bus-related facilities.	Purchasing Construction	80% federal 20% local	None

* Policy Committee can approve a higher amount



HIGHWAYS ELIGIBLE FOR FEDERAL FUNDING



June 2019



— Eligible Roads



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 2019-11 Approving Amendment #20 to the Transportation Improvement Program FY 2018-2021 to add one new project and revise the scope and schedule of an existing project while combining it with another project.

DATE: June 13, 2019

Cuyahoga Valley National Park Pedestrian Bridge and Trail – Is a new project just south of Boston Mills Road in Boston Township. It will span the Cuyahoga River and connect a new visitor’s center with a trailhead parking area. The construction of this project is scheduled in FY 2022 and hence was not added to the current 2018-2021 TIP. However the National Park Service is adding \$200,000 of federal funding for engineering in FY 2020 that now needs to be recognized in the current TIP.

Portage Parks Hike and Bike Trail Relocation – Is an existing project near Towners Woods Park in Franklin Township. The original trail project was to use the abandoned side of an ABC Railroad bridge to cross the Norfolk Southern mainline tracks. However, after learning about the reconstruction of the nearby Ravenna Road Bridge (PID 105556) over the Norfolk Southern tracks, the park district decided to combine their trail project with that one. The new bridge will be designed wide enough to also carry the trail and the TASA funding will be moved to PID 105556. This amendment is requesting approval of the change and moving \$40,000 of TASA funds for engineering from FY 2019 to FY 2020 and \$313,600 for construction from FY 2019 to FY 2021.

STAFF COMMENTS

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

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2019-11. This Resolution approves the amendment to the TIP FY 2018-2021. The Staff recommends approval.

RESOLUTION NUMBER 2019-11

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

Approving Amendment #20 to the Transportation Improvement Program FY 2018-2021 to add one new project and revise one existing 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 FY 2018-2021 Transportation Improvement Program for the following new project as discussed in the accompanying memorandum:

1. **Cuyahoga Valley National Park Pedestrian Bridge and Trail** – Is a new project just south of Boston Mills Road in Boston Township. It will span the Cuyahoga River and connect a new visitor’s center with a trailhead parking area. The construction of this project is scheduled in FY 2022 and hence was not added to the current 2018-2021 TIP. However the National Park Service is adding \$200,000 of federal funding for engineering in FY 2020 that now needs to be recognized in the current TIP.
2. **Portage Parks Hike and Bike Trail Relocation** – Is an existing project near Towners Woods Park in Franklin Township. The original trail project was to use the abandoned side of an ABC Railroad bridge to cross the Norfolk Southern mainline tracks. However, after learning about the reconstruction of the nearby Ravenna Road Bridge (PID 105556) over the Norfolk Southern tracks, the park district decided to combine their trail project with that one. The new bridge will be designed wide enough to also carry the trail and the TASA funding will be moved to PID 105556. This amendment is requesting approval of the change and moving \$40,000 of TASA funds for engineering from FY 2019 to FY 2020 and \$313,600 for construction from FY 2019 to FY 2021.

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

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

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

RESOLUTION NUMBER 2019-11 (Continued)

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

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2018-2021 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

Date

AMENDMENT #20- 6/27/19
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021
TABLE H-3
HIGHWAY IMPROVEMENTS

PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2018	2019	2020	2021	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
107797	SUM-CVNP PED BRIDGE AND TRAIL (New Project)	0.03	BOSTON TOWNSHIP ACROSS CUYAHOGA RIVER JUST SOUTH OF BOSTON MILLS RD	CONSTRUCTION OF A NEW PEDESTRIAN CONNECTOR FROM THE NEW CVNP VISITOR CENTER TO THE BOSTON MILLS RD TRAIL HEAD	FED LOCAL	P P			200.0 50.0		906.5	SUMMIT COUNTY ENGINEER	EXEMPT
407963 105556	POR-HIKE AND BIKE RELOCATION (Combine with another project) (Revise Scope and Schedule)	0.10	FRANKLIN TOWNSHIP PORTAGE HIKE AND BIKE OVER NORFOLK SOUTHERN RR NEAR TOWNERS WOODS PARK	RECONSTRUCT DECK OF EXISTING RAILROAD BRIDGE TO ACCOMMODATE THE PORTAGE HIKE AND BIKE TRAIL WIDEN NEW RAVENNA ROAD BRIDGE OVER NORFOLK SOUTHERN RAILROAD TO ACCOMMODATE THE PORTAGE HIKE AND BIKE TRAIL	TASA LOCAL TASA LOCAL	P P C C		40.0 40.0 313.6 78.4	40.0 10.0	313.6 78.4	442.0	PORTAGE PARK DISTRICT	EXEMPT

107797



105556

