



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

Thursday, January 27, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation
2. **Minutes**
 - A. December 16, 2021 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. Draft FY 2023 Transportation Planning Work Program and Budget. Attachment 5A
– **Motion Requested**
 - B. Public Participation Plan - Draft 3P Attachment 5B
6. **Resolutions**
 - A. **Resolution 2022-01** – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program. – **Motion Required** Attachment 6A

Resolution 2022-02 – Approving Projects to be Funded under the Resurfacing Program. – **Motion Required**

Resolution 2022-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program. – **Motion Required**
 - B. **Resolution 2022-04** – Safety Performance Measures Annual Target. Attachment 6B
– **Motion Required**
7. **Other Business**
8. **Adjournment**

Next Regular Meeting:
Thursday, March 24, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio



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

Thursday, January 20, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. December 9, 2021 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. Draft FY 2023 Transportation Planning Work Program and Budget. Attachment 5A
– **Motion Requested**
 - B. Public Participation Plan – Draft 3P Attachment 5B
6. **Resolutions**
 - A. **Resolution 2022-01** – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program. – **Motion Required** Attachment 6A

Resolution 2022-02 – Approving Projects to be Funded under the Resurfacing Program. – **Motion Required**

Resolution 2022-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program. – **Motion Required**
 - B. **Resolution 2022-04** – Safety Performance Measures Annual Target. Attachment 6B
– **Motion Required**
7. **Other Business**
8. **Adjournment**

Next Regular Meeting:
Thursday, March 17, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio



**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, January 20, 2022
6:30 p.m.

Agenda

- 1. Welcome**
- 2. Introductions**
- 3. Item**
 - A. Discussion of Draft Surface Transportation Block Grant (STBG) Program, Resurfacing and Transportation Alternatives Set Aside (TASA) Program Project Recommendations.
 - B. Discussion of Public Participation Plan – Draft 3P.
- 4. Open Discussion**
- 5. Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, March 17, 2022 - 6:30 p.m.

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, December 16, 2021 – 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 Clark called the meeting to order. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the September 23, 2021 meeting.

Motion

David G. Kline made a motion to approve the minutes and it was seconded by William B. Judge. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

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

B. Technical Progress Report

Mr. Baker described anticipated funding levels for AMATS-area STBG, Resurfacing and TASA programs under the new federal Infrastructure Investment and Jobs Act (IIJA). **Mr. Baker** noted that the law includes significant increases in competitive grants through the TIGER, RAISE and INFRA programs and increases in public transit formula funds. **Mr. Baker** added that AMATS may address such planning concerns as resiliency planning, climate change, and

housing in the future. **Mr. Baker** said that the local due shares paid by AMATS members may increase starting in FY 2023 due to a significant federal funding increase for the agency's budget under the IIJA.

Mr. Baker said that the Ohio Senate has introduced and is considering S.B. 277, which would temporarily reduce motor fuel excise and registration taxes. **Mr. Baker** said that AMATS will monitor the situation regarding this legislation, which could have ramifications on state transportation funding.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ, and TASA Funding Program and Balances dated November 29, 2021.

IV. Old Business

None.

V. New Business

A. Draft Surface Transportation Block Grant (STBG) Program, Resurfacing and Transportation Alternatives Set Aside (TASA) Program Project Application Scoring Review.

Mr. Pulay presented Attachment 5A. **Mr. Pulay** presented Tables 1, 2 and 3 summarizing project applications to the STBG, Resurfacing and TASA funding programs.

Thomas Sheridan asked why several projects listed under Table 1 - 2021 STBG Funding Program Project Summary requested \$6.1 million in STBG funds, which exceeds the maximum amount of \$6 million that AMATS allows for such applications. **Mr. Pulay** explained that, if sponsors opt to utilize the agency's new Project Delivery Incentive Program (PDIP), this option results in a reduction of a sponsor's local share obligation by \$100,000. **Mr. Pulay** said that this obligation is then funded by the federal STBG Program. **Mr. Pulay** noted that a similar PDIP funding arrangement is available for resurfacing projects.

Mr. Sheridan asked when AMATS will know whether additional TASA funds will be available under the IIJA. **Mr. Baker** said that AMATS should have additional information prior to the Jan. 27, 2022 meeting of the Policy Committee, which is when final project funding recommendations are expected to be presented to the committee.

VI. Resolutions

A. Resolution 2021-16 – Approving Projects to be Funded under the Congestion Mitigation Air Quality (CMAQ) Program.

Mr. Pulay presented Attachment 6A.

Motion

***Jim McCleary** made a motion to approve Resolution 2021-16 and it was seconded by **William B. Judge**. The motion was approved.*

B. Resolution 2021-17 – Approving Amendment 14 to the FY 2021-2024 Transportation Improvement Program to revise 14 projects.

Mr. Pulay presented Attachment 6B.

Motion

***Joe Paradise** made a motion to approve Resolution 2021-17 and it was seconded by **William B. Judge**. The motion was approved.*

VII. Other Business

A. 2022 Officer Nominations.

Robert Finney presented the report of the 2022 Policy Committee Officer Nominating Committee, which consisted of the chair, himself, and Amy Mohr. The nominating committee recommended that Mayor Neugebauer be elected 2022 Policy Committee chair and that Portage County Engineer Michael Marozzi be elected 2022 Policy Committee vice chair.

Motion

***Robert Finney** nominated Gerard Neugebauer of Green to serve as chair and Michael Marozzi of the Portage County Engineer's office to serve as vice chair of the AMATS Policy Committee in 2022 and it was seconded by **Bobbie Beshara**. The motion was approved.*

B. Award to Chair.

Mr. Baker presented **Chairwoman Clark** with a certificate of appreciation from the Policy Committee for her service as chair during 2020 and 2021. **Mr. Baker** praised the chairwoman for her leadership and cooperation with the AMATS Staff in hosting virtual meetings of the Policy Committee during the height of the COVID-19 Pandemic. **Chairwoman Clark** stated her appreciation for the award and the assistance of the staff throughout her term as committee chair.

VIII. Adjournment

A. Motion

Thomas Sheridan made a motion to adjourn and it was seconded by David G. Kline. The motion was approved.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m. on Thursday, January 27, 2022.**

**AMATS POLICY COMMITTEE
2021 ATTENDANCE**

M Denotes Member Present	Jan 28	Mar 25	Apr 22	May 20	Jun 24	Aug 12	Sept 23	Dec 16
A Denotes Alternate Present								
AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)	A	A		A		A	A	A
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A	A						
BARBERTON - Mayor William B. Judge (Hunt) (Tracy)			A	A	A	M		M
BOSTON HEIGHTS - Mayor Bill Goney (Polyak)				M				
CLINTON - Mayor Clarissa Allega					A	M	M	
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A	A	A	A	A		A	A
DOYLESTOWN - Mayor Terry Lindeman (Kerr)		A						A
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A			A				
GARRETTSVILLE - Mayor Rick Patrick (Klamer)								
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M	M	A	M	A	M	M	M
HIRAM - Mayor Lou Bertrand (J. McGee)			M			M	M	
HUDSON - City Mgr. Jane Howington (Comeriatto) (Hannan) (Sheridan)	A	A	A	A	A	A		A
KENT – City Mgr. David Ruller (Baker) (Bowling)	A	A	A	A	A	A	A	A
LAKEMORE – Mayor Richard Cole (Fast)		A		A			A	A
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)								
MANTUA - Mayor Linda Clark (Iafelice) (Trew)	M	M	M	M	M	M		M
METRO – Dawn Distler (Shea)	M	M		M	M	M	A	M
MOGADORE - Mayor Michael Rick			A					
MUNROE FALLS - Mayor James W. Armstrong (Bowery)								
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	M	A	M	M	M
NORTHFIELD – Mayor Jesse Nehez (Magistrelli)								
NORTON – Administrative Officer Robert Fowler (Slaga)	M	M	M			M	M	M
ODOT – Gery Noirot (Phillis) (Root)	M	M	M	M	M	M	M	A
PARTA – Claudia Amrhein (Baba) (Popik) (Schrader)	M	M	A	A	A	M	M	M
PENINSULA - Mayor Daniel R. Schneider, Jr.								
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)								
PORTAGE COUNTY COMM. – Vicki Kline (Long)								
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A	A	M				A	
PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)	A	M	M	M	M		A	
RAVENNA - Mayor Frank Seman (Finney)	A		A	A	A	A	A	A
REMINDEVILLE - Mayor Sam Alonso (Krock)								
RICHFIELD - Mayor Michael Wheeler (Darwish) (Papp)			M					
RITTMAN – City Mgr. Bobbie Beshara (Robertson)	A	M	M	M	M	M	M	M
SILVER LAKE - Mayor Bernie Hovey (Housley)								
STOW - Mayor John Pribonic (McCleary)	A		A	A		A		A
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A	M	M				
SUGAR BUSH KNOLLS - Mayor John Guidubaldi								
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A		A	A	A
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Miller-Dawson)			A					
SUMMIT COUNTY COMM. & ECON. DEV. – Bryan Herschel				M		M	M	M
SUMMIT COUNTY COMM. & ECON. DEV. – Stephen Knittel								
TALLMADGE - Mayor David G. Kline (Kidder)	M	M	A	M		M	A	M
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)		A	A	A	A	A	A	
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)								
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)	M	M	M	A			M	
WINDHAM - Mayor Deborah Blewitt								

**AMATS POLICY COMMITTEE
2021 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. David Pulay	AMATS
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Tony Urankar	MS Consultants, Inc.

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, December 9, 2021 – 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 John H. Cieszkowski, Jr.** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the September 16, 2021 meeting.

Motion

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

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

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

B. Technical Progress Report

Mr. Baker described anticipated funding levels for AMATS-area STBG, Resurfacing and TASA programs under the new federal Infrastructure Investment and Jobs Act (IIJA). **Mr. Baker** noted that the law includes significant increases in competitive grants through the TIGER, RAISE and INFRA programs and increases in public transit formula funds.

Mr. Baker noted that AMATS will be distributing its 2022 Committee Membership Forms through email to the membership soon.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ, and TASA Funding Program and Balances dated November 29, 2021.

IV. Old Business

None.

V. New Business

A. Draft Surface Transportation Block Grant (STBG) Program, Resurfacing and Transportation Alternatives Set Aside (TASA) Program Project Application Scoring Review.

Mr. Pulay addressed the STBG and Resurfacing program portions of Attachment 5A.

Mr. Baker addressed the TASA Program portion of Attachment 5A.

VI. Resolutions

A. Resolution 2021-16 – Approving Projects to be Funded under the Congestion Mitigation Air Quality (CMAQ) Program.

Mr. Pulay presented Attachment 6A.

Motion

***Jim Bowling** made a motion to approve Resolution 2021-16 and it was seconded by **Amy Mohr**. The motion was approved.*

B. Resolution 2021-17 – Approving Amendment 14 to the FY 2021-2024 Transportation Improvement Program to revise 14 projects.

Mr. Pulay presented Attachment 6B.

Motion

***Wayne Wiethe** made a motion to approve Resolution 2021-17 and it was seconded by **Trevor Hunt**. The motion was approved.*

VII. Other Business

A. 2022 Officer Nominations.

Chairman Cieszkowski asked Robert Finney to present the report of the 2022 TAC Officer Nominating Committee. **Mr. Finney** presented the report of the nominating committee, which consisted of the chair, himself, and Jim McCleary. The nominating committee recommended that Bradley Kosco be elected 2022 TAC chair and Larry Jenkins be elected 2022 TAC vice chair.

Motion

Robert Finney nominated **Bradley Kosco of Hudson** to serve as chair and **Larry Jenkins of the Portage County Engineer's office** to serve as vice chair of the **AMATS Technical Advisory Committee in 2022** and it was seconded by **Bobbie Beshara**. The motion was approved.

Mr. Wiethe asked if the chair and vice chair positions are two-year terms. **Mr. Baker** explained that in recent years the chair and vice chair positions have become two-year terms, due in part to the onset of the COVID-19 Pandemic. **Mr. Baker** noted that the *TAC Bylaws* state that the positions are one-year terms. **Mr. Wiethe** stated that there was discussion at the recent TAC TIP Subcommittee meeting to institute two-year terms. **Mr. Baker** and **Chairman Cieszkowski** concurred that two-year terms have proven beneficial with regards to the functioning of the committee.

B. Award to Chair.

Mr. Baker presented **Chairman Cieszkowski** with a certificate of appreciation from the TAC for his service as chair during 2020 and 2021. **Mr. Baker** praised the chairman for his leadership and cooperation with the AMATS Staff in hosting virtual meetings of the TAC during the height of the COVID-19 Pandemic. **Chairman Cieszkowski** stated his appreciation for the award and the assistance of the staff throughout his chairmanship.

C. REMINDER - ITS Survey Meeting Immediately following TAC meeting.

Mr. Baker reminded the membership that there would be an ITS Survey Meeting immediately following the TAC meeting.

VIII. Adjournment

A. Motion

John Kovacich made a motion to adjourn and it was seconded by **Jim Bowling**. The motion was approved.

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, January 20, 2022.**

AMATS TECHNICAL ADVISORY COMMITTEE 2021 ATTENDANCE

M Denotes Member Present	Jan	Mar	Apr	May	Jun	Aug	Sept	Dec
A Denotes Alternate Present	21	18	21	13	17	10	16	9
AKRON ENGINEERING BUREAU - Michael J. Teodecki (Jonke)	M	M	M	M				
AKRON PLANNING DEPT. – Helen Tomic (Garritano)								
AKRON TRAFFIC ENGINEERING - Michael Lupica	M	M	M	M		M		
AURORA - Harry Stark (Cooper)	M	M	A	A				
BARBERTON – Trevor Hunt (Halter)	M	M	M		M		M	M
BARBERTON – Greg Tracy								
CUYAHOGA FALLS – Adam Paul								
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M		M	M	M	M	M
DOYLESTOWN - Eng. Assoc. - Ronny Portz								
FAIRLAWN - Nicholas Spagnuolo (Staten)	A							
GREEN - Wayne Wiethe (Haring)	M	M	M	M			A	M
GREEN - Paul Pickett (Schemansky)			M					
HUDSON – Nick Sugar (Hannan)	M	M	M	M				
HUDSON – Brad Kosco (Wonsick)	M	M	M	M	M	M	M	
KENT - Jim Bowling	M	M	M		M	M	M	M
KENT - Jon Giaquinto (Baker)								
LAKEMORE – Mayor Richard Cole, Jr. (Fast)				A	A			A
MACEDONIA - Joseph Gigliotti (Sheehy)	M		M	M	M	M	M	M
METRO – Valerie Shea (Baarson) (Mullen)	M	M	M	M	M	M	A	A
MOGADORE – Vacant								
MUNROE FALLS – Vacant								
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	A	A	A	A	A	M	M	
NEW FRANKLIN – Bryan Kepler (Ganoe)	M	M		M		M	M	
NORTHFIELD - Richard S. Wasosky								
NORTON – Josh Slaga (Hess)				A	A			
ODOT – Chad Root (Bruner) (Phillis)	M	M	M	A	A	M	M	A
PARTA – Claudia Amrhein (Baba) (Popik) (Schrader)	A	A	A	A	A	A	A	A
PORTAGE COUNTY ENGINEER – Larry Jenkins (Collins)	M	M	M	M	A	A	M	A
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)								
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty								
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M				M	M	M
RAVENNA - Robert Finney (Jeffers)	M	M	M	M	M		M	M
RICHFIELD - (Frantz) (Neumeyer)	M		M	M		M		
RITTMAN – Bobbie Beshara (Robertson)	M	M	M	M	M	M	M	M
SILVER LAKE – John Tutak								
STOW – Jim McCleary	M	M	M	M		M	M	M
STOW – Nate Leppo (Jones)								M
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M	M	M	M	M	M	M
SUMMIT CO. COMM. & ECON. DEV. – Dennis Tubbs	A		A	A				
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A		A	A	
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M	M	M	M				M
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A							
TALLMADGE - Andrea Kidder (Kline)		M	M	M		M		
TWINSBURG - Amy Mohr (Muter)	M	M	M	M	M	M	M	M
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)								
WINDHAM – Deborah Blewitt (Brown)								

**AMATS TECHNICAL ADVISORY COMMITTEE
2021 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan 21 Mar 18 Apr 21 May 13 Jun 17 Aug 10 Sept 16 Dec 9

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens

M M M

AMATS - Curtis Baker

M M M M M M M M

CUYAHOGA VALLEY NATIONAL PARK – Vacant

ENVIRONMENTAL COMMUNITY REP. - Kurt Princic

GREATER AKRON CHAMBER - Gregg Cramer

OHIO TURNPIKE COMMISSION – Anthony Yacobucci

PORTAGE COUNTY PORT AUTHORITY – Vacant

PORTAGE PARK DISTRICT - Christine Craycroft

PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)

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

SUMMIT COUNTY PORT AUTHORITY – Vacant

SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)

M M M M M M M M

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Ms. Kay S. Clark

LWVAA

Mr. Curtis Deibel

GPD Group

Mr. George Maki

E.L. Robinson Eng.

Ms. Jesenia Medina

OHM

Mr. Kevin Westbrooks

GPD Group

STAFF MEMBERS PRESENT

Mr. Farhad Ahmadzai

AMATS

Ms. Heather Davis Reidl

AMATS

Mr. Darryl Kleinhenz

AMATS

Ms. Amy Prater

AMATS

Mr. Kerry Prater

AMATS

Mr. David Pulay

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, December 9, 2021 – 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:

Bill Maki

Bill Sepe

Staff:

Farhad Ahmadzai, Transportation Designer

Curtis Baker, Director

Heather Davis Reidl, Mobility Planner

I. Welcome

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Mr. Baker** presented Attachment 5A - Draft Surface Transportation Block Grant (STBG) Program, Resurfacing and Transportation Alternatives Set Aside (TASA) Program Project Application Scoring Review.

Bill Maki asked whether the new federal Infrastructure Investment and Jobs Act (IIJA) would impact the Greater Akron area's anticipated levels of funding from the STBG, Resurfacing and TASA programs.

Mr. Baker described the area's anticipated funding levels for STBG, Resurfacing and TASA programs and the nation at large under IIJA. **Mr. Baker** noted that the law includes significant increases in competitive grants through the Transportation Investment Generating Economic Recovery (TIGER), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and Infrastructure for Rebuilding America (INFRA) programs and increases in public transit formula funds.

Mr. Baker stated that AMATS has received email correspondence from CIC member, Fred Wise, expressing concerns regarding the agency's TASA scoring of the Veteran's Trail Project in Hudson.

Mr. Maki praised the inclusion of sidewalk projects in Table 3 - 2021 TASA Funding Program Project Summary.

Bill Sepe asked why the Veteran's Trail is considered a local trail rather than a regional trail. **Mr. Baker** explained that the agency designated two regional trails apiece for Portage and Summit counties. **Mr. Baker** said that the four regional trails identified within the Greater Akron area were the Ohio & Erie Towpath Trail and Summit Metro Parks Bike & Hike in Summit County and The PORTAGE Hike & Bike Trail and the Western Reserve Heritage Trail within Portage County.

These four trails are considered the "spine" of the Greater Akron area's trail network. Trails that feed into the Towpath Trail are considered secondary trails. Portage County officials agreed with AMATS' commitment to complete the Towpath Trail with the caveat that resources be committed to the construction of The PORTAGE and the Western Reserve Heritage Trail if such resources were to become available at a suitable time.

The attendees discussed funding levels for the area's trail network under the TASA Program.

Mr. Maki asked for a clarification regarding the location of the Cuyahoga Falls Secondary Line Trail terminus as listed in Table 3. **Mr. Baker** described the project's northern and southern terminus.

The attendees discussed the status of the development of the Greater Akron area's trail network.

- B. **Mr. Baker** presented Attachment 6A – Resolution 2021-16 – Approving Projects to be Funded under the Congestion Mitigation Air Quality (CMAQ) Program.

Mr. Maki expressed support for the use of CMAQ funds to improve signalization throughout the region.

- C. **Mr. Maki** presented a letter written by him urging city of Akron and Ohio Department of Transportation officials to consider a community-specific artistic design on the upcoming State Route 8 Bridge Project. **Mr. Maki** said that such a design could promote Akron's history. Several potential designs were attached to Mr. Maki's letter.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m. on Thursday, January 20, 2022.**

**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
November 30, 2021**

Description		Annual Budget	Year-to-Date Expenses	% Budget Expended	November Expenses
I.	Short Range Planning	\$360,000	\$112,982	31%	\$21,409
	FY2021 Carryover	85,000	84,898		0
	FY2022	275,000	28,084		21,409
II.	Transportation Improvement Program	\$228,450	\$110,336	48%	\$18,962
	FY2020 Carryover	53,450	53,440		0
	FY2021	175,000	56,896		18,962
III.	Continuing Planning & Data Collection Transportation System Update	\$224,000	\$75,948	34%	\$33,039
	FY2021 Carryover	44,000	42,909		0
	FY2022	180,000	33,039		33,039
IV.	Long Range Plan Activity	\$464,500	\$153,709	33%	\$22,125
	FY2021 Carryover	64,500	64,424		0
	FY2022	400,000	89,284		22,125
V.	Service	\$528,900	\$92,531	17%	\$44,360
	FY2021 Carryover	98,900	92,531		44,360
	FY2022	430,000	0		0
VI.	OhioRideshare and AQ Advocacy	\$246,500	\$119,508	48%	\$23,910
	FY2021 OhioRideshare Carryover	45,500	31,747		9,236
	FY2022 OhioRideshare	80,000	0		0
	FY2021 Air Quality Carryover	21,000	19,218		0
	FY2022 Air Quality	100,000	68,542		14,674
VII.	Local	\$25,000	\$32,363	129%	\$0
	AMATS local Costs**	25,000	32,363		0
VIII.	AMATS Transportation Quarterly	\$23,785	\$17,474	73%	\$3,400
	FY2021 Carryover	14,150	14,075		0
	FY2022	9,635	3,400		3,400
IX.	GRAND TOTAL AMATS BUDGET	\$2,101,135	\$714,850	34%	\$167,206

****Moving expenses for AMATS offices (unexpected)**

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: January 13, 2022

We are now in the third quarter of FY 2022 and there are a lot of projects left to sell in this fiscal year. In STBG, 97 percent of the funding, or \$13.7 million, is still unencumbered. Overall in all the AMATS funding categories there are 26 projects remaining to sell, 10 in the third quarter and 16 in the fourth. Having a project sell the fourth quarter leaves almost no time to address irregularities that could arise during the bidding process. Please let us know if you have any concerns about a project.

AMATS has applied \$4,089,704 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds that we received to two projects in order to free up STBG funds that were originally in them. AMATS wanted to choose solid projects that were in FY 2022 or FY 2023 to minimize the risk of losing the CRRSAA funds if not used by FY 2024. The \$4,089,704 of STBG funding that was displaced was used towards new resurfacing projects or existing projects that could move up into these years. The Funding Program and Balances tables now have a new section titled “CRRSAA Special Funding” so we can keep track of this funding.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances

January 10, 2022

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025
	Sold									
106875	AV/CV Data System Analysis		P	\$90,001	1					
112487	Romig Rd BRT Study	METRO	P	\$80,000	2					
	Pending									
102701	E. Exchange St-complete street	Akron	R(C)	\$240,000						
102742	SR 93/162 9.10/7.26	Akron	C	\$150,000	3					
108200	White Pond Dr resurfacing	Summit Co Eng	C	\$600,000	3					
112754	Johnson Rd Resurfacing	Norton	C	\$414,850	3					
113169	Munroe Falls Av Resurfacing	Munroe Falls	C	\$261,190	3					
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C	\$334,117	3					
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C	\$459,662	3					
112755	New Milford Rd/Tallmadge Rd Resurfacing	Portage Co Eng	C	\$1,814,326	3					
112583	Ravenna Rd Resurfacing	Twinsburg	C	\$432,000	3					
112756	S Chestnut St/Riddle St Resurfacing	Ravenna	C	\$392,000	4					
115336	Barber Rd Resurfacing	Norton	C	\$662,923	4					
108454	Olde Eight Road Resurfacing	Summit Co Eng	C	\$700,000	4					
108467	Cleveland Massillon Rd Part 1 & 2 Resurfacing	Summit Co Eng	C	\$1,400,000	4					
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C	\$700,000	4					
115334	Broad Blvd Resurfacing	Cuyahoga Falls	C	\$800,000	4					
115313	Arlington St Resurfacing	Akron	C	\$800,000	4					
115299	Eastern Rd/Gates St Resurfacing	Wayne Co Eng	C	\$606,887	4					
115305	Eastern Rd Resurfacing	Rittman	C	\$464,054	4					
115339	E. Mennonite Rd Resurfacing	Aurora	C	\$572,000	4					
115340	Main St/S. Water St Resurfacing	Kent	C	\$799,200	4					
115338	Brecksville Rd (north) Resurfacing	Richfield	C	\$800,000	4					
115341	Frost Rd Resurfacing	Streetsboro	C	\$508,712	4					
108370	Wooster Rd/State St reconstruction	Barberton	C			\$1,329,680	1			
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C			\$700,000	1			
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C			\$356,264	1			
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C			\$573,764	1			
106416	SR 43 Widening	Streetsboro	C			\$554,559	2			
112743	Terex Rd Resurfacing	Hudson	C			\$506,000	3			
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$259,493	3			
115357	Eastern Rd Resurfacing	Norton	C			\$642,240	3			
102701	E. Exchange St-complete street	Akron	(R)C			\$3,600,000	3			
115954	Ohio Ave Resurfacing	Rittman	C			\$496,852	3			
113176	Swartz Rd Resurfacing	Summit Co	C			\$500,000	4			
115348	Riverview Rd+ Resurfacing	Akron	C			\$700,000	4			
115350	4th St Resurfacing	Barberton	C			\$323,728	4			
115352	E Sanitarium Rd Resurfacing	Lakemore	C			\$100,000	4			
115353	Mogadore Rd Resurfacing	Mogadore	C			\$506,040	4			
115354	Cleveland Massillon Rd Resurfacing	New Franklin	C			\$562,132	4			
115356	Cannon Rd Resurfacing	Twinsburg	C			\$540,000	4			
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000	1	
112741	Hopocan Av Resurfacing	Barberton	C					\$281,696	1	
112735	Snyder Av Resurfacing	Barberton	C					\$611,976	1	
112740	Wooster Rd W Resurfacing	Barberton	C					\$231,808	3	
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836	3	
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390	4	
115358	Canton Rd Resurfacing	Summit Co Eng	C					\$528,000	4	
115359	Old Forge Rd Resurfacing	Portage Co Eng	C					\$628,362	4	
115360	N Chestnut St Resurfacing	Ravenna	C					\$504,000	4	
112716	N Main St Complete Streets	Akron	(R)C							\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C							\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co Eng	C							\$600,000

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

	2022	2023	2024	2025
Annual STBG Expenditures	\$14,158,685	\$12,250,752	\$12,712,068	\$10,200,000
Annual STBG Allocations	\$14,323,403	\$10,633,414	\$10,633,414	\$10,633,414
Balance	\$164,718	-\$1,617,338	-\$2,078,654	\$433,414

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRRSAA Special Funding (\$4 M)

January 10, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C	\$700,000	4				
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,389,704	4		

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

	2022	2023	2024
	\$700,000	\$3,389,704	\$0
TOTAL:			\$4,089,704

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

January 10, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025
	Sold								
111426	Air Quality Advocacy Program	AMATS		\$100,000	1				
111431	Rideshare Program	AMATS		\$80,000	1				
	Pending								
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000	1				
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$5,438,117	4				
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,500,000	4				
111428	Air Quality Advocacy Program	AMATS				\$100,000	1		
111432	Rideshare Program	AMATS				\$80,000	1		
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000	1		
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)			\$32,000	1		
106416	SR 43 Widening	Streetsboro	C			\$3,300,775	2		
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202	3		
111429	Air Quality Advocacy Program	AMATS						\$100,000	
111433	Rideshare Program	AMATS						\$80,000	
112245	METRO CNG Replacements (3 buses)	METRO	C					\$1,260,000	
112244	PARTA 2 replacement clean diesel buses	PARTA	C					\$779,253	
113165	Ravenna & Shephard Improvements	Macedonia	R(C)					\$80,000	
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$104,000	
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C					\$228,000	
112716	N Main St Complete Streets	Akron	C						\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C						\$6,000,000
113161	Highland & Valley View Improvements	Macedonia	(R)C						\$1,704,811
113165	Ravenna & Shephard Improvements	Macedonia	(R)C						\$1,289,288

P = Engineering

R = Right-of-Way

C = Construction

	2022	2023	2024	2025
Annual CMAQ Expenditures	\$9,055,575	\$5,339,977	\$2,631,253	\$9,894,099
Annual CMAQ Allocations	\$6,418,442	\$5,591,127	\$5,591,127	\$5,591,127
Balance	-\$2,637,133	\$251,150	\$2,959,874	-\$4,302,972

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

January 10, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025
	Pending								
106539	Wooster Rd/State St reconstruction	Barberton	R	\$13,000	3				
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$332,232	3				
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C	\$805,000	3				
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)C	\$102,000	4				
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)C			\$18,000	1		
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)			\$32,000	3		
99729	Raber Rd sidewalks	Green	C			\$500,000	4		
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C					\$313,600	
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	(P)R(C)					\$368,000	
107930	Freedom Trail Phase 4	MetroParks	C					\$700,000	
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallmadge	C					\$700,000	
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000	
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000

P = Engineering

R = Right-of-Way

C = Construction

	2022	2023	2024	2025
Annual TASA Expenditures	\$1,350,246	\$550,000	\$2,781,600	\$700,000
Annual TASA Allocations	\$1,477,270	\$1,063,342	\$1,063,342	\$1,063,342
Balance	\$127,024	\$513,342	-\$1,718,258	\$363,342

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Draft FY 2023 Transportation Planning Work Program and Budget

DATE: January 12, 2022

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

AMATS members receive almost \$20 million annually in several funding categories to be used for highway, transit and enhancement improvements. AMATS is the federally mandated conduit for these funds.

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

It has been estimated that \$1,451,204 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2023. These funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding a total FY 2023 base budget of \$1,814,005. Remaining funds from this fiscal year (FY 2022) will be carried over on July 1 and may be used through December 31, 2022.

The local match for FY 2023 is calculated to be \$188,657. Local share funds may also be used in matching federal CMAQ dollars as part of the Rideshare and Air Quality Programs, where applicable.

Table 1 shows the draft local share calculation for each individual member of AMATS. Each member's contribution is based on the dues structure established by the Policy Committee in 2005. The dues structure is based on population. Local share amounts were modified following the release of the 2020 Census figures in December 2021.

As a result, the FY 2023 per capita assessment for each community has been set at \$0.222. In addition, METRO and PARTA will be assessed collectively \$30,790.

Table 2 shows the work elements and major planning tasks for FY 2023. Key activities include:

- Developing the new Transportation Improvement Program (FY 2023-2026)
- Providing the annual Congestion Management Process update
- Participating in the Statewide CMAQ Discretionary Funds Program
- Directing the Gohio Commute and Air Quality Advocacy Programs
- Continuing to integrate performance measures as part of the Plan and TIP processes consistent with recent federal legislation, the FAST Act
- Reviewing Title VI Civil Rights and Environmental Justice documentation
- Documenting public participation activities
- Continuing the Signal Timing Optimization Program (STOP)
- Continuing the Pavement Condition Data Collection and Analysis Program
- Beginning a new round of Connecting Communities Planning Grants
- Redesign of AMATS website
- Implementation of the Infrastructure Investment and Jobs Act (IIJA)

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

The Staff is requesting approval of the draft *FY 2023 Transportation Planning Work Program and Budget* and asks for permission to submit it to ODOT for review. The Staff will then meet with ODOT in April to discuss any comments. A final version of the Work Program will be submitted for Policy Committee approval in May. The state fiscal year begins on July 1.

TABLE 1

**AMATS
LOCAL SHARE CALCULATION*
SFY 2023 WORK PROGRAM**

MEMBERS	2020 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2022 LOCAL SHARE
METRO RTA	N/A	14.0%	\$26,387
PARTA	N/A	2.3%	\$4,403
<u>SUMMIT COUNTY</u>			
AKRON	190,469	22.4%	\$42,253
BARBERTON	25,191	3.0%	\$5,588
CUYAHOGA FALLS	51,114	6.0%	\$11,339
FAIRLAWN	7,710	0.9%	\$1,710
GREEN	27,475	3.2%	\$6,095
HUDSON	23,110	2.7%	\$5,127
LAKEMORE	2,926	0.3%	\$649
MACEDONIA	12,168	1.4%	\$2,699
MOGADORE	3,811	0.4%	\$845
MUNROE FALLS	5,044	0.6%	\$1,119
NEW FRANKLIN	13,877	1.6%	\$3,078
NORTHFIELD	3,541	0.4%	\$786
NORTON	11,668	1.4%	\$2,588
REMINDERVILLE	5,412	0.6%	\$1,201
RICHFIELD	3,729	0.4%	\$827
SILVER LAKE	2,516	0.3%	\$558
STOW	34,483	4.1%	\$7,650
TALLMADGE	18,394	2.2%	\$4,080
TWINSBURG	19,248	2.3%	\$4,270
SUMMIT CO. UNINCORP.	76,699	9.0%	\$17,014
<u>PORTAGE COUNTY</u>			
AURORA	17,239	2.0%	\$3,824
KENT	28,215	3.3%	\$6,259
RAVENNA	11,323	1.3%	\$2,512
STREETSBORO	17,260	2.0%	\$3,829
PORTAGE CO. UNINCORP.	80,133	9.4%	\$17,776
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$677
RITTMAN	6,131	0.7%	\$1,360
WAYNE COUNTY ENGINEER	9,708	1.1%	\$2,154
TOTAL	721,109		
TOTAL CONTRIBUTING MEMBERS	711,645		\$188,657

* \$0.222 per person

Communities under 2,400 in population do not pay local dues.

TABLE 2
AMATS STAFF
FY 2023 MAJOR PLANNING TASKS

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
601.31 Short Range Planning 1. Safety and Congestion Studies 2. Assistance with major project studies 3. Prioritize AMATS area applications for TRAC 4. Assist with the Coordinated Public Transit / Human Services Transp. Plan 5. Coordinate with Other Agencies and Local Governments 6. Transit Planning and Coordination 7. Bike and Pedestrian Planning 8. Freight Planning and Coordination 9. High Crash Locations and Safety Performance (2019-2021) Memorandum 10. Land Use Transportation Coordination 11. Maintain the new Regional ITS Architecture 12. Implement the Infrastructure Investment and Jobs Act (IIJA)	\$400,000	CPG
602.31 Transportation Improvement Program 1. Develop the FY 2023-2026 TIP 2. Manage STBG and TASA allocations 3. Manage Federal Transit Administration funding 4. Participate in the Statewide CMAQ Discretionary Program 5. Maintain Performance Measures for the TIP consistent with the FAST Act	\$250,000	CPG
605.31 Transportation System Update 1. Maintain data, including: land use and zoning, population, employment, dwelling unit, and other Census data, motor vehicle registrations, transit ridership, traffic counts, and road and street conditions 2. Seasonal traffic counting, including bicycle and pedestrian counts 3. Continue the Pavement Condition Data Collection and Analysis program	\$200,000	CPG
610.31 Transportation Plan Update 1. Maintain the current Regional Transportation Plan: <i>Transportation Outlook 2045</i> 2. Maintain the travel demand model 3. Develop the annual Congestion Management Process update 4. Integrate Performance Measures in the Regional Transportation Plan Process	\$350,000	CPG

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
625.31 Service 1. Review Transit Market Indicators data for area RTAs 2. Plan implementation assistance 3. Assist ODOT in reviewing design traffic analyses 4. Provide data for use by others 5. Review transportation impacts of zoning changes and subdivision proposals 6. Assist Ohio EPA by Reviewing EPA Permits to Install 7. Air Quality Coordination 8. Elderly and Disabled Transportation Program (FTA Section 5310) review 9. Redesign AMATS website 10. Continue to develop transportation-related podcasts 11. Review Title VI (Civil Rights) Plan and improve public involvement for low income and minority populations 12. Connecting Communities Planning Grant Program	\$550,000	CPG
667.31 Gohio Commute Program 1. Ridesharing assistance 2. Marketing and promotional advertisements 3. Manage the Gohio Commute website and branding	\$80,000	CMAQ
667.32 Air Quality Advocacy Program 1. Advocate for alternative modes of transportation 2. Coordinate Bike & Brainstorm events 3. <i>Switching Gears</i> : Bicycle Advocacy Website 4. Commuter Alternatives - Bicycle and Pedestrian Advocacy 5. Maintain Signal Timing Optimization Program (STOP)	\$100,000	CMAQ
682.31 Local 1. Miscellaneous local expenses 2. Travel and miscellaneous meeting/hospitality expenses 3. AMATS Annual Meeting (October 2022) 4. The initial purchase of capital items (as needed) 5. Vehicle maintenance and repair	\$25,000	LOCAL
697.31 AMATS Transportation Newsletter / Annual Report 1. July - December Newsletter 2. January - June Newsletter 3. Monthly Web Updates 4. 2022 Annual Report	\$64,005	CPG

TABLE 3
AMATS DRAFT FY 2023 WORK PROGRAM
FUNDING BY SOURCE

<u>AMATS AGENCY ONLY</u>	<u>FY 2023</u>
USDOT Consolidated Planning Grant	\$1,451,204
ODOT Match	\$181,400
AMATS Local Share (Match)	<u>\$181,401</u>
SUBTOTAL	\$1,814,005
AMATS Local Expenses	\$25,000
FY 2022 Carryover (Estimated)	\$400,000
FHWA/CMAQ (Gohio Commute & AQ)	<u>\$180,000</u>
TOTAL	\$2,419,005
 <u>METRO RTA PLANNING</u>	
METRO Planning (Local METRO Funds)	\$825,000
 <u>PARTA PLANNING</u>	
PARTA Planning (Local PARTA Funds)	<u>\$75,000</u>
 GRAND TOTAL	 \$3,319,005

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Public Participation Plan - 3P

DATE: January 14, 2022

Introduction

The AMATS *Public Participation Plan* or "3P" details the policies and strategies that the agency utilizes to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.

The 3P pursues a continuing, comprehensive, and coordinated process among all area stakeholders while providing opportunities for innovative broad-based participation in the development and review of regional transportation plans, programs and policies. The latest version of the 3P continues the agency's embrace of social media and recognizes the needs of growing and unique populations within the area, such as the elderly, Asian and Latino communities, and those with special needs.

Federal Recommendations

In August 2021, AMATS began a comprehensive review of its 3P, which was last updated in 2018. Revisions resulting from this review are largely based on two recommendations issued to the agency through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These recommendations were presented to AMATS following the FHWA and FTA's federal certification review of the agency as a metropolitan planning organization (MPO) in May 2021. These recommendations are presented in their entirety in the USDOT *Transportation Management Area Planning Certification Review – May 2021 Summary Report*, pages 37-39, and are summarized below.

The FHWA and FTA recommended that AMATS:

- Review its Title VI complaint process and documentation so that the agency's procedures accurately reflect guidance provided in the revised *Ohio Department of Transportation (ODOT) MPO/Regional Transportation Planning Organization*

Title VI Manual released in 2020.

- Amend the *3P* to outline and document the specific process that AMATS uses to respond to individual comments and input that the agency receives as part of the public engagement process.

In response to these recommendations, the agency modified its *3P* to include:

- *Appendix F – Title VI Complaint Procedures*, which is based on guidance provided in the *ODOT MPO/Regional Transportation Planning Organization Title VI Manual*. *Appendix F* details the process that members of the public may utilize and expect if they believe that they have been excluded from participation in or have been denied the benefits or services of any program actively administered by ODOT or AMATS on the basis of race, color, national origin, gender, age, disability, or income status. This appendix includes *Title VI / Civil Rights Complaint Forms* in English and Spanish.
- Passages stating that AMATS will acknowledge receiving all electronic and written correspondence from members of the public regarding transportation issues of public interest and respond within a seven-day period of receiving such correspondence. AMATS personnel will maintain files documenting all such correspondence throughout the public engagement process as part of its maintenance of permanent records.
- *Appendix G – Measures of Effectiveness Report*, which provides a measure of the effectiveness of the agency's public engagement efforts during the three-year span of the *3P*.

The Draft *3P* reiterates the agency's willingness to accommodate the needs of various populations by providing translator and other services. The draft plan also states the agency's openness to partner with various civic groups to reach these and other populations through new public empowerment and outreach opportunities

Summary of 2022 Update

The Draft *3P* will be available for public review and comment for a 65-day period that began on Jan. 13, 2022 and will end March 18, 2022. This period is being promoted through a combination of social media postings on the agency's website, Twitter and Facebook pages and MailChimp email campaigns. Newspaper advertisements were also purchased for the three major newspapers serving the Greater Akron area: the *Beacon Journal*, the *Record-Courier* and *The Reporter*. These advertisements were scheduled to appear on or during the week of Jan. 10, 2022. The agency also purchased online advertisements to promote the comment period on the *Beacon Journal*'s web site – Ohio.com – with Gannett Co., Inc. (Gannett Co., Inc. is the media company that owns the *Beacon Journal*, *Record-Courier* and several other regional weekly newspapers.)

During the period, the Draft *3P* will be available for viewing and downloading on the agency web site - amatsplanning.org. The site includes pdf and online versions of comment forms pertaining to this draft document. This item is also accessible through the agency's Twitter and Facebook

pages and is available for review at the AMATS offices located in Suite 1300 of 1 Cascade Plaza in downtown Akron.

AMATS will present the Draft *3P* during the Jan. 20, 2022 of the AMATS Citizens Involvement Committee (CIC). This meeting is also being promoted through social media and advertisements in the *Beacon Journal*, the *Record-Courier* and *The Reporter*. The agency will present the Draft *3P* in a second CIC meeting tentatively scheduled for March 17.

Comments regarding this item and related practices are welcome and should be sent to AMATS Public Information Coordinator Kerry Prater at kprater@akronohio.gov or **330-375-2436**.



3P Public Participation Plan

Draft - January 2022



AMATS "3P" PUBLIC PARTICIPATION PLAN

January 2022

Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300 / Akron, Ohio 44308-1136
Phone: (330) 375-2436
FAX: (330) 375-2275

This report 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 Chippewa and Milton Township in Wayne County. The contents of this report 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 report does not constitute a standard, specification or regulation.

Table of Contents

Introduction.....	1
• What is AMATS?.....	2
AMATS Committees and Staff	2
• Policy Committee.....	2-3
• Technical Advisory Committee (TAC).....	3
• Citizens Involvement Committee (CIC)	3-4
• Staff.....	4
On the Web.....	5
• AMATSPLANNING.ORG	5
• SWITCHING-GEARS.ORG	6
• Social Media.....	6
New Approaches	6
• Public Empowerment.....	6-7
• Community Outreach.....	7
• Speakers' Bureau	7-8
• Public Information	8
Unique Populations	8-11
• Map - Elderly Populations.....	12
• Map – Low-Income Populations	13
• Map - Minority Populations.....	14
Conclusion	15
Appendix A - Regional Transportation Plan (RTP)	16-17
Appendix B - Transportation Improvement Program (TIP)	18-19
Appendix C - Involvement of Interested Parties and Public Comment.....	20-21
Appendix D - Comment Forms	22-23
• Comment Form - 2022 Draft Public Participation Plan - "3P"	22
• Audience Participation Form	23
Appendix E - Language Assistance Plan for Limited English Proficient Populations	24-28
Appendix F – Title VI Complaint Procedures	29-33
Appendix G – Measures of Effectiveness Report	34-35

Introduction

This *Public Participation Plan* or "3P" seeks to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.

The 3P ensures a continuing, comprehensive, and coordinated process among all area stakeholders while encouraging and providing opportunities for broad-based participation in the development and review of regional transportation plans, programs and policies. Through the 3P, AMATS strives to engage the public at the earliest stages of transportation planning, especially those populations who are traditionally underserved or economically depressed such as the elderly, limited-English proficiency, minority and low-income populations.

The 3P reflects the realities of a changing society. AMATS seeks to foster an environment where the public feels that its insights not only matter, but are encouraged and welcomed. The 3P is updated periodically to: reflect changes in local, state or federal legislation; adjust the plan to include new technologies; and to meet the needs of the community. The agency relies on the following guiding principles when updating the 3P:

- AMATS recognizes that every major public policy decision or implemented transportation project significantly affects someone.
- If the agency's decision-making process is open, objective and considers all viewpoints, then policies, programs and projects are usually much more willingly accepted and embraced by affected communities.
- By utilizing a variety of public outreach techniques in multiple formats to provide planning information, the agency will gain a wide audience and solicit input from a greater number of people.
- Coordination and collaboration among as many as transportation stakeholders as possible during the planning process produces the most effective and balanced transportation solutions.

Because the agency relies on these principles, the 3P allows the Greater Akron area to meet unforeseen changes creatively and forcefully.

Throughout the change occurring around us, there is an old transportation adage that still holds true: *The journey of a thousand miles begins with a single step*. Our agency actively pursues strategies to encourage the public to take their first steps in getting involved in their region's transportation planning process. AMATS provides many opportunities throughout this process for the public to participate and influence transportation policies.

There are several different ways to get involved with AMATS which are presented in 3P, most notably our Citizens Involvement Committee. Please note that the public is by no means limited to the strategies detailed in these pages. The agency actively seeks new opportunities to exchange ideas with the public and welcomes ideas and suggestions on how to do so.

What is AMATS?

"AMATS" stands for the **Akron Metropolitan Area Transportation Study**. We are responsible for transportation planning within the Greater Akron area comprised of Portage and Summit counties and a portion of Wayne County. From highways to bikeways, from buses to trails, our agency plays a role in the planning of the major transportation projects within the area and the funding that makes them possible.

A Policy Committee, a Technical Advisory Committee (TAC), a Citizens Involvement Committee (CIC) and a staff are the official players that comprise AMATS with each suited to a particular role in the planning process. To learn more about each, read on.

AMATS Committees and Staff

Each Player Has a Role - Even You!

Transportation planning in the Greater Akron area is accomplished through a cast of players. Like any ensemble cast, each player performs a unique role, but their roles are intertwined. The Policy Committee, Technical Advisory Committee (TAC), Citizens Involvement Committee (CIC) and agency staff are featured players in this cast, but - like any cast - they need feedback. The feedback that they need comes from you - the public - through your participation in the planning process.

As a member of the public, you are encouraged to participate in the planning process. AMATS strives to make the Greater Akron area's transportation planning process as transparent and accessible as possible. The agency regularly:

- Posts timely notices about meeting dates and locations and meeting materials in advance on our website - **amatsplanning.org**.
- Provides podcasts of past meetings on our agency website and through our podcast subscription service.
- Schedules committee meetings in locations that are accessible for all citizens, including the disabled and transit dependent.

You are welcome to attend any of our committee meetings, all of which are open to the public. Below are descriptions regarding our committees and staff and how you may participate in the regional planning process.

Policy Committee

Currently, there are 46 voting members of the Policy Committee representing every community in the Greater Akron area. It is this body that decides how the area's federal transportation dollars should be spent. The committee is composed of elected officials, county engineers, transit agencies and representatives from the



Ohio Department of Transportation. Its members meet regularly six times a year to make funding decisions, discuss priorities and policies, and collaborate on regional issues.

The Policy Committee provides opportunities for the public to address the committee with the following guidelines:

- Anyone interested in making comments before the Policy Committee may do so during the public comment period at the beginning of the agenda.
- Public comments are limited to three minutes per person, but may be allowed more time by the Policy Committee chairperson.
- Organizations wishing to address the Policy Committee should select one representative to speak during the public comment period.
- Speakers will be asked to fill out an *Audience Participation Form* before addressing the Policy Committee (p. 23).
- Citizens may contact the AMATS staff at **330-375-2436** or by email at **amats@akronohio.gov** in advance to request time to speak, or may do so in person before the meeting with any AMATS staff member.

Technical Advisory Committee (TAC)

The TAC provides technical assistance to the Policy Committee throughout the planning process. The TAC is made up of planners and engineers representing communities, counties and transit providers across the Greater Akron area. The expertise of these members provides the Policy Committee with needed "nuts-and-bolts" insights regarding the area's projects.

Citizens Involvement Committee (CIC)

The CIC is the forum through which the public may weigh in directly on transportation-related matters. Through its open-meeting format, CIC members may freely discuss issues with AMATS staff members and other players in the region's planning process. The AMATS staff works closely with the CIC members to identify potential discussion topics and in the preparation of necessary meeting materials and the scheduling of guest speakers.

The committee meets at a minimum of six times a year and its membership is open to all who wish to participate. Regular meetings commence at **6:30 p.m.** and are usually held in the **Akron-Summit County Public Library** located at **60 South High Street** in downtown Akron, which is centrally located and transit accessible in the Greater Akron area. The CIC does occasionally host on-line "virtual" meetings and other on-line events such as Open Houses and Workshops as circumstances warrant. Additional committee meetings may be scheduled by the CIC members if they so desire.

AMATS promotes CIC meetings through regularly scheduled advertisements with the *Beacon Journal*. Additional newspaper advertisements are occasionally purchased if deemed necessary by the staff given the regional significance of and public interest in particular agenda items and topics. The agency also

promotes CIC meetings through email and social media campaigns to committee members, interested agencies and groups, and area media.

Staff

The AMATS staff assists all three committees and carries out the "day-to-day" administrative and technical work of the agency. The staff develops the area's long-range *Regional Transportation Plan* (RTP) (p. 16-p. 17) and the four-year *Transportation Improvement Program* (TIP) (p. 18-p. 19). The staff is a mix of engineers, planners and other professional disciplines.

While serving as a liaison between the public and the committees of AMATS, the staff ensures that public comment is considered throughout the region's planning process. The staff welcomes verbal and written comments and strives to respond to concerns in a timely manner. You may contact the staff at **330-375-2436** or by email at **amats@akronohio.gov**. You may contact individual staff members directly by referencing the *Staff Directory* on the AMATS web site at **amatsplanning.org**. Written correspondence should be addressed to:

AMATS
1 Cascade Plaza / Suite 1300
Akron, Ohio 44308-1136

It is the policy of AMATS that staff members will acknowledge receiving all electronic and written correspondence from members of the public regarding transportation issues of public interest and respond within a seven-day period of receiving such correspondence. These initial staff responses should be deemed by the public as acknowledgments by AMATS that their concerns have been received by the agency. These responses should not be misconstrued by the public as commitments by the agency or its personnel to address and respond to public concerns during the aforementioned seven-day period. Appropriate agency responses to public concerns may require more time than seven days as circumstances may warrant. AMATS personnel will maintain files documenting all such correspondence throughout the public engagement process as part of its maintenance of permanent records.

As part of its duties to maintain the programs of AMATS, the staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Regional Transportation Plan* and the TIP, and various plan and TIP amendments, reports and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination. For the sake of transparency, the staff will present all changes to the *Regional Transportation Plan* and TIP to the AMATS Policy Committee regardless as to whether they are minor revisions, administrative changes or amendments. (The criteria used by the staff in making such determinations are presented in *Appendix A - Regional Transportation Plan* (RTP) (p. 16-p. 17) and *Appendix B - Transportation Improvement Program* (TIP) (p. 18-p. 19) of the 3P.)

If the staff determines that formal amendments to the *Regional Transportation Plan* or TIP are warranted, the staff will determine whether such changes constitute Minor or Major Amendments. Once such determinations are made by the staff, then the agency will pursue the appropriate public participation procedures specified in Appendices A and B of the 3P.

On the Web

Emerging technologies present AMATS with new opportunities to connect with the public. The Internet has created boundless opportunities for you and your friends to engage with our agency without the need to leave the comfort of your home.

Along with its two web sites - **amatsplanning.org** and **Switching-Gears.org** - AMATS uses web posting and social media sites such as Twitter, Facebook and YouTube to provide citizens with up-to-the-minute information. The agency also has expanded its practice of posting announcements, meeting information and news on community-oriented sites such as the Summit County Community Calendar, Zvents and other appropriate venues. Below are some of the ways that AMATS harnesses the power of the Internet.



AMATSPANNING.ORG

AMATS routinely updates its website to make the site even more user-friendly. The agency is working to show you how your tax dollars are being spent in a clear, easy-to-understand format. Our web site includes an easy-to-use interactive *Transportation Improvement Program* (TIP), which provides details about AMATS-funded projects and includes map images of TIP project locations.

Among the agency's goals for its site have been to make it easier to inform the public about events while providing opportunities for them to become more engaged and involved in the planning process. From the *Home* and *Meetings* pages, a visitor can check out dates and times for our next Policy Committee, Technical Advisory Committee (TAC), and Citizens Involvement Committee (CIC) meetings. A visitor can also view the most recent committee meeting packet, listen to an MP3 meeting podcast, or complete an *Audience Participation Form* (p. 23) to speak to the Policy Committee. Visitors will also find access to timely features under *What's New*, check out our Twitter feed, or search the entire site for a specific topic.

Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In the event that a member of the public believes that they are the victim of an alleged discriminatory practice by AMATS during the Greater Akron area's transportation planning process, our agency provides a *Nondiscrimination Complaint Form* on our agency web site - amatsplanning.org. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

Additionally, our agency web site - **amatsplanning.org** - includes a link to language interpretation software to assist those for whom English is not the first language. Using this link, visitors to our web site can translate pages into other languages including Chinese, French and Spanish. The [AMATS Title VI - Program Procedures and Documentation](#) Plan outlines other steps to include limited-English proficient persons in the planning process.

SWITCHING-GEARS.ORG

This web site provides information to people on ways to take advantage of the Greater Akron area's trails and inform them on ways to utilize cycling as a means of transportation. Switching-Gears.org also has a calendar announcing organized bike rides and events in our region and an easy-to-use Bike User Map.

Social Media

Social media has fast become one of AMATS' most utilized tools for public outreach. The agency can interact with the public regarding transportation-related topics instantaneously. Below are some of the most popular media that AMATS uses on a regular basis.

- **Twitter** is a great online tool that lets you send messages to your followers in 280 characters or less. Stay up to date with the most relevant news in transportation and land use planning. Follow **@amatsplanning** on Twitter to receive tweets about the latest transportation news.
- **Facebook** is a popular social media tool that is increasingly being used by agencies to reach new audiences and AMATS is no exception. The agency's Facebook page is updated frequently with our latest tweets and pictures of the region. It is also linked to the AMATS website where the public can get more information.
- **YouTube** is a social media site that allows users to post videos and share them with friends. Through its channel - **AMATSPanning** - the agency presents many special video features highlighting transportation topics. Topics range from meeting summaries to informative features.

AMATS does not limit its use of social media to the aforementioned platforms. The agency will consider additional platforms as they emerge for potential use by AMATS. The use of new platforms by AMATS will largely depend upon their appropriateness, feasibility, suitability, and timeliness to the agency's public outreach endeavors.

It is the policy of AMATS and its personnel to refrain from allowing personal or political biases to influence the agency's use of social media. Information and materials posted through various social media platforms shall be presented in an apolitical and objective manner with the sole goal of being to promote a continuing, comprehensive, and cooperative regional transportation planning process for all.

New Approaches

AMATS continually seeks new approaches to engage the public throughout the transportation planning process. Below are descriptions of some of the newer strategies that our agency has embraced in recent years.

Public Empowerment

AMATS pursues innovative public *empowerment* strategies that present opportunities to challenge the public beyond



mere dialogue. These strategies actively urge the public to tackle transportation issues directly through participation in unique events. Generally, these events entail a topic-specific activity geared to spur dialogue between participants and area policy makers. Following participation in a group endeavor, participants share their ideas and insights gained through firsthand experiences as to what can be done to improve accessibility and livability in a particular locale. Below are several examples used by the agency:

- **Active Transportation Conferences** - AMATS hosts conferences dedicated to transportation-related topics designed to provoke discussions between policy makers and the public. The intent of the conferences are to help communities address and identify needs that policymakers may have overlooked. These conferences are daylong events with featured speakers and breakout sessions.
- **Better Block** - Better Block encourages the public to take one neighborhood block at a time, start small, and actually *do* something. It could be setting up new temporary bike lanes; it could be makeshift street art or furniture; it could be a coffee shop, art gallery or beer garden for a brief period of time. These events help the public experience something new in their neighborhoods by letting them see it, live it and - perhaps most importantly – participate in actually *creating* it.
- **Bike-N-Brainstorms** - These events embark on a group bike ride along key corridors as an alternative way to get feedback about on-road biking. At the end of their ride, group members participate in a brainstorming session with agency personnel and local officials to share their ideas as to what can be done to improve bike travel within the area.
- **Jane's Walk** - Inspired by pioneering author and urban activist, Jane Jacobs, these events provide opportunities for people to engage in city planning by meeting and exploring cities through short walking tours. During these tours, participants discuss what can be done to make areas more pedestrian friendly.

The agency also welcomes invitations and suggestions from the public to participate and support community-oriented events benefitting the area's transportation systems.

Community Outreach

As part of its efforts to fashion a vibrant, livable Greater Akron area, AMATS frequently partners with various civic groups on a host of projects. Among the agency's past partners have been the Barberton Community Foundation, The Knight Foundation, Leadership Akron, Neighborhood Development Services and Torchbearers.

AMATS welcomes opportunities to work with new partners in appropriate community-oriented endeavors. Those interested in seeking the agency's involvement should contact AMATS at amats@akronohio.gov or at 330-375-2436.

Speakers' Bureau

AMATS staff members are available by appointment to discuss technical and policy information with citizens and other interested parties during and outside of the agency's normal business hours. Staffers

are also available by appointment to present technical and policy information to the public and to participate in a variety of forums such as panel discussions.

Individuals and groups can request a speaker by contacting AMATS at amats@akronohio.gov or at **330-375-2436**. Requests should be transmitted via the agency's public information coordinator.

Public Information

As part of our efforts to provide the region with a transparent planning process, AMATS goes beyond merely accommodating requests for public information - which we will gladly do! The agency disseminates all meeting materials one week prior to scheduled committee meeting dates via email and through postings on its web site - amatsplanning.org. The public is welcome to subscribe to these electronic mailings. All that's needed for a subscription to AMATS is a subscriber's name and their email address. Postal delivery of materials may be arranged by special request at no charge to recipients.

Many materials, such as our current and past reports, plans and studies are available for review and download on the agency web site. Please note that selected draft and interim materials may be available for viewing and downloading only for specified times, such as public comment periods.

Records of committee meetings are available in the form of minutes and MP3 podcasts on the agency web site. AMATS will gladly forward pdf or printed versions of committee minutes to the public via email or postal delivery upon request. The agency also offers a podcast subscriber service in which committee recordings can be automatically downloaded to your computer as soon as they become available.

In addition, AMATS regularly distributes press releases and other information to Greater Akron area media regarding transportation-related events and developments. The agency also provides a free annual report and a semi-annual newsletter to committee members, the media, and subscribers. Other information and services such as traffic data, project status information, accident data and more are readily available on the agency web site. The staff is available to answer questions regarding information that is not readily available on the site.

Unique Populations

AMATS strives to involve low-income and minority groups in the public participation process for the Greater Akron area. The agency relies on the definitions of these populations provided by the United States Department of Transportation (USDOT) Order 5610.2(a) on Environmental Justice, contained in the *Federal Register* (May 2, 2012). "Low-Income" is defined as a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

A "Minority" is defined as a person who is:

- 1) Black (a person having origins in any of the black racial groups of Africa);
- 2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- 3) Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent);

- 4) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands; or
- 5) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition)

Using 2010 U.S. Census Bureau data, the agency recognizes where these groups are located within the region (p. 12 and p. 14) and seeks their involvement throughout the planning process using a mix of outreach strategies involving advertisements, community groups, press releases, social media and other available means. The aforementioned *Public Empowerment* strategies, such as Better Block and Bike-N-Brainstorms (p. 6-p. 7), present valuable opportunities for the agency and members of these populations to coordinate, network and organize activities with direct participation and firsthand experiences given the targeted neighborhood scale of many of these events.

The region is also witnessing growth in its Asian and Hispanic populations. The agency also recognizes that the elderly represent another growing segment of the region's population. These populations have unique interests and needs which will contribute to and influence the area's transportation policies and systems. AMATS recognizes this and strives to foster a dialogue with these and other diverse communities within the area. Recently, the agency has increased its outreach efforts to these populations by initiating a dialogue with various organizations including:

- the Akron National Association for the Advancement of Colored People (NAACP)
- the Akron Urban League
- Asian Services in Action, Inc.
- Direction Home Akron Canton
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Torchbearers
- VANTAGE Aging (Senior Community Service Employment Program (SCSEP))
- and other community and neighborhood groups.

The agency actively pursues opportunities to collaborate on the development of transportation-related programs and projects with representatives of these populations. Each public process confronts the challenge of getting traditionally underrepresented populations involved in the planning process. These potentially underrepresented populations may include the youth and elderly of the community, persons with disabilities, and others who may be too busy or unable to attend public meetings.

AMATS shall make every effort to accommodate the disparate and varied needs of these populations. The agency shall arrange for language translation assistance in circumstances where such assistance is warranted, e.g., during public meeting in communities where languages in addition to English are primarily spoken. Agency personnel will arrange for American Sign Language (ASL) and spoken language translation assistance to be available if deemed appropriate, feasible and necessary.

Long an adherent to the spirit and wording of Title VI of the landmark Civil Rights Act of 1964, Executive Orders 12898 and 13166, and the Americans with Disabilities Act of 1990 (ADA), the agency will broaden and continue its outreach to the region's many varied communities and populations. The passages

below demonstrate that the agency recognizes the importance of these federal requirements throughout the regional planning process.

Title VI of the Civil Rights Act of 1964

Title 49 of the Code of Federal Regulations (49 CFR), Part 21 states that "no person in the United States shall on the grounds of race, color, or national origin be excluded from the participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance." In May 2015, AMATS adopted a comprehensive [*AMATS Title VI - Program Procedures and Documentation*](#) Plan, which defines the agency's program, procedures and means of documentation. AMATS employees are responsible for ensuring that the agency's programs, policies, and services are developed, conducted and implemented without regard to a person's race, color, national origin (including Limited English Proficiency), sex, disability, ancestry, religion, military status or age. Employees must ensure that ethnic minorities and low-income populations are not adversely impacted, and aim to achieve full participation by these groups in the agency's programs, policies and activities.

AMATS' Public Information Coordinator/Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Since the establishment of Title VI, Environmental Justice has been considered in local, state, and federal transportation projects. Additionally, Title 28 CFR Section 42.104 of Title VI and related statutes require federal agencies to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

Executive Order 13166 - Improving Access to Services for Persons with Limited English Proficiency (LEP)

Executive Order 13166 requires federal agencies to examine the services that they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. This order also requires that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

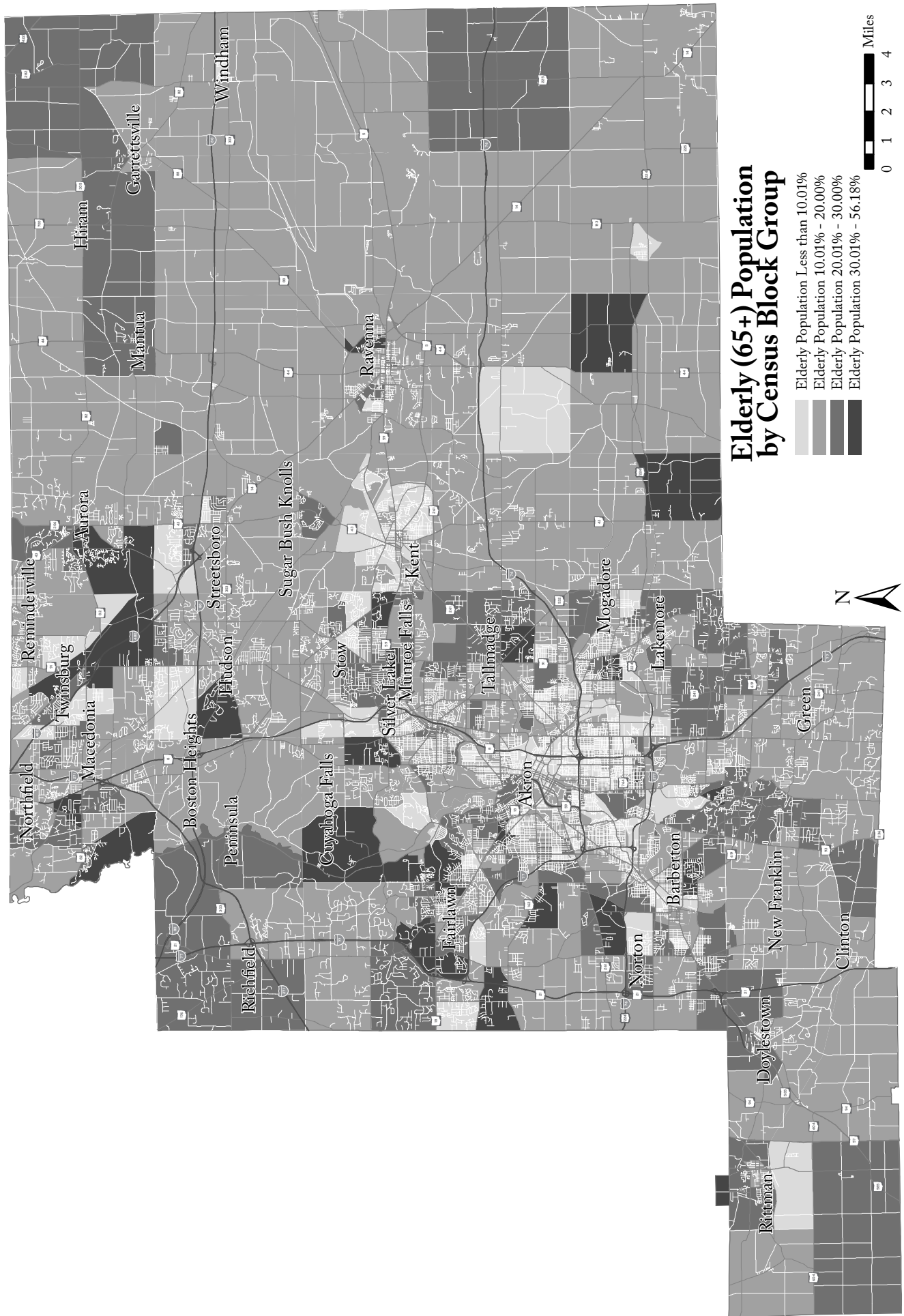
To assist federal agencies in carrying out their LEP responsibilities, the U.S. Department of Justice has issued a Policy Guidance Document, *2002 LEP Guidance*. This document sets the compliance standards that recipients of federal financial assistance must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI's prohibition against national origin discrimination.

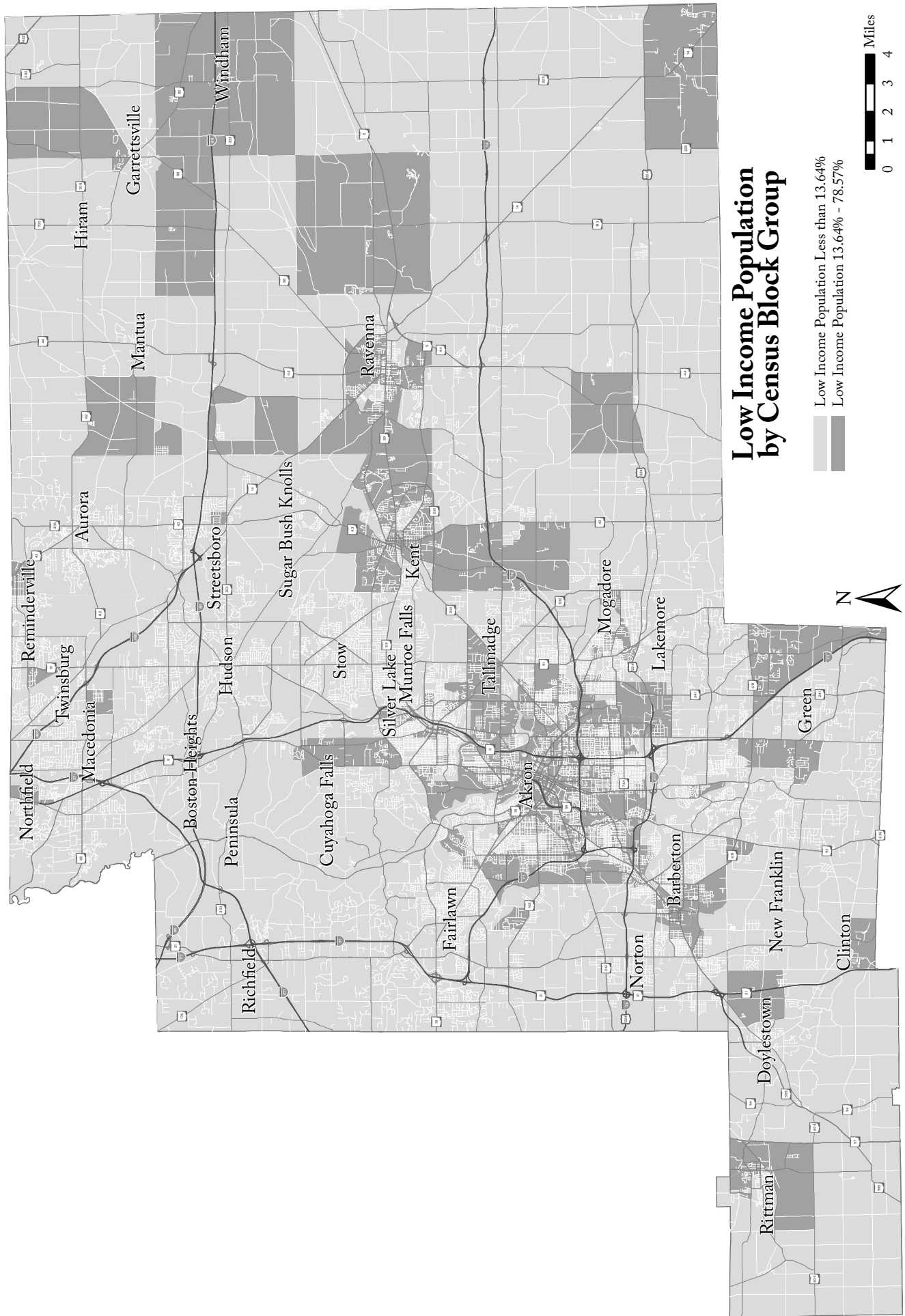
Appendix E - Language Assistance Plan for Limited English Proficient Populations (p. 24-p. 28) details how AMATS meets the needs of LEP populations within the Greater Akron area and evaluates the effectiveness of its efforts.

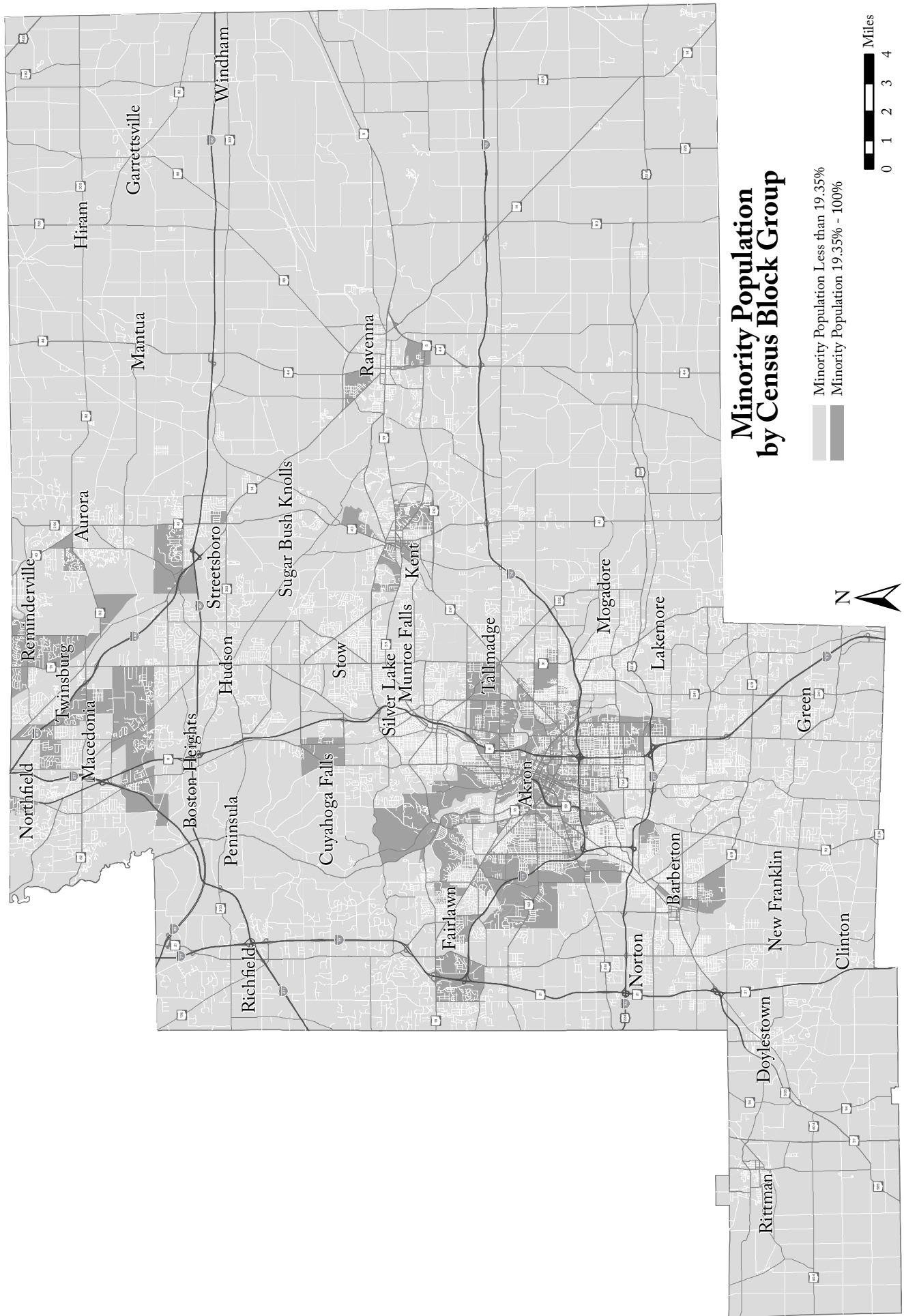
Americans with Disabilities Act of 1990

The agency prides itself on its ongoing efforts to meet and exceed the standards outlined in the Americans with Disabilities Act of 1990. AMATS will make every effort to arrange for translation, sign language and other special assistance at meetings for individuals with special needs who request them in a timely manner of at least three business days beforehand.

In addition, our agency web site - **amatsplanning.org** - includes a link to language interpretation software to assist those for whom English is not the first language. The **[AMATS Title VI- Program Procedures and Documentation](#)** Plan outlines other steps to include limited-English proficient persons in the planning process.







Conclusion

Our agency aims to be as open as possible when it comes to sharing information and explaining why and how transportation decisions are made in the Greater Akron area.

Our *Public Participation Plan* or "3P" is intended to appeal to as many different interested people through a mix of opportunities and strategies both digital and personal.

AMATS will continue to explore new opportunities for public outreach as they become available. Outreach can be challenging and our agency is committed to receiving as much feedback as possible.

Appendix A - Regional Transportation Plan (RTP)

A primary responsibility of AMATS is to prepare and maintain a long-term *Regional Transportation Plan* (RTP) that meets the travel needs of the region. The RTP creates a framework for the region's transportation system through the identification of needs and project recommendations. It also sets the direction for transportation decisions, policy and planning throughout the region.

Public participation is an integral part of preparing the RTP. This is your chance for your voice to be heard! Comments received during the review of the Draft RTP will be presented to the Policy Committee and other stakeholder planning agencies for consideration before final adoption of the RTP by the Policy Committee.

Once a Draft RTP has been created, AMATS will:

- Make copies of the draft available to the public at:
 - AMATS website – **amatsplanning.org**
 - AMATS office
- Tweet on **@amatsplanning**
- Post on **facebook.com/amatsplanning**
- Schedule at least one public meeting for review and comment
- Place advertisements in newspapers including the *Akron Beacon Journal*, the *Record-Courier* and *The Reporter* and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process.

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the Draft RTP and will actively pursue additional opportunities to do so.

Amending the Plan

Periodically, local or state officials request that the approved RTP be modified, or that a project recommendation be added or dropped. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

• Major Amendments

If the amendment involves a project recommendation that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the Draft RTP.

- **Minor Amendments**

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate *Meeting Packet* link and the *Get Involved* page of the agency website - amatsplanning.org - prior to Policy Committee action.

- **Administrative Modifications**

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Regional Transportation Plan*, and various plan-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the *Regional Transportation Plan* to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the RTP and will be posted on the website.

Appendix B - Transportation Improvement Program (TIP)

The *Transportation Improvement Program* (TIP) is the Greater Akron area's four-year program of highway, public transit, and bicycle and pedestrian projects. It must be consistent with the *Regional Transportation Plan* (RTP). Through the TIP process, projects are scored and selected, providing funding for area transportation projects.

Public participation is necessary in the development of a sound TIP for the area. Comments generated during the review of the Draft TIP will be presented to the Policy Committee and other stakeholder planning agencies for consideration before adoption of the Final TIP document by the Policy Committee.

Once a Draft TIP has been created, AMATS will:

- Make copies of the draft available to the public at:
 - AMATS website – **amatsplanning.org**
 - AMATS office
- Tweet on **@amatsplanning**
- Post on **facebook.com/amatsplanning**
- Schedule at least one public meeting for review and comment
- Place advertisements in newspapers including the *Akron Beacon Journal*, the *Record-Courier* and *The Reporter* and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process.

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the Draft TIP and will actively pursue additional opportunities to do so.

Amending the TIP

Periodically, state or local officials request that a project in the approved TIP be modified or cancelled or that a new project be added. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

- **Major Amendments**

If the amendment involves a project that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the Draft TIP.

- **Minor Amendments**

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate *Meeting Packet* link and the *Get Involved* page of the agency website - amatsplanning.org - prior to Policy Committee action.

- **Administrative Modifications**

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Transportation Improvement Program (TIP)*, and various TIP-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the TIP to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the TIP and will be posted on the website.

Appendix C - Involvement of Interested Parties and Public Comment

The *2022 Public Participation Plan* or "3P" describes AMATS' ongoing efforts to engage and involve the public in the metropolitan transportation planning process for the Greater Akron area. 3P is an update to the *2018 Public Participation Plan* and will be an input into the upcoming *Regional Transportation Plan* (RTP) and *Transportation Improvement Program* (TIP).

In developing 3P, AMATS is actively seeking consultation with interested parties and communities. Our agency seeks to develop a policy document that engages the public and other private and public organizations by providing ample opportunities for input and involvement in the area's planning process. It is our goal to base 3P on the insights of the area's citizens, community groups, affected public agencies and representatives of public transportation, freight shipping and pedestrian and bicycle transportation.

The Draft 3P details how the agency will provide opportunities for public comment and involvement throughout the planning process and for its most significant products, the RTP and TIP. These opportunities include posting committee meeting packets and MP3 podcasts on the AMATS website and using social media tools and non-traditional meetings and strategies to reach out to new audiences and communities.

AMATS will continue to give special consideration to making all of its public meetings convenient and accessible. Meetings of the AMATS Citizens Involvement Committee are scheduled in the evenings and in central locations. Also, all materials, plans and information can be accessed 24 hours a day on the AMATS website - amatsplanning.org. Additional review and involvement opportunities are provided during the development of the RTP and the TIP.

AMATS provides a 45-day comment period for the Draft 3P. During the 45-day period, the public may review and present comments for consideration by the AMATS Policy Committee for possible incorporation into the final version of the draft. The preparation of the Draft 3P benefitted from a 65-day comment period stemming from two fortuitous events: First, the changes sought by AMATS to the 2018 version of the 3P were deemed by the agency to be of such regional significance that an additional 20 days for public comment was warranted and; Secondly, the AMATS 2022 Committee Meeting Calendar permitted the scheduling of two public meetings hosted by the AMATS Citizen Involvement Committee (CIC) to present initial and final drafts of the 3P.

The Draft 3P was available for public comment for 65 days beginning on **January 13, 2022 through March 18, 2022**. A Public Comment Form for the Draft 3P was available as a pdf for downloading through the agency web site - [amatsplanning](http://amatsplanning.org) - and is presented as part of *Appendix D* (p. 22) with this draft document. The Draft 3P was also presented to the public for review and comment during the **6:30 p.m.** meetings of the AMATS Citizens Involvement Committee (CIC) scheduled for **January 20, 2022** and **March 17, 2022** at the Akron-Summit County Public Library - Main Library located at 60 South Main Street in Akron. These meetings were promoted through advertisements in the *Beacon Journal*, *Record-Courier* and *The Reporter* newspapers, press releases and various social media. These ads will be included in *Appendix D* when available.

AMATS is continually seeking new ways to engage and involve the public and other agencies. As new opportunities arise, they will be incorporated into the transportation planning process. The *3P* will be updated accordingly. The public is encouraged to forward their opinions and suggestions regarding this document to **AMATS Public Information Coordinator Kerry Prater** via email at kprater@akronohio.gov or postal mail at the following address:

Mr. Kerry Prater
AMATS
1 Cascade Plaza / Suite 1300
Akron, Ohio 44308-1136

Appendix D - Comment Forms



Comment Form - 2022

Draft Public Participation Plan - “3P”

[illegible]

To learn more about transportation planning in the Greater Akron area, please visit us online at amatsplanning.org.



Audience Participation Form

The Policy Committee welcomes your comments.

Please keep these guidelines in mind:

- Please register by completing the application below.
- Public comments will be limited to three (3) minutes per person at the beginning of the meeting.
- Groups wishing to address the Policy Committee should select a representative to present the group's position.

Please submit this form to a staff member prior to the meeting.

Forms may also be completed online, faxed, or mailed.

Akron Metropolitan Area Transportation Study

1 Cascade Plaza | Suite 1300 | Akron, Ohio 44308-1136

Phone: 330-375-2436 | Fax: 330-375-2275

Web: amatsplanning.org/get-involved/

Name: _____ Date: _____

Representing (optional): _____

Topic: _____

Address: _____

Telephone #: _____ Email: _____

Would you like to receive meeting material by email?

☐ Y

☐ N

Appendix E - Language Assistance Plan for Limited English Proficient Populations

It is the policy of AMATS to provide meaningful access to all of its programs and services to all individuals, including those who are limited in English proficiency. AMATS recognizes that there are many individuals for whom English is not their primary language. Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited-English proficient or "LEP." These individuals are entitled to language assistance with respect to a particular type or service, benefit, or encounter. By definition, the term LEP refers to any person age 5 and older who reported speaking English less than "very well" as classified by the U.S. Census Bureau. The term "English proficient" refers to people who reported speaking English only or speaking English "very well" on their Census response form. If a respondent answered that they spoke English "well," then they would still be considered LEP.

According to the *2013 American Community Survey*, 0.18 percent of the AMATS area population is unable to speak English. The U.S. Census Bureau – *American Fact Finder (2008-2012)* reports there are several languages spoken in the AMATS area. Some of these languages include Spanish, Russian, Chinese, Hmong, and Nepalese. Language for LEP individuals can be a barrier to: accessing important benefits or services; understanding and exercising important rights; complying with applicable responsibilities; and understanding other information provided by federally funded programs and activities.

Many individual federal programs, states, and localities have provisions requiring language services for LEP individuals. Federal laws applicable to language access include Title VI of the Civil Rights Act of 1964, as well as Title VI regulations, prohibiting discrimination based on national origin, and Executive Order 13166 issued in 2000 by then-President Bill Clinton. Executive Order 13166 is an order to federal agencies stating that people who are LEP should have meaningful access to federally conducted and federally funded programs and activities. This order requires federal agencies to examine the services that they provide, identify any need for services to those with limited-English proficiency, and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. It is expected that agency plans provide for such access consistent with the fundamental mission of the agency. Executive Order 13166 also requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

To assist federal agencies in carrying out these responsibilities, the U.S. Department of Justice has issued a Policy Guidance Document entitled, *Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency (LEP Guidance)*. This guidance sets forth the compliance standards that recipients of federal financial assistance such as AMATS must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin.

AMATS is committed to taking measures to assure that individuals are not excluded from participating in programs simply because they face challenges communicating in English. The purpose of the LEP Plan contained in *Appendix E* is to outline the steps that AMATS follows to provide language assistance for LEP persons seeking meaningful access to AMATS programs and services. For further discussion of the

agency's LEP Plan, please consult the [AMATS Title VI - Program Procedures and Documentation](#) (May 2015). This document is available at amatsplanning.org.

Determining the Need

Recipients of federal funding and federal agencies are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. AMATS considers various factors in its pursuit to provide meaningful access to LEP communities and populations within the Greater Akron area. Following guidance from the U. S. Department of Transportation, four factors serve as the developmental foundation of this LEP Plan. These four factors and how the agency considers them are presented below:

1. The number or proportion of LEP persons eligible in the service area or likely to encounter an AMATS-funded program, activity or service.

This first factor is the basis of the agency's LEP Plan. It requires AMATS to review U.S. Census data to determine if a language meets the LEP "Safe Harbor" Threshold. The agency determines the Safe Harbor Threshold by initially analyzing LEP demographic data for two to three of the largest identified language groups other than English within the Greater Akron area. The threshold is then calculated by dividing the population estimate for a language group that "Speaks English not well, or not at all" by the total population of the county. The LEP Safe Harbor Threshold provision stipulates that for each LEP group that meets the LEP language threshold (5 percent or 1,000 individuals, whichever is less) AMATS must provide translation of vital documents in written format for the non-English users. Examples of written translation of vital documents include the [AMATS Title VI - Program Procedures and Documentation](#) Plan and/or public notices, Title VI Complaint Procedures and Title VI Complaint Forms.

According to data from the U.S. Census Bureau, 5.5 percent of the population of the Greater Akron area speak a language other than English at home. AMATS recognizes that this percentage is likely to increase in the future given current demographic trends.

**Language Spoken At Home
(U.S. Census 2012-2016 American Community Survey)***

	Number	Percentage
Only English	646,025	94.5%
Spanish	7,343	1.1%
Other Indo-European	15,395	2.3%
Asian/Pacific Island Language	9,612	1.4%
Other	5,061	0.7%
Total	683,436	100.0%

* - Based on the U.S. Census Bureau's American Community Survey's 2016 five-year estimates (2012-2016) for "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over." Table B16004

2. The frequency with which LEP individuals come into contact with an AMATS-funded program.

LEP persons are persons identified as speaking English less than very well, not well or not at all. Just because a person speaks a language other than English doesn't mean they don't speak English or are identified as LEP. AMATS and its contractors, if relevant, will be trained on what to do when they

encounter a person that speaks English less than well. AMATS or its contractor will track the number of encounters and consider making adjustments as needed to its outreach efforts to ensure meaningful access to all persons and specifically to LEP and minority populations of AMATS' programs and services.

AMATS maintains records of public meetings and phone inquiries in order to assess the frequency with which staff has possibly been in contact with LEP persons. AMATS staff has no record of receiving a request for an interpreter nor has there been any request for translated documents to the agency in its capacity as the Greater Akron area's federally designated metropolitan planning organization.

3. The nature and importance of the program, activity or service provided by AMATS to the LEP population.

AMATS understands that an LEP person with language barrier challenges also faces difficulties obtaining health care, education or access to employment. A transportation system is a key link to connecting LEP persons to these essential services. AMATS has identified activities and services which would have serious consequences to individuals if language barriers prevented access to information or the benefits of those programs. The activities and services include providing emergency evacuation instructions in our facilities and providing information to the public on security awareness or emergency preparedness.

AMATS' assessment of what programs, activities and services that are most critical include contact with community organizations that serve LEP persons, as well as contact with LEP persons themselves to obtain information on the importance of the modes or the types of services that are provided to the LEP populations.

It should be noted that AMATS does not provide any actual transportation services beyond its participation with statewide partners in the contract for Gohio Commute, a carpool matching web site. As the Greater Akron area's federally designated metropolitan planning organization, the agency is responsible for the federal transportation funding that reaches communities within its region and for ensuring that there is public participation in how that funding is spent.

4. The resources available to AMATS and overall costs to provide LEP assistance.

Translation of all AMATS plans and materials is limited due to cost restrictions. Further, the LEP population in the region is not necessarily of a significant proportion to warrant such expenses. The agency does provide translation services for information and items posted on its web site - **amatsplanning.org**. The agency will provide translation services at AMATS-hosted events in situations deemed appropriate and necessary by the staff or in those situations where a request for such assistance is relayed to the staff in a timely manner of at least three business days beforehand.

Although AMATS does not have a separate budget for LEP outreach, the agency will continue to work with the city of Akron and the Greater Akron area's transit providers - METRO RTA of Summit County and the Portage Area Regional Transportation Authority (PARTA) in Portage County - to implement low cost methods of reaching LEP persons. For example, the city of Akron has a Spanish speaking person on staff, as do METRO RTA and PARTA. These resources ensure that AMATS can provide assistance to LEP Spanish-speaking persons, if needed. In addition, AMATS and our transit providers work with local advocacy groups to reach LEP populations.

With due consideration of the aforementioned four factors, the AMATS LEP Plan for the 3P, is outlined below:

LEP Implementation Plan

AMATS will strive to accommodate those members of the public who are LEP. If an LEP individual or someone on their behalf should contact AMATS for assistance, the agency staff will take the name and contact information of the person in need of assistance. The staff will work with available interpreter/translator services to assist LEP individuals in their understanding of the transportation planning process. The staff shall promote the availability of LEP assistance upon timely request by LEP individuals through various available media prior to public meetings, comment periods and public empowerment events.

For those with limited-English proficiency, the AMATS website - amatsplanning.org - makes translations available of all of its pages. An automatic translation button allows the AMATS website to be made accessible in Chinese, French and Spanish with the potential for additional languages in the future.

Outreach programs, particularly in the area of bicycle and pedestrian safety education, include the distribution of educational material. The production of multilingual publications and documents and/or interpretation at meetings/events will be provided to the degree that funding permits and based on current laws and regulations. Educational material, e.g., safety brochures, provided free-of-charge from various entities, such as the National Highway Traffic Safety Administration, will be ordered and distributed at AMATS public participation events. When available, copies of brochures, pamphlets, and similar documents, in other languages will be secured and distributed at events which are held throughout the Greater Akron area.

Citizen involvement with AMATS and/or its three committees is voluntary. AMATS provides ample opportunities for the public to comment on the use of federal funds throughout the regional planning process and specifically during development of the four-year *Transportation Improvement Program* (TIP) and the long-range *Regional Transportation Plan*.

With the recognition that transportation projects impact all residents, AMATS strives to encourage an understanding of the process and promote opportunities to comment.

Monitoring and Updating the LEP Plan

The staff, in concert with the Citizens Involvement Committee (CIC), monitors the implementation of the agency's LEP Plan. The CIC meets regularly and invites anyone with an interest in regional planning to participate in their meetings and activities.

The AMATS LEP Plan is designed to be a living document that can be updated easily. Updates will examine all plan components, including:

- How to identify persons who may need language assistance.
- Examine past records from past meetings and events for requests for language assistance in order to anticipate possible need for assistance at upcoming meetings, i.e., a tracking system.

- Review to determine staff training needs.
- Address all completed *Nondiscrimination Complaint Forms* received by the staff. This form is available on the agency web site - amatsplanning.org. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

AMATS will post this LEP Plan and related materials on its web site at amatsplanning.org. Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access, will be able to access the plan. Printed copies will be made available upon request.

Any questions or comments regarding this LEP Plan should be directed to:

AMATS
1 Cascade Plaza / Suite 1300
Akron, Ohio 44308-1136

Telephone - 330-375-2436
Fax - 330-375-2275
E-Mail - amats@akronohio.gov

Appendix F - Title VI Complaint Procedures

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program actively administered by ODOT or its sub-recipients, MPOs and RTPOs, on the basis of race, color, national origin, gender, age, disability, or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. The person filing the complaint may submit the written complaint to any agency (local government, MPO, ODOT or directly to FHWA/FTA). Once received, the most relevant federal funding source is used to determine which agency will lead the investigation. For FTA-funded programs, most investigative work would be completed at the local level. For FHWA-funded programs, agencies should route the complaint up the government agency hierarchy to the FHWA District Office, who will initiate the investigation. Please see Appendix E for additional information on the Title VI complaint process.

At a minimum, an agency must:

1. Inform the public of the local Title VI policy and outline the steps an individual must complete to successfully file a complaint. This information should be readily available and easy to access. Examples of where Title VI information (and access to complaint forms) might be effectively disseminated include:
 - Prominent placement on the agency's website (home page link and/or a dedicated Title VI page)
 - Posters prominently placed in common areas of agency's facilities
 - Brochures at public events
2. Provide the mailing address where complaints can be filed
3. Provide the contact information of the office that can answer questions regarding the complaint filing process (Title VI Coordinator, etc.)

The AMATS Title VI Complaint Form is included in Appendix F and is provided in both English and Spanish versions.

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
TITLE VI / CIVIL RIGHTS COMPLAINT FORM**

Section I				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail (E-Mail) Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are filing this complaint:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III				
I believe the discrimination I experienced was based on (check all that apply): <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Other _____				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. _____ _____ _____ _____ _____				
Section IV				
Have you previously filed a Title VI complaint with this agency?			Yes	No

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
TITLE VI / CIVIL RIGHTS COMPLAINT FORM**

Section V	
<i>Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?</i>	
<input type="checkbox"/> Yes <input type="checkbox"/> No	
<i>If yes, check all that apply:</i>	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
<i>Please provide information about a contact person at the agency/court where the complaint was filed:</i>	
Name: _____	
Title: _____	
Agency: _____	
Address: _____	
Telephone: _____	
Section VI	
Name of agency complaint is against: _____	
Contact person: _____	
Title: _____	
Telephone number: _____	

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required:

Signature

Date

Please submit this form in person at the address below, or mail this form to:

Jeff Gardner
Title VI Coordinator
Akron Metropolitan Area Transportation Study (AMATS)
1 Cascade Plaza / Suite 1300
Akron, OH 44308 - 1136
Phone: 330.375.2436
E-Mail: amats@akronohio.gov

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
FORMULARIO DE RECLAMOS DEL TÍTULO VI / DERECHOS CIVILES**

Sección I				
Nombre:				
Dirección:				
Teléfono (casa):			Teléfono (empleo):	
Dirección de correo electrónico (e-mail):				
¿Requisitos de formato accesible?	En letra grande		Cinta de audio	
	TDD		Otro	
Sección II				
¿Está completando este reclamo en su nombre?			Sí*	No
*Si respondió que "sí", diríjase a la Sección III.				
Si no, proporcione el nombre de la persona por quien está realizando el reclamo y su relación:				
Explique por qué completó este documento en nombre de un tercero:				
<hr/>				
Si está completando este documento en nombre de un tercero, confirme que obtuvo el permiso de la parte perjudicada.			Sí	No
Sección III				
Creo que la discriminación que sufrí fue a causa de (marque todos los que correspondan):				
[] Raza [] Color [] Nacionalidad [] Otro _____				
Fecha de la presunta discriminación (Mes, día, año): _____				
Explique lo más claro posible qué ocurrió y por qué cree que fue discriminado. Describa a todas las personas involucradas. Incluya el nombre y la información de contacto de las personas que lo discriminaron (si las conoce) así como también los nombres e información de contacto de cualquier testigo. Si necesita más espacio, utilice el reverso de este formulario.				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
Sección IV				
¿Ha presentado un reclamo de Título VI ante este organismo anteriormente?			Sí	No

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
FORMULARIO DE RECLAMOS DEL TÍTULO VI / DERECHOS CIVILES**

Sección V
<i>¿Ha presentado un reclamo ante cualquier otro organismo local, estatal o federal, o ante algún tribunal estatal o federal?</i> <input type="checkbox"/> Sí <input type="checkbox"/> No <i>En caso afirmativo, marque todas las que correspondan:</i> <input type="checkbox"/> Agencia federal: _____ <input type="checkbox"/> Tribunal federal _____ <input type="checkbox"/> Organismo estatal _____ <input type="checkbox"/> Tribunal estatal _____ <input type="checkbox"/> Organismo local _____
<i>Brinde información sobre una persona de contacto en la agencia o el tribunal estatal donde presentó el reclamo:</i>
<i>Nombre:</i>
<i>Cargo:</i>
<i>Organismo:</i>
<i>Dirección:</i>
<i>Teléfono:</i>
Sección VI
<i>Nombre del organismo contra el cual presenta el reclamo:</i>
<i>Persona de contacto:</i>
<i>Cargo:</i>
<i>Número de teléfono:</i>

Puede adjuntar cualquier material escrito u otra información que crea relevante para su reclamo.

La firma y la fecha son obligatorias:

Firma

Fecha

Entregue este formulario en persona en la dirección que figura a continuación o envíelo por correo a la siguiente dirección:

Jeff Gardner
Coordinador de Título VI
Akron Metropolitan Area Transportation Study (AMATS)
1 Cascade Plaza / Suite 1300
Akron, OH 44308 - 1136
Phone: 330.375.2436
E-Mail: amats@akronohio.gov

Appendix G - Measures of Effectiveness Report

The *3P* is a living document that must evolve to meet the changing needs, not only of the Greater Akron area, but the nation and the world as well. A triennial review by AMATS of the *3P* regarding its timeliness and effectiveness is an essential component of this document's evolution.

AMATS deems it necessary to evaluate the successes and failures of its various methods of public outreach. This evaluation assists agency personnel in identifying areas of improvement regarding public outreach and participation. Additionally, AMATS is required by federal regulation (23 CFR 450.316) to review periodically the effectiveness of the procedures and strategies contained in the *3P* to ensure a full and open process within the Greater Akron area.

Because public outreach is an ongoing activity, AMATS has a variety of strategies and tools for communicating and engaging the public. The agency is continually working to improve its outreach efforts to ensure inclusivity of all citizens, especially underserved populations. Below are tables presenting the Measures of Effectiveness of each Traditional and Digital outreach method utilized by AMATS.

The Traditional Methods Table presents: the method used by AMATS; the agency's target goals for each method; and the actual results of each method.

Traditional Methods					
Public Participation Method	Target Goal*	2021	2022	2023	Goal Results
Face-to-Face/Virtual Meetings	12	39			
Project Workshops/Open Houses	1	1			
Bike-N-Brainstorm Events	2	4			
Jane's Walk Events	2	6			
AMATS Public Events/Presentations (Move With The Mayors, public displays, speeches, etc.)	1	5			
Title VI / Non-discrimination Complaint Resolutions	0	0			

* AMATS target goal numbers are simply a general target. Actual numbers for each category may fluctuate depending on the year due to the cycle of projects/plans, unforeseen circumstances, or states of emergency.

The Digital Methods Table quantifies the various electronic and social media tools that AMATS uses to inform and involve the public in transportation planning.

Digital Methods					
Digital Tool	Target Goal*	2021	2022	2023	Goal Results
AMATS Website Visitors *	75,000	87,699			
Switching-Gears Website	2,000	2,582			
Electronic Newsletter Subscribers	500	683			
Podcasts	4	3			
Press Releases	8	13			
MailChimp Email Campaigns	6	63			
MailChimp Email Campaigns – Open Rate	20%	29.2%**			
MailChimp Email Campaigns – Click Rate	10%	10.5%**			
Facebook Reach	500	578			
Twitter Impressions	25,000**	32,000			
YouTube Views (Annual)	200	484			

* AMATS target goal numbers are simply a general target. Actual numbers for each category may fluctuate depending on the year due to the cycle of projects/plans, unforeseen circumstances, or states of emergency.

** Based on Yearly Average

* The total number of visitors to the AMATS website is based on totals provided by 427 Design, the agency's website hosting firm. These totals span two months. From Sept. 12-Oct. 11, 2021, the firm recorded 3,717 visitors and, from Oct. 12-Nov. 11, 2021, the firm recorded 3,909 visitors. Based on these totals, AMATS and 427 Design estimate that there were 87,699 visitors to the agency website since January 2020. AMATS and 427 Design will refine how website visitors are tabulated in the coming year using better analytics.

** Twitter impressions logged from July 1, 2020 to June 30, 2021.

**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 2022-01 - Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) program.**

Resolution 2022-02 - Approving Projects to be Funded under the Resurfacing program.

Resolution 2022-03 - Approving Projects to be Funded under the Transportation Alternative Set Aside (TASA) program.

DATE: **January 12, 2022**

The AMATS Policy Committee administers the Surface Transportation Block Grant (STBG), Resurfacing and Transportation Alternative Set Aside (TASA) funding programs. These programs provide much needed funds for area highway, bike and pedestrian projects. As part of administering these funds, the Policy Committee has assigned the TAC-TIP Subcommittee the responsibility of reviewing and maintaining a viable program and to make recommendations to the Policy committee as needed. Staff assistance is provided to the TAC- TIP Subcommittee in performing these duties.

The TAC-TIP Subcommittee met on December 7, 2021, to review the recently submitted project applications, approve evaluation criteria, and develop a list of project recommendations for STBG, Resurfacing and TASA programs. These projects will be added to the upcoming 2021-2024 Transportation Improvement Program or to the next one depending on the project schedule. Sixty-four applications were received from member communities totaling approximately \$75.7 million in requests for federal funds. However, only 37 projects could be funded with the just over \$40 million of federal funds allocated to AMATS.

Project Funding Recommendations

Surface Transportation Block Grant (STBG)

The attached Table 1 summarizes all 16 projects that were submitted under the STBG funding program. Seven projects, totaling approximately \$21 million, are being recommended for funding and are listed in bold type on the table. The TAC-TIP Subcommittee suggested that the E. Market Street project submitted by Akron be funded in FY 2028. This decision was based on the amount of additional funding needed for the project and the scope of work involved. They did not want \$6.1 million in STBG funds tied up that could be used for other projects in the meantime. The project summaries include total project scores based on criteria contained in AMATS Funding Policy Guidelines.

Resurfacing Program

The attached Table 2 summarizes all 31 projects that were submitted under the Resurfacing program. Twenty-Four projects, totaling nearly \$14.9 million, are being recommended for funding. The project summaries also include total project scores. Projects with strikethroughs were withdrawn from consideration because of a two-project limit per sponsor as specified in the AMATS Funding Policy Guidelines. Although it appears that Summit County is receiving three resurfacing projects, the TAC-TIP Subcommittee decided to allow the funding of Albrecht Avenue because it is shared with the Village of Mogadore.

Transportation Alternatives Set Aside

The attached Table 3 summarizes all 15 projects that were submitted under the TASA funding program. Six projects, totaling over \$4.1 million are being recommended for funding.

Staff Comments

As with all AMATS project decisions, considerations with respect to public involvement, financial capability, environmental justice, and air quality are important.

Public Involvement

One of the eligibility requirements for funding projects with AMATS suballocated funds is that the project be included in the Regional Transportation Plan. All of the projects recommended for funding are consistent with the Plan, which gives priority to preserving the existing transportation system, and have therefore gone through public involvement in accordance with AMATS Public Participation Plan.

This process includes a notification in the Akron Beacon Journal that these resolutions will be presented for comment at a Citizens Involvement Committee meeting scheduled for January 20, 2022. Any comments on these projects will then be forwarded to the Policy Committee meeting on January 27.

Financial Capability

Newly applied for projects will be programmed in fiscal years beyond the current TIP. In most cases the new projects will be programmed in FY 2025, 2026, and 2027. Trading funds with other MPO's may be pursued to possibly advance some projects.

Environmental Justice

These projects have gone through an environmental scan as part of the development of the Regional Transportation Plan and do not to have any adverse environmental impacts on minorities and/or low-income people.

Air Quality

Finally, these projects can be viewed as either exempt from air quality or have been analyzed as part of the air quality networks and are in compliance with the Clean Air Act.

STAFF RECOMMENDATIONS

Attached to this memo are Resolution Numbers 2022-01, 2022-02 and 2022-03 approving projects to be funded under the STBG, Resurfacing and TASA funding programs and included in the upcoming Transportation Improvement Program FY 2021-2024 where applicable. The TAC TIP Subcommittee and Staff recommend approval.

RESOLUTION NUMBER 2022-01

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

Approving New Projects to be Funded under AMATS Surface Transportation Block Grant (STBG) and Adding Them to the Transportation Improvement Program.

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

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved STBG Projects (See Table 1 for a full description)

1. Darrow Rd , Reconstruction, Stow	\$4,660,000
2. E Market St (SR 18) , Complete Streets, Akron	\$6,100,000
3. Wyoga Lake Rd , Two-Way Left Turn Lane, Cuyahoga Falls	\$6,100,000
4. SR 14/SR 43 Intersection , Pavement Reconstruction, Streetsboro	\$1,089,752
5. Highland Rd/Valley View Rd Intersection , Turn lanes, Macedonia	\$302,051
6. SR 91/Terex Rd Intersection , Turn Lanes, Hudson	\$400,142
7. Arlington Rd , Reconstruction and Widening, Green	\$2,373,642

Total	\$21,025,587
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WHEREAS, the Citizens Involvement Committee held a meeting on January 20, 2022 to review this amendment consistent with its Public Participation Plan and,

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

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

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with 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 agrees to fund the seven previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.

RESOLUTION NUMBER 2022-01 (Continued)

2. That this Committee considers the Citizens Involvement Committee meeting held on January 20, 2022 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

Table 1
2021 STBG Funding Program Project Summary
 Available Funding: Approximately \$14,000,000
 Funds to be programmed in FY 2025, FY 2026, FY 2027 and FY 2028
 Updated 1-3-22

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED			RUNNING TOTAL	TOTAL SCORE	PDIP PROJECT
						R/W	CONST	TOTAL			
1	Stow	Darrow Rd Reconstruction	From the Stow south corp line to just south of Norton Rd	Complete reconstruction, completing the sidewalk/shared use path, adding a bus pull off lane and shelters near Commerce Drive, replace and update all traffic signals to a coordinated system.	\$7,100,000	\$160,000	\$4,500,000	\$4,660,000	\$4,660,000	83	Yes
2	Akron	E. Market St (SR 18)	From SR 8 to Case Ave	Full depth pavement reconstruction and concrete curbs and sidewalk. A complete and green streets approach will be utilized. New striping configuration, including crosswalks.	\$18,720,002	\$0	\$6,100,000	\$6,100,000	\$10,760,000	71	Yes
3	Cuyahoga Falls	Wyoga Lake Road	From E. Steels Corners Rd to Seasons Rd	Reconstruct with two way left turn lane, signals where warranted, shared use path, drainage improvements	\$8,200,000	\$200,000	\$5,900,000	\$6,100,000	\$16,860,000	67	Yes
4	Streetsboro	SR 14 and SR 43 Intersection Reconstruction	0.11 miles on SR 14 and 0.04 miles on SR 43	Full depth concrete pavement reconstruction	\$1,459,890	\$0	\$1,089,752	\$1,089,752	\$17,949,752	65	Yes
4	Macedonia	Highland Rd and Valleyview Rd	At the intersection of the two streets	NB, SB and EB exclusive left turn lanes, exclusive right turn lanes at all approaches, new traffic signal, resurface all pavement.	\$2,913,798	\$64,000	\$238,051	\$302,051	\$18,251,803	65	Yes
6	Hudson	SR 91 and Terex Rd Turn Lane Improvements	At the intersection of the two streets	Construct left turn lanes along Terex Road from 750 feet west of SR 91 to 300 feet east of SR 91	\$525,102	\$0	\$400,142	\$400,142	\$18,651,945	61	Yes
7	Green	Arlington Rd Reconstruction	From Boettler Rd to September Dr	Widen from 2 to 4 lanes, new sidewalk on one side and shared use path on the other.	\$3,134,099	\$674,602	\$1,699,040	\$2,373,642	\$21,025,587	56	Yes
8	Streetsboro	Frost Rd Phase 2	From Greentree Pkwy to Sunny Lane	Widen Frost Road to include a center two-way left turn lane along the corridor. Construction of sidewalks on the north side of Frost Road to improve pedestrian mobility in the project area.	\$6,484,906	\$478,400	\$4,175,925	\$4,654,325	\$25,679,912	55	Yes
9	Summit County	Yellow Creek Rd Landslide	Bath Township. Starting at 1,500 feet west of Oak Knoll Drive and extending east to N. Revere Rd.	Design the recommend improvement and purchase any additional right of way required to stabilize the landslide and provide for proper lane widths and shoulder widths. Improvements may include retaining walls on both the uphill and down hill side of the roadway.	\$2,725,000	\$160,000	\$1,700,000	\$1,860,000	\$27,539,912	55	No
10	Tallmadge	East Ave Widening	Tallmadge Rec Center Drive to Parliament Dr	Widening for a center two-way left turn lane throughout the entire corridor and the construction of sidewalks on the north and south sides.	\$12,093,110	\$0	\$6,100,000	\$6,100,000	\$33,639,912	49	Yes
11	Summit County	Valley View Rd	Sagamore Hills and Northfield Center Townships. Starting approximately 500 feet west of Dunham Rd and extending to approximately 500 feet west of Olde Eight Rd.	A TWLTL will be constructed throughout the corridor with positive left turn lanes at critical intersections. Traffic signals will be reconstructed at the Boyden/Arcadis Drive intersection. The pavement from Dunham to Boyden will receive wider shoulders and be resurfaced.	\$1,578,500	\$40,000	\$1,102,800	\$1,142,800	\$34,782,712	45	No
12	Hudson	Hudson Industrial Parkway, Terex Road, Barlow Road Intersection Improvement	Terex Road , from 700' west of Hudson Industrial Parkway to 500' east of Barlow Road. Hudson Ind. Parkway , from Terex Road 200' south and along Barlow Road from Terex Road 500' north.	Convert offset intersection to a single-lane roundabout and include the full acquisition of one residential property and partial acquisition of commercial properties in order to accommodate the improvements.	\$2,335,823	\$394,400	\$1,270,070	\$1,664,470	\$36,447,182	38	Yes
13	Streetsboro	SR 303 Widening	Plaza Drive to Page Road	Construct a center two-way left turn lane. Also construction of sidewalks on the north and south sides of State Route 303.	\$4,915,525	\$294,000	\$3,306,330	\$3,600,330	\$40,047,512	37	Yes
14	Rittman	Sunset Dr Reconstruction	Main St to Gish Rd / Frederick St	Full depth reconstruction of the existing pavement along Sunset Drive. The project includes new curb, sidewalks and curb ramps.	\$1,198,170	\$0	\$978,536	\$978,536	\$41,026,048	31	Yes
15	Summit County	Olde 8 and Highland Rd Intersection Improvements	Northfield Center Township at the intersection of Olde Eight and Highland Rd	Construction of a southbound left turn lane on Olde Eight Road. The existing traffic signal will be reconstructed to match the new lane configuration. Work will also include extending the existing right turn lane on E. Highland Rd.	\$1,305,000	\$16,000	\$796,000	\$812,000	\$41,838,048	27	No
16	Stow	Norton Road Reconstruction	From Hudson Drive to 500 feet west of SR 91, Darrow Road	Complete reconstruction, widening the roadway to current standards. Right of way will be increased to 60 feet to accommodate the widening. A Bike and Hike tunnel will be added on the Norton Road crossing and the existing shared path will be extended on the north side of Norton Road. A roundabout will be constructed on the intersection of Hudson Drive and Norton Road.	\$8,100,000	\$660,000	\$5,340,000	\$6,000,000	\$47,838,048	20	No
TOTALS					\$81,329,035			\$47,838,048			

RESOLUTION NUMBER 2022-02

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

Approving New Projects to be Funded under AMATS Resurfacing Program and Adding Them to the Transportation Improvement Program.

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

WHEREAS, this Committee has been requested to approve funding for the following projects as discussed in the accompanying memorandum:

Approved Resurfacing Projects (See Table 2 for a full description)

1. Miller Rd , Akron	\$409,500
2. S Prospect St , Ravenna	\$247,500
3. S Main St , Summit County Engineer	\$787,500
4. Ravenna Rd/Diagonal Rd , Portage County Engineer	\$614,409
5. Doylestown Rd/Portage St , Wayne County Engineer	\$508,829
6. Bailey Rd , Cuyahoga Falls	\$787,500
7. Norton Ave , Barberton	\$499,662
8. Cleveland Massillon Rd , New Franklin	\$700,000
9. Cleveland Massillon Rd , Norton	\$787,500
10. Valley View Rd , Hudson	\$787,500
11. Highland Rd , Twinsburg	\$522,000
12. Valley View Rd , Summit County Engineer	\$787,500
13. Hudson Dr , Cuyahoga Falls	\$787,500
14. Albrecht Ave , Mogadore/Summit County Engineer	\$787,500
15. Cleveland Rd , Portage County Engineer	\$321,557
16. S Main St , Green	\$787,500
17. Cleveland Massillon Rd , Fairlawn	\$787,500
18. Greenwich Rd , Norton	\$787,500
19. East Barlow Rd , Hudson	\$439,744
20. Graham Rd , Stow	\$787,500
21. Valley View Rd , Macedonia	\$292,500
22. Frost Rd Phase 2 , Streetsboro	\$461,835
23. Glenwood Dr , Twinsburg	\$787,500
24. S Main St , Rittman	\$400,262
Total	\$14,867,798

WHEREAS, the Citizens Involvement Committee held a meeting on January 20, 2022 to review this request consistent with its Public Participation Plan and,

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

RESOLUTION NUMBER 2022-02 (Continued)

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

WHEREAS, this Committee has analyzed this request and found it 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 agrees to fund the twenty-three previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 20, 2022 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

Table 2
2021 Resurfacing Funding Program Project Summary
 Available Funding: Approximately \$14,000,000
 Funds to be programmed in FY 2024, 2025 and FY 2026
 Updated 1-3-22

RANK	SPONSOR	PROJECT	TERMINI	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	RUNNING TOTAL	TOTAL SCORE	PDIP PROJECT
1	Akron	Miller Rd	Ridgewood Rd to W. Market St	\$505,000	\$409,500	\$409,500	88	Yes
2	Ravenna	S. Prospect St	Main St. to South Corp Line	\$275,000	\$247,500	\$657,000	84	Yes
3	Summit County (1)	S. Main St	City of Green Corp Line to Warner Rd	\$1,030,000	\$787,500	\$1,444,500	82	Yes
4	Portage County	Ravenna Rd/Diagonal Rd	SR 43 to Brady Lake Rd	\$690,677	\$614,409	\$2,058,909	82	Yes
5	Wayne County	Doylestown Rd/Portage St	Doylestown Rd-from Rittman East Corp Line to Doylestown West Corp Line. Portage St-from Whitman Rd to Doylestown West Corp Line and then Doylestown East Corp Line to Eastern Rd.	\$636,036	\$508,829	\$2,567,738	79	No
6	Cuyahoga Falls	Bailey Rd	Front St to Graham Rd	\$931,181	\$787,500	\$3,355,238	79	Yes
7	Barberton	Norton Ave	Barber Rd/4th St to West Corp Line	\$570,180	\$499,662	\$3,854,900	75	Yes
7	New Franklin	Cleveland Massillon Rd	Grill Rd to Serfass Rd	\$975,350	\$700,000	\$4,554,900	75	No
9	Norton	Cleveland Massillon Rd	Norton North Corp Line to I-76	\$1,311,468	\$787,500	\$5,342,400	74	Yes
10	Hudson	Valley View Rd	Hudson North Corp Line to SR 91	\$930,167	\$787,500	\$6,129,900	69	Yes
11	Twinsburg	Highland Rd	Hadden Dr to Darrow Rd (SR 91)	\$580,000	\$522,000	\$6,651,900	68	Yes
12	Summit County (2)	Valley View Rd	Dunham Rd to Olde 8 Rd	\$1,150,000	\$787,500	\$7,439,400	67	Yes
13	Cuyahoga Falls	Hudson Dr	Front St to Graham Rd	\$1,008,700	\$787,500	\$8,226,900	65	Yes
14	Mogadore/Summit County (3)	Albrecht Ave	Stull Ave/Akron Corp Line to S. Cleveland Ave/Portage County Line	\$1,270,000	\$787,500	\$9,014,400	63	Yes
15	Portage County	Cleveland Rd	Ravenna City Limits to SR 14	\$357,285	\$321,557	\$9,335,957	63	Yes
16	Green	S. Main St	790 feet south of Caston Rd to SR 619	\$1,322,000	\$787,500	\$10,123,457	63	Yes
17	Fairlawn	Cleveland Massillon Rd	Ridgewood Rd to Kuhmo Dr and Springside Dr to 200 feet south of Ghent Rd	\$1,118,616	\$787,500	\$10,910,957	63	Yes
18	Summit County (4)	Ridgewood Rd	Cleveland Massillon Rd to Park Hill Dr	\$1,240,000	\$787,500		64	Yes
19	Norton	Greenwich Rd	S. Medina Line Rd to Cleveland-Massillon Rd	\$1,173,790	\$787,500	\$11,698,457	58	Yes
20	Hudson	East Barlow Rd	Norfolk Southern RR Tracks to Stow Rd	\$488,604	\$439,744	\$12,138,201	58	Yes
21	Summit County (5)	Olde 8 Rd	E. Highland Rd to E. Aurora Rd (SR 82)	\$1,270,000	\$787,500		57	Yes
22	Stow	Graham Rd	750 feet east of Darrow Rd to Newcomer Rd	\$1,130,000	\$787,500	\$12,925,701	56	Yes
23	Macedonia	Valley View Rd	Twinsburg Rd to Macedonia SCL	\$361,000	\$292,500	\$13,218,201	53	Yes
24	Streetsboro	Frost Rd Phase 2	SR 43 to Page Rd	\$528,150	\$461,835	\$13,680,036	50	Yes
25	Twinsburg	Glenwood Dr	Ravenna Rd to Darrow Rd (SR 91)	\$1,140,000	\$787,500	\$14,467,536	48	Yes
26	Rittman	Main St	Ohio Ave to Rittman North Corp Line	\$459,736	\$400,262	\$14,867,798	44	Yes
27	Green	Graybill Rd	Massillon Rd to Mayfair Rd	\$726,000	\$635,400	\$15,503,198	41	Yes
28	Stow	Fishcreek Rd	500 feet south of Darrow Rd to Stow Rd	\$740,000	\$560,000	\$16,063,198	40	No
29	Streetsboro	Page Rd	SR 303 to I-80 (Ohio Turnpike) Overpass	\$468,100	\$407,790	\$16,470,988	36	Yes
30	Macedonia	N. Bedford Rd	SR 82 to Ledge Rd	\$925,700	\$773,730	\$17,244,718	30	Yes
31	Rittman	State St	College St to Grant St	\$425,594	\$369,535	\$17,614,253	29	Yes
				\$25,738,334	\$19,189,253			

RESOLUTION NUMBER 2022-03

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

Approving New Projects to be Funded under AMATS Transportation Alternatives Set Aside Program (TASA) and Adding Them to the Transportation Improvement Program.

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

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved TASA Projects (See Table 3 for a full description)

1. Rubber City Heritage Trail PH 2, Akron	\$700,000
2. E Main St (SR 59), Kent	\$700,000
3. Heartland Trail Phase 4A, Wayne County Engineer	\$658,727
4. Veteran's Trail Rails to Trails, Hudson	\$700,000
5. Springside Dr Sidewalk, Summit County Engineer	\$700,000
6. Darrow Rd Sidewalks PH 2, Stow	\$700,000

Total	\$4,158,727
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WHEREAS, the Citizens Involvement Committee held a meeting on January 20, 2022 to review this request consistent with its Public Participation Plan and,

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

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

WHEREAS, this Committee has analyzed this request and found it 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 agrees to fund the six previously described projects with federal TASA funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 20, 2022 as adequately providing for public involvement.

RESOLUTION NUMBER 2022-03 (Continued)

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

Table 3
2021 TASA Funding Program Project Summary
Available Funding: \$2,000,000
Funds to be programmed in FY 2024, FY 2026 and FY 2027
Updated 1-3-22

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	TOTAL PROJECT COST	AMATS FEDERAL FUNDS REQUESTED				RUNNING TOTAL	TOTAL SCORE
						PE	R/W	CONST	TOTAL		
1	Akron	Rubber City Heritage Trail PH 2	Exchange St/Arlington St Intersection to Exchange St	Extend from existing Rubber City Heritage PH 1 to to Middlebury Market area	\$1,033,000			\$700,000	\$700,000	\$700,000	77
2	Kent	East Main St (SR 59) Improvements	Kent-East Main St (SR 59) from Main/Willow St to Horning Rd	Convert to tree lined boulevard, 10 foot brick pedestrian crossings, center pedestrian refuge islands, 10' multipurpose trail, bus pull offs and shelters	\$20,255,556			\$700,000	\$700,000	\$1,400,000	75
2	Wayne County	Heartland Trail, Phase 4A	Marshallville- North of Market St to Coal Bank Rd	New 10 foot asphalt multi-purpose trail with 2 foot and 7 foot berms to accommodate horse and buggy traffic	\$823,509	\$68,144		\$590,583	\$658,727	\$2,058,727	75
4	Hudson	Veteran's Trail Rails to Trails	RR at Barlow Rd (Hudson) along existing RR line to Springdale Rd (Stow)	10 foot trail along railroad from Barlow Rd (Hudson) to Springdale Rd (Stow)	\$3,410,000			\$700,000	\$700,000	\$2,758,727	73
5	Summit County	Springside Dr Sidewalk	Bath Twp - Montrose area	7 foot sidewalk	\$1,005,000	\$100,000	\$10,000	\$590,000	\$700,000	\$3,458,727	72
5	Stow	Darrow Rd Sidewalks PH 2	Lillian Rd to Fishcreek Rd	Construct missing 5 foot sidewalk	\$1,050,000		\$140,000	\$560,000	\$700,000	\$4,158,727	72
5	Summit Metro Parks	Highbridge Trail Phase 1	Akron-Towpath Trail (south of Big Bend in Sand Run) to Oxbow Trailhead at Cascade Valley Metro Park	New 10 foot asphalt multi-purpose trail	\$1,689,863			\$700,000	\$700,000	\$4,858,727	72
8	Munroe Falls	Munroe Falls Ave Sidewalk	West Corp limit to Main St (SR 91)	Sidewalks on north and south side of Munroe Falls Ave	\$1,116,540		\$120,000	\$580,000	\$700,000	\$5,558,727	70
9	Akron	Rubber City Heritage Trail PH 3	Exchange St to Brown St/Johnston St intersection	Extend from possible Rubber City Heritage PH 2 to Johnston St/Brown St Intersection and would include a trailhead with vehicle and bike parking and repair stations, lighting and landscaping	\$1,309,000			\$700,000	\$700,000	\$6,258,727	67
10	Summit County	Ridgewood Rd Sidewalk	Copley Twp - Hametown Rd to west of SR 21	5 foot sidewalk	\$1,005,000	\$120,000	\$40,000	\$540,000	\$700,000	\$6,958,727	62
11	Summit County	Cleveland Massillon Rd Sidewalk	Copley Twp - Cleveland Massillon Rd from Ridgewood Rd (S Jct) to I-77 and Ridgewood Rd from West driveway of school to Cleveland Massillon Rd	10 foot multipurpose trail along Cleveland Massillon Rd (not sure east or west side) and along north side of Ridgewood Rd	\$1,237,000			\$700,000	\$700,000	\$7,658,727	57
11	Cuyahoga Falls	Cuyahoga Falls Secondary Line Trail	Along inactive Metro rail line from Broad Blvd to Front St	Reconstruct existing railway to a 10' wide asphalt multi-purpose trail	\$973,815			\$700,000	\$700,000	\$8,358,727	57
13	Hudson	Boston Mills Rd Trail	115 Executive Parkway East to Lake Forest Drive	8 foot trail extends from existing trail at 115 Executive Parkway East to Lake Forest Drive	\$1,850,000			\$700,000	\$700,000	\$9,058,727	53
14	Kent	Portage Bike and Hike Trail-Mill Race Segment	West side of Cuyahoga River in downtown Kent from existing Tannery segment to Brady's Leap segment	This funding is for the design phase only. Provide plans and specs for this project.	\$3,727,198	\$459,100	\$24,000		\$483,100	\$9,541,827	50
15	New Franklin	Towpath Connector Trail	Vanderhoof Rd trailhead to Portage Lakes State Park	New 10 foot asphalt multi-purpose trail and replace bridge over Tuscarawas River on Vanderhood Rd	\$3,514,280			\$700,000	\$700,000	\$10,241,827	47
TOTALS					\$43,999,761				\$10,241,827		

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: AMATS Staff

RE: Resolution 2022-04 – Approving Support for ODOT CY 2022 Safety Goals

DATE: January 12, 2022

Executive Summary

The purpose of this resolution is to give support for ODOT safety performance targets for calendar year (CY) 2022.

Background on Performance Measures

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

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

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

The US DOT and ODOT continue to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

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

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

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

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

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

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

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

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

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

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

Safety Target Setting and Coordination

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

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

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

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2015-2019 for setting the CY 2021 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2021 targets in December 2021. States will be notified in March 2022. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance.

The CY 2021 highway safety targets for Ohio were:

- 1,084 fatalities
- 8,101 serious injuries
- 0.93 fatality rate
- 6.97 serious injury rate
- 811 non-motorized fatalities and non-motorized serious injuries

Baselines used to set the CY 2021 targets are (the average of CY 2015-2019):

- 1,128.8 fatalities
- 8,434.2 serious injuries
- 0.97 fatality rate
- 7.25 serious injury rate
- 844.8 non-motorized fatalities and non-motorized serious injuries

Agencies such as AMATS are also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2021 AMATS decided to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2020-20, approved in December 2020).

ODOT's Calculated Targets for CY 2022

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

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

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

- An additional \$50 million annually for ODOT's Highway Safety Improvement Program
- Updates to the state's distracted driving law

Below are Ohio's CY 2022 targets. The baseline years for setting CY 2022 targets are CY 2016-2020. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2022 targets in December 2023. States will be notified in March 2024.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

CY 2022 Targets for Ohio are:

- 1,106 fatalities
- 7,744 serious injuries
- 0.970 fatality rate
- 6.780 serious injury rate
- 808 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2016-2020):

- 1,152.2 fatalities
- 8,063.4 serious injuries
- 1.015 fatality rate
- 7.063 serious injury rate
- 840.4 non-motorized fatalities and non-motorized serious injuries

We have just reached the end of calendar year 2021, and ODOT is anticipating a higher number of fatalities (1,314 estimated) for CY 2021. Complete safety data for CY 2021 will not be available until spring (April 2022).

The staff is recommending that the Policy Committee support ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2022.

Staff Recommendation

Attached is Resolution 2022-04 for your review and consideration. This resolution approves support for ODOT's safety performance targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2022-04

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

APPROVING SUPPORT FOR ODOT CY 2022 SAFETY GOALS

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

WHEREAS, the newest federal authorization legislation, the Infrastructure Investment and Jobs Act (IIJA), continues to direct state DOTs and MPOs to collectively implement performance based transportation planning processes; and

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

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

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

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

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

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

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

RESOLUTION NUMBER 2022-04 (Continued)

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

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide safety efforts as discussed in the attached memorandum.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2022.
3. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for safety performance as discussed in the attached memorandum.
4. That this Committee agrees to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date