



**Akron Metropolitan Area Transportation Study
Policy Committee
Virtual Meeting**

Thursday, May 14, 2020
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation*
2. **Minutes**
 - A. March 11, 2020 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 Oral
4. **Old Business**
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2020-05** – Approving an Amendment to Transportation Outlook 2040. – **Motion Required** Attachment 6A
 - B. **Resolution 2020-06** – Approving the Transportation Improvement Program FY 2021-2024. – **Motion Required** Attachment 6B
 - C. **Resolution 2020-07** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6C

Resolution 2020-08 – Certification of the Urban Transportation Planning Process. – **Motion Required**
 - D. **Resolution 2020-09** – Approving the FY 2021 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6D
 - E. **Resolution 2020-10** – Opposing the elimination of the Akron Metropolitan Statistical Area by combining it with the Cleveland Metropolitan Statistical Area. – **Motion Requested** Attachment 6E
7. **Other Business**

- MORE -

8. Adjournment

Next Regular Meeting:

Thursday, June 25, 2020 - 1:30 PM

* Please note that AMATS will be unable to provide an opportunity for live public comment regarding agenda items or other transportation-related issues due to technological limitations. AMATS Director Baker will instead read any email or written correspondence that the agency has received from the public regarding agenda items.

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



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Virtual Meeting**

Wednesday, May 6, 2020
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. March 5, 2020 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 Oral
4. **Old Business**
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2020-05** – Approving an Amendment to Transportation Outlook 2040. – **Motion Required** Attachment 6A
 - B. **Resolution 2020-06** – Approving the Transportation Improvement Program FY 2021-2024. – **Motion Required** Attachment 6B
 - C. **Resolution 2020-07** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6C

Resolution 2020-08 – Certification of the Urban Transportation Planning Process. – **Motion Required**
 - D. **Resolution 2020-09** – Approving the FY2021 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6D
 - E. **Resolution 2020-10** – Opposing the elimination of the Akron Metropolitan Statistical Area by combining it with the Cleveland Metropolitan Statistical Area. – **Motion Requested** Attachment 6E
7. **Other Business**
8. **Adjournment**

Next Regular Meeting:
Thursday, June 18, 2020 - 1:30 PM

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

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



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Virtual Meeting
AMATS Facebook Page - [AMATSPanning](#)**

Thursday, May 7, 2020
6:30 p.m.

Agenda

- 1. Welcome**
- 2. Introductions and Virtual Meeting Orientation**
- 3. Items**
 - A. Presentation regarding the *Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024 (TIP)*.
 - B. An amendment to *Transportation Outlook 2040* to add an auxiliary lane along State Route 8 to a major reconstruction project sponsored by the Ohio Department of Transportation (ODOT) on Interstates 76 and 77 and SR 8.
- 4. Open Discussion**
- 5. Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, June 18, 2020 - 6:30 p.m.
Location – To Be Announced

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Wednesday, March 11, 2020 – 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 in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

Chairwoman Clark asked for the meeting attendees to introduce themselves. Introductions were made.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 23, 2020 meeting.

Motion

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

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

David G. Kline made a motion to approve the Financial Progress Report and it was seconded by **Amy Mohr**. The motion was approved by a voice vote.

B. Technical Progress Report

Mr. Baker said that a potential consequence of the Coronavirus outbreak is that the Trump administration and Congress are reportedly considering an economic stimulus program that is primarily focused on transportation spending.

Mr. Baker said that AMATS is receiving guidance from the city of Akron, the Ohio Department of Transportation (ODOT) and federal officials that the AMATS Policy Committee should be prepared to make decisions remotely in the event of a shutdown. **Mr. Baker** noted that federal guidelines regarding the approval of the TIP remain unchanged with approval by the Policy Committee expected in May and final approval of the TIP by the federal government in June.

Mr. Baker said that he and Chairwoman Clark discussed the issue and agreed to poll the members regarding whether AMATS should have a method of online voting or other process in place to make decisions.

Mayor Bertrand expressed support for having a voting process in place, possibly a ballot that could be distributed through email. **Mayor Goncey** asked how such voting would take place. **Mr. Baker** noted that ballots would likely be Word documents sent through email rather than postal mail.

PARTA General Manager Amrhein asked whether metropolitan planning organizations (MPOs) are permitted to vote remotely. **Mr. Baker** said that the agency must conduct additional research to determine whether MPOs and councils of governments (COGs) are permitted to vote online. **Mr. Baker** said that the agency has been in constant consultation with ODOT regarding this issue.

Frank Hairston noted that the Policy Committee should be prepared in the event that the virus may recede in May, but return in the fall and winter.

Tom Sheridan noted that the city of Hudson is investigating the issue of remote decision making with regards to public meetings in the event that Gov. DeWine declares a state of emergency.

Mayor Adamson said that the issue of public participation may apply differently to a governmental body such as AMATS versus a municipality due to the agency's composition.

Mr. Baker noted that there are questions between AMATS and ODOT as to whether the planned public participation period for the Draft AMATS FY 2021-2024 TIP and the Draft State FY 2021-2024 TIP, which was scheduled for March 30 through April 10, will proceed. **Chad Root** said that he was informed that the Draft TIP and Draft STIP are considered "critical mission items" and that development would proceed as planned.

Mr. Baker polled the Policy Committee as to whether the members approved of online voting in the case of emergencies if able and legal to do so. **Mr. Marozzi** asked Mr. Baker if he wanted a motion by the committee to address the issue. **Mr. Baker** said yes.

Motion

*Michael Marozzi made a motion that the AMATS Policy Committee utilize online voting in the event of emergencies and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.*

Joe Paradise asked whether the Staff would prepare a policy statement regarding online voting by the Policy Committee for the committee's consideration and vote. **Mr. Baker** said yes.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated February 24, 2020.

IV. Old Business

A. FY 2021-2024 TIP – Second Draft Projects List.

Mr. Pulay presented Attachment 4A.

Motion

*Scott A. Miller made a motion to approve the FY 2021-2024 TIP – Second Draft Projects List and it was seconded by **Glenn M. Broska**. The motion was approved.*

V. New Business

None.

VI. Resolutions

A. Resolution 2020-03 – Approving Amendment #28 to the Transportation Improvement Program FY 2018-2021 - To Add Ohio EPA-Awarded DERG Funds in FY 2020 for PARTA and Add Additional Funding for METRO and PARTA.

Jeff Gardner presented Attachment 6A.

Motion

*Joe Paradise made a motion to approve Resolution 2020-03 and it was seconded by **Bill Goncy**. The motion was approved.*

B. Resolution 2020-04 – Approving Amendment #29 to the Transportation Improvement Program FY 2018-2021 to add four new projects.

Mr. Pulay presented Attachment 6B.

Motion

Glenn M. Broska made a motion to approve Resolution 2020-04 and it was seconded by Claudia B. Amrhein. The motion was approved.

VII. Other Business

A. Development of METRO 10-Year Strategic Plan.

METRO Director of Planning and Strategic Development Valerie Shea described the need for and purpose of METRO's *10-Year Strategic Plan*. **Ms. Shea** summarized the three-phase development of the plan and how communities in the region can participate in its preparation.

Ms. Shea described METRO's internal and public outreach activities concerning its new *10-Year Strategic Plan*. **Ms. Shea** described METRO's *Buses & Brews* events. **Ms. Shea** said that additional information is available on the METRO website - **akronmetro.org**.

Ms. Shea thanked AMATS and PARTA for cosponsoring the March 25 Collaborative Community Transit Workshop at The Venue in Tallmadge as part of the plan update process. **Mr. Baker** expressed support for the workshop and said that those planning on attending the workshop should contact Martha Chandler of the AMATS staff to register.

VIII. Adjournment

A. Mr. Baker said that the location of the May 14 meeting of the AMATS Policy Committee may change due to scheduling concerns. The Staff will notify the members if there is a change in location.

B. Motion

David G. Kline made a motion to adjourn the meeting and it was seconded by Frank Hairston. The motion was approved.

The next regularly scheduled Policy Committee meeting is tentatively scheduled for **1:30 p.m. on Thursday, May 14, 2020.**

**AMATS POLICY COMMITTEE
2020 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	23	11	14	25	24	17
AKRON - Mayor Dan Horrigan (Hardy) (DiFiore)	A	A				
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A					
BARBERTON - Mayor William B. Judge (Stefan) (Vinay)	M	M				
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M				
CLINTON - Mayor Clarissa Allega						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)		A				
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A					
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)						
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)						
HIRAM - Mayor Lou Bertrand (J. McGee)	M	M				
HUDSON - City Mgr. Jane Howington (Comeriatto) (Hannan) (Sheridan)	A	A				
KENT - City Mgr. David Ruller (Baker) (Bowling)		A				
LAKEMORE - Mayor Rick Justice (Fast)		A				
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Iafelice) (Trew)	M	M				
METRO - Dawn Distler (Shea)	A	M				
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor James W. Armstrong (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M				
NORTHFIELD - Mayor Jesse Nehez (Magistrelli)						
NORTON - Mayor Mike Zita (Fowler)		A				
ODOT - Gery Noirot (Rebillot) (Root)	M	A				
PARTA - Rick Bissler (Amrhein) (Baba) (Popik) (Schrader)	A	A				
PENINSULA - Mayor Douglas Mayer						
PORTAGE COUNTY COMM. - Kathleen Clyde (Hairston)	A	A				
PORTAGE COUNTY COMM. - Vicki Kline (Long)		A				
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A	A				
PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)	M	M				
RAVENNA - Mayor Frank Seman (Finney)	A	A				
REMINDERVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Darwish) (Papp)	M	M				
RITTMAN - City Mgr. Bobbie Beshara (Robertson) (Heater)	M					
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (Kurtz) (McCleary)	A					
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski)		M				
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Paradise)	A	A				
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Genet)	A					
SUMMIT COUNTY COMM. & ECON. DEV. - Connie Krauss						
SUMMIT COUNTY COMM. & ECON. DEV. - Stephen Knittel						
TALLMADGE - Mayor David G. Kline (Kidder)	M	M				
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A				
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)						
WAYNE COUNTY ENGINEER - Scott A. Miller		M				
WINDHAM - Mayor Deborah Blewitt						

**AMATS POLICY COMMITTEE
2020 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Ms. Emily Baarson	METRO
Ms. Marilu Gaar	NEOSTAR
Mr. Chuck Hauber	Summit County Engineer
Ms. Lauren Phillis	ODOT District 4
Mr. Clayton Popik	PARTA
Mr. Chad Root	ODOT District 4
Ms. Valerie Shea	METRO
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeffrey Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, March 5, 2020 – 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 in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the January 16, 2020 meeting.

Motion

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

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Mr. Baker said that a potential consequence of the Coronavirus outbreak is that the Trump administration and Congress are reportedly considering an economic stimulus program that is primarily focused on transportation spending.

Development of the Greater Akron area's Pavement Condition Index (PCI) is underway.

C. **AMATS Federal Funds Report**

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated February 24, 2020.

Steve Rebillot noted that project sponsors that have FY 2020 projects that get delayed may have to wait until October for a TIP amendment to include such projects in the new FY 2021-2024 TIP. **Mr. Rebillot** urged sponsors to contact AMATS regarding the inclusion of FY 2020 projects in the new listing by March 12. **Mr. Baker** reiterated Mr. Rebillot's comments that FY 2020 projects that are delayed must be included in the listing otherwise such projects lack federal authorization through the TIP process.

Mr. Pulay said that most of the FY 2020 projects are included on the Draft TIP's *Carry Forward List*, which may be sufficient in terms of federal authorization. **Mr. Pulay** added that AMATS wants sponsors to keep them apprised regarding the scheduling of projects.

IV. Old Business

A. FY 2021-2024 TIP – Second Draft Projects List.

Mr. Pulay presented Attachment 4A.

Joe Paradise said that ODOT officials indicated during a recent conference that, when Gov. Mike DeWine sought approval of a statewide gas tax increase last year, his administration and ODOT identified 150 projects in high-accident locations across the state that would receive funding if the tax was approved by the Ohio General Assembly. (The increase was approved and these projects are being funded.) The DeWine administration has requested a second list of 150 projects in high-crash locations. **Mr. Paradise** said that AMATS project sponsors should rely on the *2016-2018 Traffic Crash Report and New Safety Performance Measures* to identify safety projects for submittal for this funding.

Mr. Baker asked Mr. Rebillot to address Mr. Paradise's comments and noted that Akron's Dart Avenue project was among the initial 150 projects to receive funding. **Mr. Rebillot** said that ODOT District 4 has a tentative list of safety projects for submittal. **Mr. Rebillot** added that any project approved by ODOT for safety funding during calendar year 2020 will not require a 10 percent funding match.

Motion

Jim Bowling made a motion to approve the FY 2021-2024 TIP – Second Draft Projects List and it was seconded by **Joe Paradise**. The motion was approved.

V. New Business

None.

VI. Resolutions

A. Resolution 2020-03 – Approving Amendment #28 to the Transportation Improvement Program FY 2018-2021 - To Add Ohio EPA-Awarded DERG

Funds in FY 2020 for PARTA and Add Additional Funding for METRO and PARTA.

Mr. Pulay presented Attachment 6A.

Motion

Jim Kusner made a motion to approve Resolution 2020-03 and it was seconded by **Jim Bowling**. The motion was approved.

B. Resolution 2020-04 – Approving Amendment #29 to the Transportation Improvement Program FY 2018-2021 to add four new projects.

Mr. Pulay presented Attachment 6B.

Motion

Jim McCleary made a motion to approve Resolution 2020-04 and it was seconded by **Tony Demasi**. The motion was approved.

VII. Other Business

A. Development of METRO 10-Year Strategic Plan.

METRO Executive Director Dawn Distler introduced **METRO Director of Planning and Strategic Development Valerie Shea**. **Director Distler** described METRO's internal and public outreach activities concerning its new *10-Year Strategic Plan*.

Ms. Shea described the need for and purpose of METRO's *10-Year Strategic Plan*. **Ms. Shea** summarized the three-phase development of the plan and how communities in the region can participate in its preparation.

Ms. Shea thanked AMATS and PARTA for cosponsoring the March 25 Collaborative Community Transit Workshop at The Venue in Tallmadge as part of the plan update process. **Mr. Baker** expressed support for the workshop and said that those planning on attending the workshop should contact Martha Chandler of the AMATS staff to register.

B. Mr. Baker asked the attendees to remind the mayors of their respective communities that the AMATS Policy Committee will meet on Wednesday, March 11. **Chairman Cieszkowski** noted that the next meeting of the TAC will be on Wednesday, May 6.

VIII. Adjournment

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 **Wednesday, May 6, 2020.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2020 ATTENDANCE**

	Jan 16	Mar 5	May 6	June 18	Sept 17	Dec 10
M Denotes Member Present						
A Denotes Alternate Present						
AKRON ENGINEERING BUREAU - Michael J. Teodecki (Jonke)		M				
AKRON PLANNING DEPT. – Mark Moore (Tomic)						
AKRON TRAFFIC ENGINEERING - Michael Lupica		M				
AURORA - Harry Stark (Czekaj)(Cooper)						
BARBERTON – Melissa McFadden						
BARBERTON – Greg Tracy						
CUYAHOGA FALLS - Fred Guerra (Paul)						
CUYAHOGA FALLS - Tony V. Demasi (Marko)		M				
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)	A					
GREEN - Wayne Wiethe (Haring)	M					
GREEN - Paul Pickett (Schemansky)						
HUDSON – Bradley Kosco (Sheridan)	M	M				
HUDSON – Kris McMaster (Hannan)	M	M				
KENT - Jim Bowling	M	M				
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Fast)						
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO - Dawn Distler (Baarson) (Shea)	A	A				
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Joe Hadley (Lautzenheiser)	A	A				
NEW FRANKLIN - Bryan Kepler (Ganoe)	M					
NORTHFIELD - Richard S. Wasosky						
NORTON – Josh Slaga (Hess)						
ODOT – Chad Root (Phillis) (Rebillot)	M	A				
PARTA – Claudia Amrhein (Baba) (Popik) (Schrader)	A	A				
PORTAGE COUNTY ENGINEER – Larry Jenkins (Kusner)		M				
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)						
PORTAGE COUNTY SMALL VILLAGES – John Trew						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M				
RAVENNA - Robert Finney (Jeffers)	M	M				
RICHFIELD - Chris Papp (Frantz) (Neumeyer)		M				
RITTMAN – Bobbie Beshara (Robertson)						
SILVER LAKE – John Tutak						
STOW – James McCleary (Donovan)	M	M				
STOW – Mike Jones (Sisson)	M					
STREETSBORO – John H. Cieszkowski, Jr. (Broska)	M	M				
SUMMIT CO. COMM. & ECON. DEV. – Stephen Knittel (Krauss)						
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A				
SUMMIT COUNTY SMALL VILLAGES - Vacant						
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE - Andrea Kidder (Kline)						
TWINSBURG - Amy Mohr (Muter)	M					
WAYNE COUNTY ENGINEER – Scott A. Miller						
WINDHAM – Deborah Blewitt (Brown)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2020 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	June	Sept	Dec
A Denotes Alternate Present	16	5	6	18	17	10

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens

M

AMATS - Curtis Baker

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)

M

M

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Ms. Dawn Distler

METRO

Mr. George Maki

E.L. Robinson Engineering

Ms. Jesenia Medina

DLZ

Ms. Valerie Shea

METRO

STAFF MEMBERS PRESENT

Mr. Seth Bush

AMATS

Ms. Heather Davis Reidl

AMATS

Mr. Jeff Gardner

AMATS

Mr. Darryl Kleinhenz

AMATS

Mr. Kerry Prater

AMATS

Mr. Dave Pulay

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, March 5, 2020 – 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:

Carson Barnes
William J. Maki

Diane Schultz
Fred Wise

Matt Mullen

Staff:

Curtis Baker, Director
Jeff Gardner, Transportation Planner

Darryl Kleinhenz, Planner
Heather Davis Reidl, Planner

I. Welcome

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

The attendees introduced themselves.

Mr. Baker said that a potential consequence of the Coronavirus outbreak is that the Trump administration and Congress are reportedly considering an economic stimulus program that is primarily focused on infrastructure funding.

Mr. Baker said that METRO has begun development of its *10-Year Strategic Plan*. **Mr. Baker** introduced METRO Grants and Compliance Specialist Matt Mullen who would be addressing the CIC regarding the plan later during the meeting.

II. Discussion Items

A. Second Draft Projects List for the Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024 (TIP).

Mr. Baker presented Attachment 4A.

Carson Barnes addressed the CIC regarding the Draft FY 2021-2024 TIP. **Mr. Barnes** expressed concerns that the Draft TIP omits Transportation Systems Management and related approaches to the dilemmas of traffic congestion, air quality improvement and reductions in vehicle miles travelled. (See ATTACHMENT)

Mr. Barnes stated that there is a need for an origin-and-destination (O&D) study for several key employers within the city of Akron: Akron Children's Hospital,

Cleveland Clinic Akron General, Summa Akron City Hospital, and The University of Akron.

Mr. Barnes presented lists of several suggested locations for park and ride lots and High Occupancy Vehicle (HOV) lanes in the Greater Akron area.

Mr. Barnes stated that the Draft TIP should address additional modes of transportation such as paratransit and van pool services for children, the elderly and persons with disabilities.

Mr. Barnes stated that, once the final draft of the TIP is prepared, AMATS should hire a planning firm to assess the environmental impacts of the program's projects on surrounding neighborhoods. **Mr. Barnes** stated that citizens should be allowed to comment on the assessment.

Mr. Baker said that, while AMATS has stated its support for park and ride lots in its long-range planning, issues in developing such lots arise when communities attempt to identify and acquire property for their development. **Mr. Baker** added that the Draft TIP does include funding for METRO and PARTA to purchase vans and small and large buses for their respective paratransit services.

Mr. Baker noted that AMATS does use traffic and air quality data based on O&D studies compiled by the Ohio Department of Transportation (ODOT). **Mr. Baker** said that AMATS does not have adequate funds or resources in its planning budget to conduct as comprehensive of an O&D study as Mr. Barnes is advocating. **Mr. Baker** said that AMATS is using other tools – most notably cell phone data - that provide information similar to that provided by an O&D study, but are more cost efficient for the agency's purposes.

Mr. Baker added that AMATS supports comprehensive transit and express bus service in the Greater Akron area.

Mr. Baker invited Mr. Barnes to an April 2 public involvement meeting at the library regarding the Draft TIP. **Mr. Baker** said that Mr. Barnes could submit his comments regarding the Draft TIP in writing for incorporation into the final program. **Mr. Baker** indicated that Mr. Barnes' comments would be shared with the AMATS Policy Committee during its Wednesday, March 11 meeting. **Mr. Baker** said that, if Mr. Barnes did not address the Policy Committee, he would inform the committee that AMATS had received public comments regarding the Draft TIP.

B. METRO 10-Year Strategic Plan.

Mr. Baker introduced METRO Government Affairs and Compliance Specialist Matt Mullen.

Mr. Mullen described METRO's internal and public outreach activities concerning its new *10-Year Strategic Plan*.

Mr. Mullen described the need for and purpose of METRO's *10-Year Strategic Plan*. **Mr. Mullen** summarized the three-phase development of the plan and how communities in the region can participate in its preparation.

Mr. Baker asked what sort of alternative fuel technology that the Stark Area Regional Transit Authority (SARTA) uses. **Mr. Mullen** said that SARTA's buses use hydrogen fuel cell technology. **Mr. Mullen** said that METRO is considering electric vehicles and hydrogen fuel cell technology. The attendees discussed the use of alternative-powered vehicles.

Mr. Mullen said that METRO anticipates completion of its *10-Year Strategic Plan* by June. **William J. Maki** asked whether METRO will have finalized new routes and schedules by fall. **Mr. Mullen** said yes. The attendees discussed the development and planning of bus routes.

Fred Wise asked about the termini of the Freedom Trail Phase 4 project (PID# 107930) listed in Table H-3 and when the project would be completed. **Mr. Baker** said that there are concerns regarding the project's termini and that he was informed that the project would be completed in 2023. The attendees discussed the development of the Freedom Trail and its connection to The PORTAGE Trail.

Mr. Baker announced that AMATS is organizing several Bike-N-Brainstorm events, including an event involving the mayors of the cities of Akron, Cuyahoga Falls and Tallmadge during the last week in May. **Darryl Kleinhenz** said that AMATS is working with METRO to host an upcoming *Bikes and Buses* event.

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, May 7, 2020.**

Comments on AMATS Transportation Improvement Program
STBG Funding Program

In reviewing the total number of projects listed and proposed by the Akron Metropolitan Transportation Study (AMATS), the number of jurisdictions involved and affected, along with several transit agencies involved, I respectfully request an Environmental Impact Statement and/or report of the proposed projects and their anticipated effects. Additionally, included in the report should be of possible mitigation measures addressing the anticipated outcomes that are seen as adverse.

In keeping with Federal requirements of Public participation I am offering an overall evaluation of all projects that have been programmed under the STIP, the FY 2021-2024 First Draft Projects List. In as much as this project list is specific to an area and location, and is a source of information for the public. I am viewing them in their totality as far as their contribution to the region's overall transportation and transit network.

These projects, in my view and from one who worked for a state transportation agency is an ideal jobs program that will add to the region's employment of highway engineers, construction workers, electrical contractors, hydrologists, and soils engineers. This program while comprehensive, falls short of realizing your description of all modes of transportation, omitting, paratransit such as vanpools, jitneys taxis, rail (high speed) or water or ferry service.

The absence of any park and ride lots, either built or shared-use is obvious. These facilities could be included as Air Quality Improvements. Employer-sponsored ridesharing programs are a possibility for the reduction of vehicle miles traveled and increased vehicle occupancy, particularly for the journey to and from employment centers like Akron.

Air Quality can be improved by providing electric vehicle charging kiosks at transit hubs at park and ride lots. (Please read the last two paragraphs of this report for marketing information about electric vehicles). The following locations are suggested sites for the park and ride lots in the jurisdictions covered by AMATS. Additionally, these suggestions are made from visual observations of congestion throughout a given weekday;

1. The area at the intersection of Federal Highway 77, and State Route 241 in Green.
2. The area near the intersection of Federal Highway 76 or (SR224), and State Route 21 or possibly Cleveland Massillon Road, and Greenwich Road, at the site of the old Norton High School. Bus service is provided there presently.

Comments on AMATS Transportation Improvement Program
STBG Funding Program

3. The area near the intersection of State Route 8 and Seasons Road in Stow. Ideally express bus service could be provided for the a.m. and p.m. commuters.
4. The area near the intersection of Federal Highway 76, and State Route 43 in Brimfield. A one-hundred car capacity should be provided at each of the park and ride lots listed based upon the congestion of the highways near them in the morning and evening commutes, i.e., peak periods. Electric car charging stations could be provided at these park and ride lots.
5. Shared-use park and ride lots have not been included in the Transportation Improvement Program for FY 2021-2024. Carpooling and vanpooling are encouraged by these lots having a designated ridesharing area. Necessary for this program to succeed is the provision of liability insurance and security cameras. Virtually all Walmart stores in the region should be approached and presented with marketing information that will show the benefits of them sharing their parking facilities with commuters.

In the traditional approach to traffic planning, engineers expand the capacity of a given road or highway as the answer to problem. Using a more holistic approach to the problem of congestion in my view is to provide a level of service to the individuals who are using the given highway, therefore; in the case of each park and ride lot and the highway corridor that it services, high occupancy vehicle (h.o.v.) lanes should be provided, i.e.;

1. On Federal Highway 77 northbound in the a.m. and southbound in the p.m., designate one lane to be used exclusively for buses, vanpools, carpools and autos with two or more people.
2. On Federal Highway 76 at State Route 21 from Cleveland-Massillon Road heading eastbound to the 77 south, Canton interchange, designate a h.o.v. lane this lane to be used from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.
3. On State Route 8, heading southbound and beginning at Seasons Road in Stow ending at the Exchange Street off ramp in Akron, designate an h.o.v. lane for vanpools, buses, carpools and autos with two or more passengers per car. This lane should be used in the morning from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.

Comments on AMATS Transportation Improvement Program

STBG Funding Program

4. On Federal Highway 76 beginning at State Route 43 in Brimfield ending at Carroll Street St. 8 in Akron, on state Route 8, in the northbound lane designate an h.o.v. lane to be used exclusively by carpools, vanpools and buses.

In an effort to somewhat address the region's need for paratransit, the mobility of the elderly and handicapped are of concern. A competitive application process could be established to provide vans 15-passenger or smaller to nursing homes, and schools for the handicapped. Field trips for the elderly in nursing homes could be provided by these vans. Commute service could be provided to the small number of schools for handicapped and mentally disabled children.

Presently there are approximately twenty nursing homes in Summit County and approximately fifteen in Portage County.

John Kosich of Cleveland News 5 "for years to come the combustion engine will be a fixture at the Cleveland Auto Show, but to be clear, it will be sharing an increasing amount of space with its battery powered counterpart Ford by 2025, with options like the Ford Mustang Mach E that will carry prices in line with other new vehicles. The price starts at \$44,000 and that is before a federal tax credit of \$7,500. General Motors has promised a new line of 20 electric vehicles by 2023".

In the meantime, Lordstown Motors plans to begin production of its electric pickup truck this year with a debut in June at the Detroit Auto Show. First Energy this week placed an order for 250 of them. They got orders from other companies from across the country.

**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
March 31, 2020**

Description		Annual Budget	Year-to-Date Expenses	% Budget Expended	March Expenses
I.	Short Range Planning	\$446,000	\$376,875	85%	\$33,327
	FY2019 Carryover	146,000	146,723		0
	FY2020	300,000	230,152		33,327
II.	Transportation Improvement Program	\$331,550	\$165,733	50%	\$25,146
	FY2019 Carryover	69,050	68,407		0
	FY2020	262,500	97,326		25,146
III.	Continuing Planning & Data Collection Transportation System Update	\$243,800	\$164,595	68%	\$6,127
	FY2019 Carryover	63,800	63,281		0
	FY2020	180,000	101,314		6,127
IV.	Long Range Plan Activity	\$404,000	\$126,125	31%	\$9,545
	FY2019 Carryover	54,000	53,874		0
	FY2020	350,000	72,251		9,545
V.	Service	\$449,500	\$267,303	59%	\$18,654
	FY2019 Carryover	124,500	124,304		0
	FY2020	325,000	142,998		18,654
VI.	OhioRideshare and AQ Advocacy	\$241,630	\$5,599	2%	\$0
	FY2019 OhioRideshare Carryover	33,480	1,092		0
	FY2020 OhioRideshare	60,000	3,750		0
	FY2019 Air Quality Carryover	48,150	757		0
	FY2020 Air Quality	100,000	0		0
VII.	Local	\$25,000	\$26,175	105%	\$0
	AMATS local Costs	25,000	26,175		0
VIII.	AMATS Transportation Quarterly	\$85,342	\$38,290	45%	\$2,533
	FY2019 Carryover	15,750	15,660		0
	FY2020	69,592	22,629		2,533
IX.	GRAND TOTAL AMATS BUDGET	\$2,226,822	\$1,170,696	53%	\$95,332

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

STBG Funding Program and Balances

April 20, 2020

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
88556	Tallmadge Ave/Dayton St	Akron	(R)C	\$2,484,000	1			
103818	Portage Lakes Dr resurfacing	Summit Co Eng	C	\$161,200	3			
98486	US 224 paving/curb ramps	Akron	C	\$73,639	3			
110168	SR 43/59 curb ramps	Kent	C	\$150,000	3			
108133	E Waterloo Rd PH 1 & 2 resurfacing	Akron	C	\$1,017,876	4			
	Pending							
107761	Aurora Citywide Signal Improvement	Aurora	R(C)	\$60,000				
103293	Cleveland Massillon Rd	Fairlawn	R(C)	\$200,000				
84397	Seiberling Way Ph 1	Akron	P(R)(C)	\$24,668				
90415	SR 241 (Massillon Rd)	Green	(R)C	\$3,520,000				
93822	SR 91 (Darrow Rd)	Hudson	(P)C	\$2,800,000				
107261	S. Medina Line Rd-Ph 1 resurfacing	Norton	C	\$381,700				
99725	Canton Rd resurfacing	Summit Co Eng	C	\$397,890				
107794	South Main St South & North Resurfacing	New Franklin	C	\$882,356				
108375	S Van Buren Ave/W Waterloo Rd resurfacing	Barberton	C	\$615,976				
108132	South Hawkins Rd resurfacing	Akron	C			\$700,000		
102701	E. Exchange St-complete street	Akron	R(C)			\$240,000		
102904	W. Steels Corners Rd-phase 1 resurfacing	Cuy Falls	C			\$700,000		
103172	Massillon Rd (SR 241) Ph 2/Corporate Woods	Green	R			\$1,398,346		
102234	SR 14 widening	Streetsboro	C			\$2,170,005		
103293	Cleveland Massillon Rd	Fairlawn	(R)C			\$266,667		
107761	Aurora Citywide Signal Improvement	Aurora	(R)C			\$3,458,040		
108498	Wooster Rd resurfacing	Norton	C			\$291,200		
108372	Wooster Rd North/Norton Rd resurfacing	Barberton	C			\$767,160		
108200	White Pond Dr resurfacing	Summit Co Eng	C				\$600,000	
108370	Wooster Rd/State St reconstruction	Barberton	C				\$1,930,644	
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C				\$700,000	
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C				\$700,000	
108454	Olde Eight Road Resurfacing	Summit Co Eng	C				\$700,000	
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C				\$700,000	
105373	2nd St SW/Wooster Rd (Resurfacing)	Barberton	C				\$408,422	
102701	E. Exchange St-complete street	Akron	(R)C				\$3,600,000	
108865	Smith Rd Resurfacing	Summit Co Eng	C				\$700,000	
108098	Chestnut Blvd Resurfacing	Cuy Falls	C				\$392,000	
107886	North River Rd Resurfacing	Munroe Falls	C					\$558,590
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C					\$700,000
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836
107689	Mill Rd/S. Diamond St Resurfacing	Ravenna	C					\$268,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C					\$3,649,197
106416	SR 43 Widening	Streetsboro	C					\$858,657

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

	2020	2021	2022	2023
Annual STBG Expenditures	\$12,915,723	\$9,991,418	\$10,431,066	\$11,842,280
Annual STBG Allocations	\$14,037,459	\$10,633,414	\$10,633,414	\$10,633,414
Balance	\$1,121,736	\$641,996	\$202,348	-\$1,208,866

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

April 20, 2020

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
97834	Air Quality Advocacy Program	AMATS		\$100,000	1			
97831	Rideshare Program	AMATS		\$60,000	1			
	Pending							
93442	SR 43 (South Water St)*	Kent	R(C)	\$75,520				
108131	Cleveland Massillon Rd/Ridgewood Rd	Summit Co Eng	C	\$280,000				
100692	Air Quality Advocacy Program	AMATS				\$120,000		
100691	Rideshare Program	AMATS				\$80,000		
93433	Canton Rd/East Market St	Akron	(R)C			\$788,320		
102992	CNG Bus Replacement (4 buses)	PARTA	C			\$832,000		
98585	Tallmadge Rd Interchange	Portage Co Eng	(R)C			\$3,000,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C			\$4,462,924		
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	R(C)			\$445,500		
111426	Air Quality Advocacy Program	AMATS					\$100,000	
111431	Rideshare Program	AMATS					\$80,000	
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C				\$920,000	
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C				\$2,827,675	
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C				\$2,606,199	
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C				\$2,500,000	
111428	Air Quality Advocacy Program	AMATS						\$100,000
111432	Rideshare Program	AMATS						\$80,000
112270	CNG Bus Buy (3 buses)	METRO	C					\$1,560,000
106416	SR 43 Widening	Streetsboro	C					\$3,300,775

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

	2020	2021	2022	2023
Annual CMAQ Expenditures	\$932,058	\$9,728,744	\$9,033,874	\$5,040,775
Annual CMAQ Allocations	\$1,567,181	\$5,591,127	\$5,591,127	\$5,591,127
Balance	\$635,123	-\$4,137,617	-\$3,442,747	\$550,352

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

April 20, 2020

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
97856	Veterans Trail-Ph 1	Hudson	C	\$500,000	2			
107814	Darrow Rd (SR 91) Sidewalks	Stow	R(C)	\$174,131	3			
	Pending							
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co Eng	P(C)	\$40,000				
99728	Moore Rd sidewalks	Green	C	\$500,000				
103834	Portage Hike and Bike-Brady's Leap Connection	Kent	C			\$700,000		
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C			\$516,050		
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C				\$313,600	
99729	Raber Rd sidewalks	Green	C				\$500,000	
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallm	C				\$700,000	
105373	2nd St SW/Wooster Rd (Towpath Trail connector)	Barberton	C				\$422,640	
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C				\$700,000	
112788	Cleveland Massillon Rd sidewalk	Summit Co Eng	P(R)(C)					\$120,000
107930	Freedom Trail Phase 4	MetroParks	C					\$700,000

	2020	2021	2022	2023
Annual TASA Expenditures	\$1,214,131	\$1,216,050	\$2,636,240	\$820,000
Annual TASA Allocations	\$1,569,476	\$1,063,342	\$1,063,342	\$1,063,342
Balance	\$355,345	-\$152,708	-\$1,572,898	\$243,342

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: Resolution 2020-05 – Approving an Amendment to Transportation Outlook 2040

DATE: April 29, 2020

Transportation Outlook 2040 is the area's Regional Transportation Plan and identifies transportation policy and project recommendations, including long-term highway, transit, bike and pedestrian recommendations. In order for transportation projects in the greater Akron area to receive federal funds they must be consistent with *Transportation Outlook 2040*.

A minor revision to AMATS Transportation Outlook is necessary to include the SUM-Central Interchange Reconstruction with SR 8 Southbound Auxiliary Lane project (PID 102329). The project involves adding a through lane southbound from the Carroll Street on-ramp, through the Central Interchange extending to I-277. An additional lane will also be carried northbound on I-77 from I-277 to just south of the Central Interchange, as part of the Major Rehab project. While the Central Interchange Reconstruction project is in the current plan, AMATS did not analyze the auxiliary lane on SR8 or I-77 lane addition for air quality conformity.

Transportation Outlook 2040 as amended must be fiscally constrained. AMATS must forecast revenues available for projects and forecast project costs to demonstrate that the recommended projects can be implemented over the life of the plan. AMATS has amended project costs of the current major highway projects identified in Transportation Outlook 2040 and the Plan is fiscally constrained as shown in the table below.

ID	Freeway	Location	Recommendation	Year of Expenditure Cost	Amendment
1	I-77	Arlington to I-277	Add Capacity	\$ 64,000,000	
2	I-77/76/277/SR 8	Akron Beltway Project	Reconfigure Interchanges	\$ 50,000,000	
3	I-77	Ghent to Cuyahoga County Line	Add Capacity	\$ 150,000,000	\$ 105,000,000
4	SR 8	Perkins to Glenwood	Replace Bridge	\$ 150,000,000	\$ 110,000,000
5	I-77/76/SR 8	I-77 and SR 8 including the Central Interchange from I-277 to Carroll St	Reconfigure Interchanges(including SR 8 SB Auxiliary Lane and I-77 lane addition)	\$ 65,000,000	\$ 150,000,000
6	I-76/US 224	State Rd/Wooster Rd	Reconfigure Interchanges	\$ 26,000,000	
				\$ 505,000,000	\$ 505,000,000

Transportation Outlook 2040 as amended must also demonstrate air quality conformity. The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles of project recommendations. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP). This analysis can be found on the following page, the analysis will be approved as part of the FY2021-2024 Transportation Improvement Program.

The public was given the opportunity to review and comment on the draft of *Transportation Outlook 2040* during the public comment period from March 27 through May 3. AMATS promoted the public comment period using traditional methods as well as social media. The draft amendment was posted on the AMATS website beginning April 2, 2020.

In addition, two virtual public meetings were held on April 2 and May 7, 2020 on Facebook Live. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the *Transportation Outlook 2040* public involvement period and meetings. No comments on the amended *Transportation Outlook 2040* have been received as of April 20, 2020. The April 2, 2020 virtual public meeting had 171 views as of April 20, 2020.

Resolution 2020-05 affirms the results of the attached analysis demonstrating transportation conformity for the Central Interchange Reconstruction with SR 8 Southbound Auxiliary Lane project in Summit County as part of the Cleveland-Akron air quality nonattainment area. The Staff recommends approval.

Air Quality Conformity Analyses Summary

8-Hour Ozone

Attainment status: 2015 8-Hour Ozone standard – marginal nonattainment area (Federal Register / Vol. 83, No. 107 / Monday, June 4, 2018)

SIP Status: Federal Register /Vol. 82, No. 4 /Friday, January 6, 2017 – direct final rule adequacy finding for Motor Vehicle Emission Simulator (MOVES) based on 2008 ozone standard MVEB.
No submittals required under 2008 8-Hour ozone standard until approved budgets are received. The budgets found adequate for the 2008 standard will satisfy the 2015 tests, per USEPA.

8-Hour Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 2008 Standard 8-Hour budget tests

Analysis Years: 2020 1st Analysis year and SIP Budget year
2030 Interim and SIP Budget year
2040 Plan(s) horizon year

Table 1

Volatile Organic Compounds (VOC) (tons/day)				
2015 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
TOTALS	25.31	30.80	13.99	10.34
Nitrogen oxides (NOx) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
TOTALS	34.34	43.82	16.19	11.68

8-Hour Ozone

Attainment status: 2008 8-Hour Ozone standard – maintenance area (Federal Register / Vol. 82, No. 4 /Friday, January 6, 2017)
1997 8-Hour Ozone Standard - maintenance area (Federal Register Notice Final Rule Tuesday, September 15, 2009)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard Motor Vehicle Emissions Budget (MVEB).

No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests for the time being per USEPA.

8-Hour Geography: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2020 1st Analysis year and SIP Budget year
2030 Interim and SIP Budget year
2040 Plan(s) horizon year

Table 2

Volatile Organic Compounds (VOC) (tons/day)				
2008 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
Ashtabula County	1.26		0.58	0.54
TOTALS	26.57	30.80	14.57	10.88
Nitrogen oxides (NOx) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
Ashtabula County	1.87		0.84	0.72
TOTALS	36.21	43.82	17.03	12.40

PM_{2.5} 2006 Standard

Attainment status: 2006 Annual PM_{2.5} Standard – maintenance area (Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013)

SIP Status: Cleveland area to attainment for 1997 and 2006 PM_{2.5} Standards – FR notice included an adequacy finding for the MOVES based MVEBs.

Geography: Cuyahoga, Lake, Lorain, Medina, Portage, Summit Counties, OH, and Ashtabula Township (Ashtabula County, OH)

Conformity Tests: Budget tests

Analysis Years: 2020 Interim year
2022 PM_{2.5} Budget year
2030 Interim year
2040 Plan(s) horizon year

Table 3

Direct PM_{2.5} Emissions (tons/year)				
PM_{2.5} 2006 Standard Test	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		343.76	264.33	224.07
AMATS		133.88	108.62	108.04
Ashtabula County		2.19	1.68	1.68
TOTALS	880.89	479.83	374.63	333.79
Nitrogen oxides (NO_x) Precursor (tons/year)				
	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		9,977.68	5,457.77	3,787.06
AMATS		2,736.88	1,872.30	1,664.22
Ashtabula County		50.33	35.26	32.81
TOTALS	17,263.65	12,764.89	7,365.33	5,484.09

TABLE 4
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Attainment status: 2012 Annual PM_{2.5} Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM_{2.5} MVEB

Geography: Cuyahoga and Lorain County, OH *Summit and Portage Counties are in attainment

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2022 PM_{2.5} Budget year
2030 Interim and PM_{2.5} Budget year
2040 Plan(s) horizon year

Direct PM_{2.5} Emissions (Annual Tons)					
PM_{2.5} 2012 Standard Test	2022 Budget	2022 Emissions	2030 Budget	2030 Emissions	2040 Emissions
Direct PM _{2.5}	406.79	243.93	270.57	192.28	162.50
NO _x	9,432.04	7,093.52	4,907.54	3,721.28	2,561.28

For additional detail on these topics, visit the following USEPA websites:

<http://www.epa.gov/air/ozonepollution/> (general ozone information)

<http://www.epa.gov/ttn/naaqs/ozone/ozonetech/> (technical ozone information)

<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)

<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)

http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html (technical particulate matter information)

RESOLUTION NUMBER 2020-05

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

APPROVING AN AMENDMENT TO TRANSPORTATION OUTLOOK 2040

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 for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County; and

WHEREAS, the Congress of the United States, through law (23 USC § 134 and 49 USC § 5303)) has required that an MPO must develop a long-range transportation plan (LRTP); and

WHEREAS, ODOT requested AMATS amend the current Transportation Outlook 2040 to include updates to the Central Interchange Project which includes additional lanes on I-77/SR 8 from I-277 to Carrol St; and

WHEREAS, this Committee has reviewed the amended Transportation Outlook 2040 document and found that the recommendations contained therein function together to form an integrated metropolitan transportation system, take into account the planning considerations of the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), and are consistent with regional transportation goals and objectives; and

WHEREAS, a financial plan has been prepared and included in the document which demonstrates that the amended Transportation Outlook 2040 can be implemented in a fiscally sound manner, in accordance with the financial resources from public and private sources that can be reasonably expected to be made available between now and 2040; and

WHEREAS, the amended Transportation Outlook 2040 assesses capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, and has been found to make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA, ERPC and ODOT, that Transportation Outlook 2040 is in conformity with respect to Ohio's State Implementation Plan for attainment of the 2008 8-hour ozone standard, 2015 8-hour ozone standard and the 2006 and 2012 fine particulate matter standards; and

WHEREAS, a quantitative air quality analysis of the amended Transportation Outlook has been completed in accordance with the requirements specified by the FAST Act and the Clean Air Act Amendments of 1990; and

WHEREAS, an Environmental Justice scan has been completed, in order to ensure that low-

RESOLUTION NUMBER 2020-05 (Continued)

income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects recommended in the regional transportation plan; and

WHEREAS, AMATS has carried out public involvement activities consistent with the AMATS Public Participation Plan in which various public agencies, local officials, private providers of transportation, members of the public, and area media outlets were notified that Transportation Outlook 2040 was available for review and posted on the AMATS web site; and that two virtual public involvement meetings were held to provide the general public with the opportunity to comment on the draft Transportation Outlook 2040.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the amended Transportation Outlook 2040 as the long-range transportation plan for the AMATS area and affirms its consistency with the State Implementation Plan.
2. That this Committee recommends that its members incorporate these improvements into their respective transportation plans and pursue the funding necessary for project implementation.
3. That this Committee approves the amended Transportation Outlook 2040 document.
4. That this Committee considers that the process used to develop the regional transportation plan has adequately provided for participation by local officials and members of the general public.
5. That this Committee affirms that the recommendations included in the amended Transportation Outlook 2040 are able to be implemented within the constraints established by the financial forecast contained in the Plan document.
6. 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 Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date



PLAN AMENDMENT

5-14-2020

Project Amendment Highlighted within Document

TRANSPORTATION | 20
OUTLOOK | 40

RECOMMENDATIONS

Over the past four years, AMATS has completed a number of reports and studies analyzing the Greater Akron area's transportation system. This analysis has led to a number of recommendations to improve and strengthen the area's transportation network. Recommendations included in *Transportation Outlook 2040 (TO2040)* include infrastructure improvements and policies intended to ensure that our system remains an asset to the region from now until 2040.

TO2040 includes highway, transit, bicycle and pedestrian infrastructure and policy recommendations. The recommendations included in *TO2040* are financially constrained and conform to federal air quality requirements.

HIGHWAY RECOMMENDATIONS

Highways are the most critical element of the region's transportation system. The recommendations contained in *TO2040* aim to preserve the existing system and improve system safety and efficiency. The following section contains policy and highway infrastructure recommendations to improve and maintain the region's highway network.

Funding

AMATS receives federal transportation dollars to fund highway improvements. These funds can be used for many types of projects including: resurfacing, turn lanes and traffic signals, and major widening projects.

The agency's funding comes from two major sources, the Surface Transportation Block Grant (STBG) and the Congestion Mitigation/Air Quality Program (CMAQ). The STBG Program is the most versatile type of funding and can be used on any type of project. CMAQ funding can only be used on projects which improve air quality and relieve congestion.

Federal funds may only be invested on roadways that are contained in the Federal Functional Classification of Highways. Local roadways - such as streets in a residential subdivision - are not eligible for funding.

AMATS receives around \$15 million annually for highway improvements. While this funding is a substantial source of revenue for highway projects, it is not the only funding available. The Ohio Department of Transportation (ODOT) receives funds from federal and state gasoline taxes. Counties and municipalities also receive federal and state funding. Discretionary funding, also known as earmarks, can be made available for highway projects when written into federal legislation.

Any highway project using federal funding must be consistent with *TO2040*, regardless of whether AMATS provided the funding. *TO2040* is important because it gives the authority to local officials to determine how federal funds are spent collectively.

RECOMMENDATIONS

Preservation

The importance of maintaining and preserving the existing highway system cannot be understated. Over the past 60 years, the United States has developed an incredible roadway network that has allowed the efficient movement of people and goods. In the last few years, it has become apparent that this network is beginning to deteriorate.

In 2015, AMATS estimated that to maintain the existing system through 2040 would cost \$4 billion in year of expenditure costs. These cost estimates have increased by over \$720 million since 2012. Most of the cost increase is due to the continued increase of construction costs. The longer that large preservation projects are postponed, the more expensive they become.

TO2040 recommends a regional preservation policy. Since 2008, AMATS has devoted a minimum of 20 percent of its funds for a local resurfacing program. This program has been incredibly successful and popular throughout the region. AMATS will continue this program and recommends providing additional AMATS Surface Transportation Funds for the program.

Operational and Safety Projects are consistent with *Transportation Outlook 2040*

While it is important to develop a plan for the next 20 plus years, it is also necessary to provide flexibility to the planning process to allow for unseen developments. To that end, AMATS maintains its policy that projects that improve safety conditions or contain operational improvements are consistent with *TO2040*. This includes railroad grade separation projects. AMATS has set aside \$75 million over the next 23 years for unspecified safety and operation improvements.

Asset Management Planning

According to AASHTO, Transportation Asset Management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. As AMATS has continually recognized preservation as its most important priority, *TO2040* recommends that AMATS pursue developing a regional asset management plan focused on preserving and maintaining pavement. Asset Management planning can help communities extend the life of roadways and ensure that federal funding is used strategically for roadways most in need of major resurfacing or reconstruction.

Reduce Congestion by Promoting Carpooling and other Alternative Modes of Transportation

While congestion is not the main focus of *TO2040*, it is still an important issue that can negatively impact the transportation system. In order to help reduce congestion, AMATS will continue to promote OhioRideshare.com and Switching-gears.org. *OhioRideshare.com* is a website that allows users to find carpool partners to share rides to and from work. *Switching-Gears.org* is a bicycle advocacy website that promotes bicycle commuting in the region.

Complete Streets

TO2040 recommends that communities and project sponsors continue to consider complete streets principles as they develop transportation projects. AMATS supports alternative modes of transportation and complete streets promote making roadways more accessible for automobiles, buses, bicycles and pedestrians.

Embrace Technology

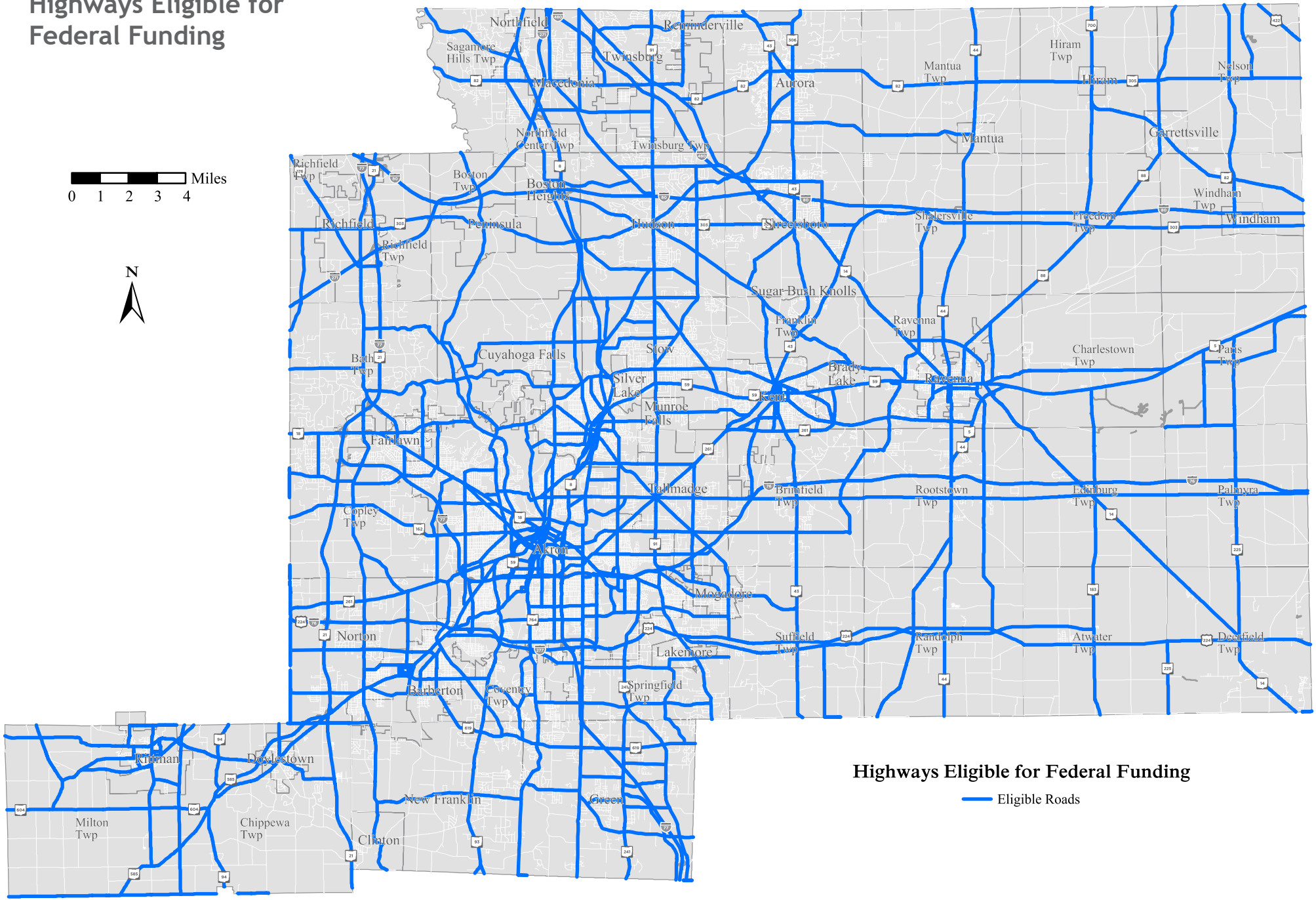
TO2040 is a document charged to look toward the future. It is critical that the Greater Akron area embrace technology that is developing quickly in the transportation field. Phone applications like Uber, Lyft, and Waze have already changed the way people find rides and get their traffic information. AMATS anticipates that as technology continues to become more responsive it will provide additional benefits and services for transportation. New technology could include autonomous passenger vehicles, autonomous freight vehicles, technology to connect people to transportation and even more accurate transportation data. *TO2040* recommends that the region embrace new technologies and applications to better serve communities.

\$5 Billion of Highway Transportation Infrastructure Investments

TO2040 recommends over \$5 billion of highway infrastructure investments through 2040 in year of expenditure dollars. This funding includes over \$4.4 billion for preservation of the existing system, \$505 million specifically for freeway recommendations, \$150 million for specific roadway projects, and approximately \$128 million in bike/pedestrian, safety and other operational improvements in the AMATS area.

The following Long-Term Highway Recommendations table shows projects recommended in *TO2040*. Project costs are shown in current dollars, Appendix B shows costs inflated to year of expenditure. All projects are financially constrained and conform to air quality requirements.

Highways Eligible for Federal Funding



Highways Eligible for Federal Funding
— Eligible Roads

LONG-TERM HIGHWAY RECOMMENDATIONS

Freeway Recommendations

ID	Freeway	Location	Recommendation	Current Cost
1	I-77	Arlington to I-277	Add Capacity	\$50,000,000
2	I-77/76/277/SR 8	Akron Beltway Project	Reconfigure Interchanges	\$25,000,000
3	I-77	Ghent to Cuyahoga County Line	Add Capacity	\$105,000,000
4	SR 8	Perkins to Glenwood	Replace Bridge	\$110,000,000
5	I-77/SR 8	I-277 to Carroll	Reconfigure Interchanges (including SR-8 Auxiliary Lane and I-77 Lane Addition)	\$150,000,000
6	I-76/US 224	State Rd/Wooster Rd	Reconfigure Interchanges	\$26,000,000
Freeway Total Cost				\$505,000,000

Arterial and Intersection Recommendations

ID	Community	Location	Recommendation	Current Cost
7	Akron	Brittain Rd at Eastland Ave/Eastwood Ave	Operational Improvements	\$4,000,000
8	Akron	Evans Ave	Railroad grade separation	\$8,200,000
9	Akron	N Portage Path at Merriman Rd	Operational Improvements, Enhance Transit, Improve Safety	\$2,000,000
10	Akron	W Market St (SR 18) at Hawkins Ave/W Exchange St	Operational Improvements, Enhance Transit	\$2,000,000
11	Akron	Brittain Rd from E Tallmadge Ave (SR 261) to Independence Ave	Improve Safety	\$1,500,000
12	Akron	E Market St (SR 18) & Mogadore Rd/I-76 Ramps	Improve Safety	\$3,000,000
13	Akron	Waterloo Rd (US 224) & George Washington Blvd (SR 241)	Improve Safety	\$2,000,000
14	Akron/Cuyahoga Falls	SR 8 at Howe Ave	Interchange Reconfiguration/Improvements	\$33,000,000
15	Akron/Cuyahoga Falls/Tallmadge	Howe Ave at Brittain Rd/Northwest Ave	Intersection Reconfiguration, Improve Safety	\$10,000,000
16	Akron/Fairlawn	Miller Rd from Ridgewood Rd to SR 18 (W Market St)	Operational Improvements (Add left turn lanes)	\$1,000,000
17	Barberton	Wooster Rd N (SR 619) from Waterloo Rd to I-76	Operational Improvements (Potential Road Diet)	\$800,000
18	Bath Twp/Copley Twp/Fairlawn	Medina Rd (SR 18) from Heritage Woods Dr to Cleveland-Massillon Rd	Operational Improvements, Enhance Transit, Improve Safety	\$1,500,000
19	Cuyahoga Falls	Portage Trail from Valley Rd to State Rd	Operational Improvements	\$800,000
20	Cuyahoga Falls	State Rd at Portage Trail	Operational Improvements, Enhance Transit, Improve Safety	\$500,000
21	Fairlawn	W Market St (SR 18) from Ghent Rd to Miller Av	Improve Safety	\$1,000,000
22	Green	Arlington Rd from Boettler Rd to September Dr	Widen to 4 lanes and intersection improvements	\$12,000,000
23	Green	Town Park Blvd from Greensburg Rd to Wise Rd	New Roadway	\$3,700,000
24	Green	Town Park Blvd from Wise Rd to Massillon Rd	New Roadway	\$5,700,000
25	Hudson	Darrow Rd (SR 91) from Ravenna Rd to SR 303	Add a Bypass	\$8,600,000
26	Hudson	Hines Hill Rd and Norfolk Southern Rail Line	Railroad grade separation	\$11,000,000
27	Hudson/Twinsburg Twp	Darrow Rd (SR 91) from Middleton Rd to Twinsburg Rd	Operational Improvements (Add left turn lanes)	\$1,000,000
28	Kent	E Main St (SR 59) from Willow St to Luther Av	Improve Safety	\$1,000,000
29	Macedonia	Aurora Rd (SR 82) from Olde Eight Rd to SR 8	Improve Safety	\$1,000,000
30	Northfield Center Twp	SR 82 at Olde Eight Rd/Brandywine Rd	Operational Improvements	\$1,500,000
31	Richfield	Wheatley Rd (SR 176) at Brecksville Rd	Operational Improvements	\$1,100,000
32	Rootstown Twp	SR 44 from Tallmadge Rd (CR 18) to I-76	Safety Study/Improvements	\$250,000
33	Stow	Darrow Rd (SR 91) & Graham Rd	Improve Safety	\$500,000

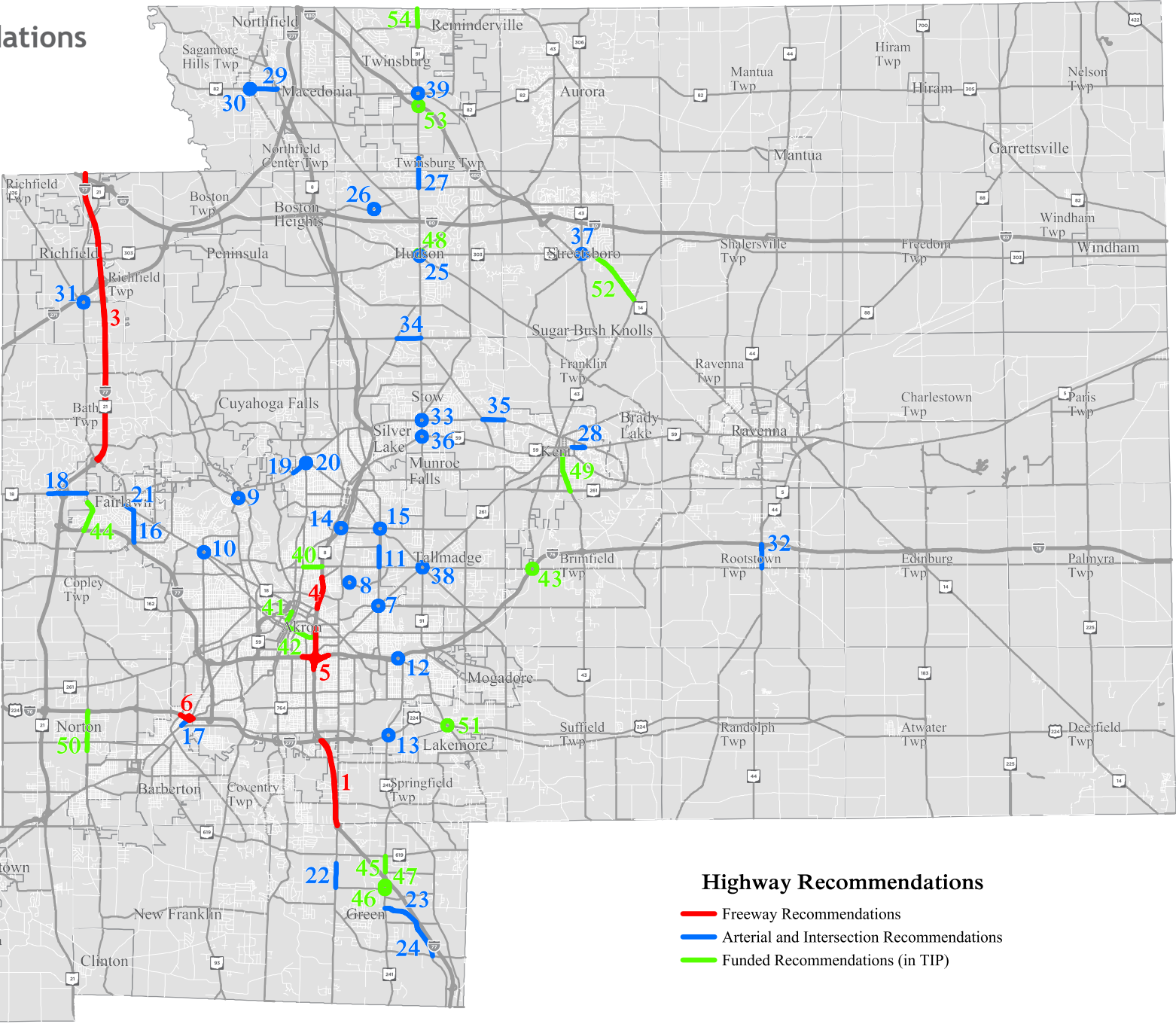
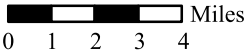
LONG TERM-HIGHWAY RECOMMENDATIONS (Continued)

Arterial and Intersection Recommendations (Continued)				
ID	Community	Location	Recommendation	Current Cost
34	Stow	Norton Rd from Hudson Drive to SR 91	Widen to standard lane width	\$4,000,000
35	Stow	Graham Rd from Fishcreek Rd to Newcomer Rd	Improve Safety	\$2,000,000
36	Stow	Kent Rd (SR 59) at Darrow Rd (SR 91)	Additional Capacity, Operational Improvements, Traffic Study, Enhance Transit	\$1,500,000
37	Streetsboro	Streetsboro Town Center: SR 14/SR 43/SR 303 & SR 43 from SR 303 to Frost Rd	Detailed Traffic Study, Improve Safety	\$350,000
38	Tallmadge	Tallmadge Circle	Operational Improvements, Improve Safety	\$8,000,000
39	Twinsburg	Darrow Rd (SR 91) at Aurora Rd (SR 82)	Operational Improvements	\$1,000,000
	Various	Miscellaneous	Additional safety and operational projects	\$75,000,000
				Freeway and Arterial Total Cost
				\$210,500,000
				Highway Recommendations Total Cost
				\$715,500,000

FUNDED HIGHWAY RECOMMENDATIONS (IN TIP)

ID	Community	Location	Recommendation	Current Cost
40	Akron	Tallmadge Ave (SR 261) from N. Main St to SR 8	Road Diet, Operational Improvements, realignment at Dayton	\$3,842,400
41	Akron	S. Main St from State St to Mill St	Complete Street, Street replacement, Roundabout	\$12,720,000
42	Akron	E. Exchange St from Broadway St to Fountain St	Operational Improvements, complete streets	\$5,043,000
43	Brimfield Twp	Tallmadge Rd (CR 18) at I-76	Operational Improvements, Improve Safety	\$9,921,900
44	Copley Twp/ Fairlawn	Cleveland-Massillon Rd from I-77 to Bywood Ave	Widen to 4 lanes and roundabout at rothrock	\$7,564,200
45	Green	Massillon Rd (SR 241) from Raber Rd to SR 619 (Turkeyfoot Lake Rd)	Widen to 5 lanes, Improve Safety	\$14,467,800
46	Green	Massillon Rd (SR 241) & Boettler Rd	Operational Improvements, roundabout	\$5,566,000
47	Green	Massillon Rd (SR 241) & Corporate Woods Circle	Operational Improvements, roundabout	\$1,747,900
48	Hudson	Darrow Rd (SR 91) at Steetsboro Rd (SR 303)	Operational Improvements, Improve Safety	\$2,400,500
49	Kent	S. Water St (SR 43) from SR 261 to Summit St	Operational Improvements	\$3,072,100
50	Norton	Cleveland-Massillon Rd from Weber Dr to I-76	Existing Project (Add Median Turn Lane, Intersection Improvements), Enhance Transit	\$6,086,500
51	Springfield Twp	Waterloo Rd (US 224) at Canton Rd (SR 91/CR 66)	Project: Standard Lanes, Turn Lanes, Concrete Median, Improve Safety	\$10,490,000
52	Streetsboro	SR 14 from Portage Pointe Dr to Diagonal Rd	Two way left turn lane, Improve Safety	\$7,772,400
53	Twinsburg	SR 91 & I-480	Interchange Reconfiguration/Improvements	\$3,521,300
54	Twinsburg	Darrow Rd (SR 91) from Glenwood Blvd to the north corp line	Widen to four lanes	\$4,969,600
				Funded Total
				\$99,185,600

Long-Term Highway Recommendations



Highway Recommendations

- Freeway Recommendations
- Arterial and Intersection Recommendations
- Funded Recommendations (in TIP)

BICYCLE & PEDESTRIAN RECOMMENDATIONS

OVERVIEW

Importance of Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are an important part of an active transportation system throughout the Greater Akron area in providing a low-cost means of transportation and serving as a recreational amenity. Bicycling and walking are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these non-motorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, bicycle and pedestrian facilities should be given the same priority as is given to other transportation modes. Cycling and walking should not be an afterthought in roadway design.

Acceptance of cycling and walking as alternatives to driving has increased throughout the region. AMATS has a long history of planning for active and multi-modal transportation systems. *TO2040* will build on recent and past efforts including the *2016 Bike Plan* and *2015 Pedestrian Plan*. The goals for the region's bicycle and pedestrian network are to improve safety, increase connectivity, create a friendly bicycle network and promote quality of life throughout the region. A variety of bicycle and pedestrian facilities exist throughout the Greater Akron area with the Ohio and Erie Towpath Trail serving as the spine for the regional bicycle network. There are more than 108 miles of shared-use paths in the region with over 28 miles that have been developed since 2000. On-road facilities, such as bike lanes, are being added at a steady pace to help fill in the gaps and connect people to places. There are approximately 35 miles of bike lanes in the Greater Akron area.

The recommendations contained in *TO2040* will expand the off-road bicycle system of trails and the pedestrian system through additional facilities as well as make safety improvements to the region's bicycle and pedestrian network.

Local Bike Plans

AMATS' *2016 Bike Plan* includes recommendations for the region that encourage cycling as an alternative mode of transportation while also continuing to promote cycling as recreation. On the local level, communities can have a greater impact by creating their own bike plan. The bike plan should

assess existing conditions, identify gaps and recommend practical solutions that fit the community's needs. A local bike plan can assist the community in prioritizing improvements that provide better connections to regional bike facilities already in place.

Create a Minimum Grid

According to Gil Penalosa of 8-80 Cities, a minimum grid of fully connected bikeways throughout a city is essential to creating safe biking for all users, from ages 8 to 80 years old. With a minimum grid in place, communities across North America have seen a marked increase in cycling. Creating a local bike plan using a minimum grid design can help make cycling a viable transportation option, especially if this grid can connect from one community to another. A minimum grid can transform transportation in our region.

FUNDING

AMATS receives federal funding for bicycle and pedestrian improvements through the Transportation Alternatives Set-Aside Program (TA), formerly known as the Transportation Alternatives Program (TAP). This funding provides approximately \$1 million each year that can be used for bicycle and pedestrian improvements. All TA projects must relate to surface transportation and address a transportation need, use or benefit. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for Safe Routes to School (SRTS) District Travel Plans provided that the sponsor has first pursued and secured funding from the Ohio Department of Transportation SRTS Program.

Many bicycle and pedestrian improvements are most effectively implemented at the outset of roadway or transit project funding and construction. While all projects represent important steps for improving AMATS bicycle and pedestrian environment, limited financial resources require that most regional bicycle and pedestrian projects use a variety of federal, state and local sources. It is therefore suggested that many regional off road trails rely on local initiative and commitment where member communities seek additional funding.

Any bicycle or pedestrian project using federal funds must be consistent with *TO2040*, regardless of whether AMATS provides the funding. *TO2040* gives local officials the authority to collectively determine how federal funds are allocated.

BICYCLE AND PEDESTRIAN PROJECTS ARE CONSISTENT WITH *Transportation Outlook 2040*

The bicycle and pedestrian recommendations focus implementation efforts where they will provide the greatest community benefit. While it is important to develop a long-range plan, it is also necessary to provide flexibility in the planning process to allow for unseen developments. *TO2040* ensures that transportation improvements are planned and coordinated on a regional basis. It is AMATS policy that projects coupled with safety improvements, such as bicycle and pedestrian amenities, must be consistent with *TO2040*, in order to be eligible for federal funding.

ENCOURAGE BICYCLE AND PEDESTRIAN DESIGN STANDARDS THAT ENSURE THE SAFE AND ACCESSIBLE ACCOMMODATION FOR ALL USERS

The creation of well-connected walking and cycling networks is an important component for livable communities and their design should be a part of federally funded project developments. Accordingly, transportation agencies and local communities are encouraged to go beyond minimum standards for these modes to provide safe, convenient, and context-sensitive facilities, and to utilize universal design characteristics when appropriate. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for cycling and walking facilities and not preclude the provision of future improvements. Below are various programs and design techniques that can be used for bicycle and pedestrian facilities to improve the safety and accessibility for all users.

Road Diets

A road diet is a technique that can be used to achieve traffic calming and improve safety. Road diets occur when numbers of lanes or lane widths are reduced to promote a slower vehicle speed and accommodate other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. AMATS compiled the *2015 Road Diet Analysis*, which identifies 60 candidates for road diets across the Greater Akron area. The analysis is a useful planning resource that defines the road diet concept, identifies potential road diet locations, and serves as a guide to member communities to consider the design and application of road diets in certain locations.

Complete Streets

When planning a street or neighborhood, it is important to consider all users of the roadway. People like to have options for getting around town. According to Smart Growth America, a complete street is one that is designed with safety in mind for all users - pedestrians, cyclists, transit riders, and vehicles. No two complete streets look alike as each neighborhood or district will have different needs. Bike lanes, bus lanes, bus shelters, sidewalks, crosswalks, refuge islands, curb bump-outs, and roundabouts are all components of a complete street that can improve safety for everyone. Making a street welcome to everyone can improve the vitality of an area and make it a place where people want to be. Communities throughout the Greater Akron area should consider complete streets when planning their transportation projects.

Connecting Communities Program

In 2010, AMATS Policy Committee approved *Connecting Communities - A Guide to Integrating Land Use and Transportation*. This guide has shaped AMATS planning since its adoption, encouraging incremental, small-scale, and practical modifications to the way that our transportation system and our built environment interact with one another. The first two recommendations of the Connecting Communities plan are:

1. Improve pedestrian planning and facilities through targeted investments.
2. Improve bicycle planning and facilities through targeted investments.

The AMATS Connecting Communities Planning Grant Program developed from the Connecting Communities guide as it was also one of its recommendations. Since the program's inception in 2010, AMATS has funded over \$400,000 and leveraged an additional \$75,000 in planning studies in the AMATS region. Because of the program, multiple bike lanes, sidewalks, trails, signage and bus routes have been implemented and constructed, as well as plans that will shape communities for years to come.

Prioritize Pedestrian Safety and Improvements Near Schools

Communities should place a special emphasis on providing high-quality, safe bicycle and pedestrian infrastructure near schools. The Ohio Safe Routes to School (SRTS) Program supports projects and programs that improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility in

the vicinity of schools. The most successful SRTS programs incorporate the Five E's: **Engineering, Education, Enforcement, Encouragement, and Evaluation.**

The development of a School Travel Plan (STP) is a requirement of the SRTS Program in order to be eligible for infrastructure improvements. The STP outlines a community's plans for engaging students in active transportation. The STP involves key community stakeholders to identify barriers to active transportation and develop a set of solutions to address them.

In 2014, the Akron Public Schools completed its first *District-Wide Travel Plan*. Akron's plan became one of the first districtwide STPs for a large school district in Ohio and one of the first nationwide. It was created through a team-based approach in cooperation with ODOT, Akron Public Schools, City of Akron, AMATS and The University of Akron.

Prioritizing pedestrian safety and improvements near schools provides an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children—and a safer and cleaner environment for everyone.

Incorporate High-Quality Bicycle and Pedestrian Design Standards

There are various types of bicycle and pedestrian facilities that are context-sensitive to density, vehicle traffic and congestion, and improve safety for people of all ages and abilities. The following resources provide information to planners and agencies by referencing a recommended range of design values and describing alternative design approaches. The Federal Highway Administration (FHWA) supports the use of these resources to further develop non-motorized transportation networks, particularly in urban areas.

Mid-Block Crossings

In 2014, AMATS completed a Mid-Block Crossing Analysis that studied the frequency of pedestrians crossing outside of crosswalks. Crosswalks are safest as they direct pedestrians where and when it's safe to cross the street, while also improving visibility of pedestrians to drivers. There are many reasons that a pedestrian might not cross in a crosswalk, be it bad weather, hurrying, or simply finding the shortest distance to a destination. AMATS identified locations where mid-block crossings are already taking place. Next, potential locations for

safe mid-block crossing solutions were recommended. Some of the solutions include bump-outs, raised crosswalks, pedestrian islands, and signage, as well as fully-signalized crossings and High Intensity Activated Crosswalk (HAWK) signals. Through careful analysis and the effective implementation of mid-block crossings, increase the safety and usefulness of the regional pedestrian network can be greatly increased.

Traffic Calming / Sidewalk Widening in High Pedestrian Areas

Traffic calming measures should be considered in areas that experience high volumes of pedestrian traffic. Traffic calming is a concept that reduces the speed and volume of vehicular traffic through an area to make neighborhoods safer, more pleasant, and more livable. This can be achieved either by physical means such as reducing the number of lanes; textured pavements and bump-outs, also known as "curb extensions" that extend an intersection corner; or psychological means such as adding street trees, on-street parking and the narrowing of lanes to slow drivers down. Over decades of use, these measures have been proven to reduce accidents, collisions, noise, vibration, pollution, and crime. Traffic calming is most often found in downtowns or urban centers due to their high levels of pedestrian activity. They may also be implemented in less dense planning areas.

Sidewalks in residential areas should meet or exceed the federal minimum width guideline of 60 inches. In a downtown, a town center, an urban core or other dense planning areas, widths may vary depending on the community or block context. Wide sidewalks should be constructed in areas experiencing heavy foot traffic or for such uses as sidewalk cafes or extensive street furniture.

Bicycle and Pedestrian Count Program

The purpose of conducting bicycle and pedestrian counts is to understand peak activity for these modes on a typical day. Lack of documentation on usage and demand is one of the challenges facing bicycle and pedestrian investments. It is important to have accurate and consistent data to analyze the need, enable detailed safety analyses, target locations for future facilities and measure the benefits of investments. In 2012, AMATS commenced its first year of bicycle and pedestrian counts throughout the region utilizing the standard National Bike and Pedestrian Documentation project (NBPD) method. The NBPD is an annual bicycle and pedestrian count and survey effort sponsored by the Institute of Transportation Engineers Pedestrian and Bicycle Council.

There has been a public response to back up the need for improved bicycle and pedestrian facilities with supportive data in a more efficient manner. One of the goals of AMATS count program is to engage more communities and organizations and to utilize electronic counters to improve documentation on the use and demand of bicycle and pedestrian facilities in the region.

RECOMMENDATIONS

\$33 Million of Bicycle and Pedestrian Improvements

TO2040 recommends \$33 million of bicycle and pedestrian improvements through 2040. This funding includes bicycle trails and pedestrian improvements such as sidewalks.

The Long-Term Bicycle Recommendations table and the Long-Term Pedestrian Recommendations table on the following pages contains many recommendations for promoting bicycle and pedestrian transportation in the region. Project costs are shown in current dollars for the entire project. Appendix B shows costs inflated to year of expenditure and federal share, totaling \$33 million in federal investment. All projects are financially constrained and conform to air quality requirements.

LONG-TERM BICYCLE RECOMMENDATIONS

<i>ID</i>	<i>County</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>
1	Summit	3 Creeks - Silver Creek Trail	Medina Line Rd	Robinson Ave (Towpath Trail)	\$5,035,018
2	Summit	Akron-Peninsula Trail	SR 303	Boston Mills Rd	\$2,605,923
3	Summit	Ashbrooke Connector	Farnham Way	Hines Hill Rd	\$1,129,194
4	Summit	Barlow Rd	Wilshire Park Dr	Bike & Hike Trail	\$333,776
5	Summit	Bike & Hike-Portage Connector	Bike & Hike Trail	Freedom Trail Connector	\$400,689
6	Summit	Freedom Trail Phase 4	Towpath Trail	Freedom Trail Phase 3 (Mill Street)	\$1,323,928
7	Summit	Heights to Hudson	Bike & Hike Trail	Prospect at Hines Hill	\$3,430,240
8	Summit	Heights to Hudson (Central Hudson Portion)	Morse / Owen Brown	Veterans Way	\$709,017
9	Summit	Highbridge Connector Trail	Towpath Trail	Front Street Connector Trail	\$2,803,056
10	Summit	Liberty Trail	Post Rd	Cannon Rd	\$1,517,327
11	Summit	Magic Mile (North)	Third St SW & Park	W Wooster Rd & Robinson Ave	\$193,785
12	Summit	Magic Mile (West)	5th St & Park Ave	4th St & W Wooster Rd	\$200,354
13	Summit	Memorial Parkway Trail	Aqueduct St	Towpath Trail	\$700,000
14	Summit	Portage Lakes Trail	Towpath Trail	Metro - Sandyville Local	\$5,313,249
15	Summit	Rubber City Heritage Trail	Towpath Trail	Englewood Ave	\$5,750,000
16	Summit	Spartan Trail (West)	Rubber City Heritage Trail	Springfield Lake	\$2,381,724
17	Summit	Spartan Trail (East)	Springfield Lake	Summit/Portage County Line	\$3,707,724
18	Summit	Turnpike	Prospect Rd	Hudson Aurora Rd	\$2,138,164
19	Portage	Arsenal S	Conrail Freedom Secondary	Rock Spring Rd	\$5,940,000
20	Portage	Arsenal S	Rockspring Rd	Portage County Line	\$8,880,000
21	Portage	Headwaters Bikeway	Aurora NCL	Mennonite Rd	\$7,925,434
22	Portage	Hiram	SR 305	Headwaters Trail	\$2,761,242
23	Portage	Lake Rockwell Trail	Middlebury Rd /Portage Hike & Bike	Mantua St / River Bend Blvd	\$2,728,767
24	Portage	Rock Spring Rd	Cable Line Rd	Newton Falls Rd	\$851,225
25	Portage	The Portage	Stow St	W Main St	\$310,386
26	Portage	Mogadore Lake	The Portage	Mogadore Lake	\$4,932,888
27	Portage	Esplanade Extension	Esplanade / Dix Stadium	Lakewood Rd	\$2,000,174
28	Portage	Headwaters Trail Extension	SR 82	Portage County Line	\$5,700,000
29	Portage	Franklin Connector Extension	Hudson Rd extension	Riverbend	\$2,200,000
30	Portage	Railroad Trail Connection	Hudson Rd	Tinker's Creek, Portage County Line	\$7,300,000

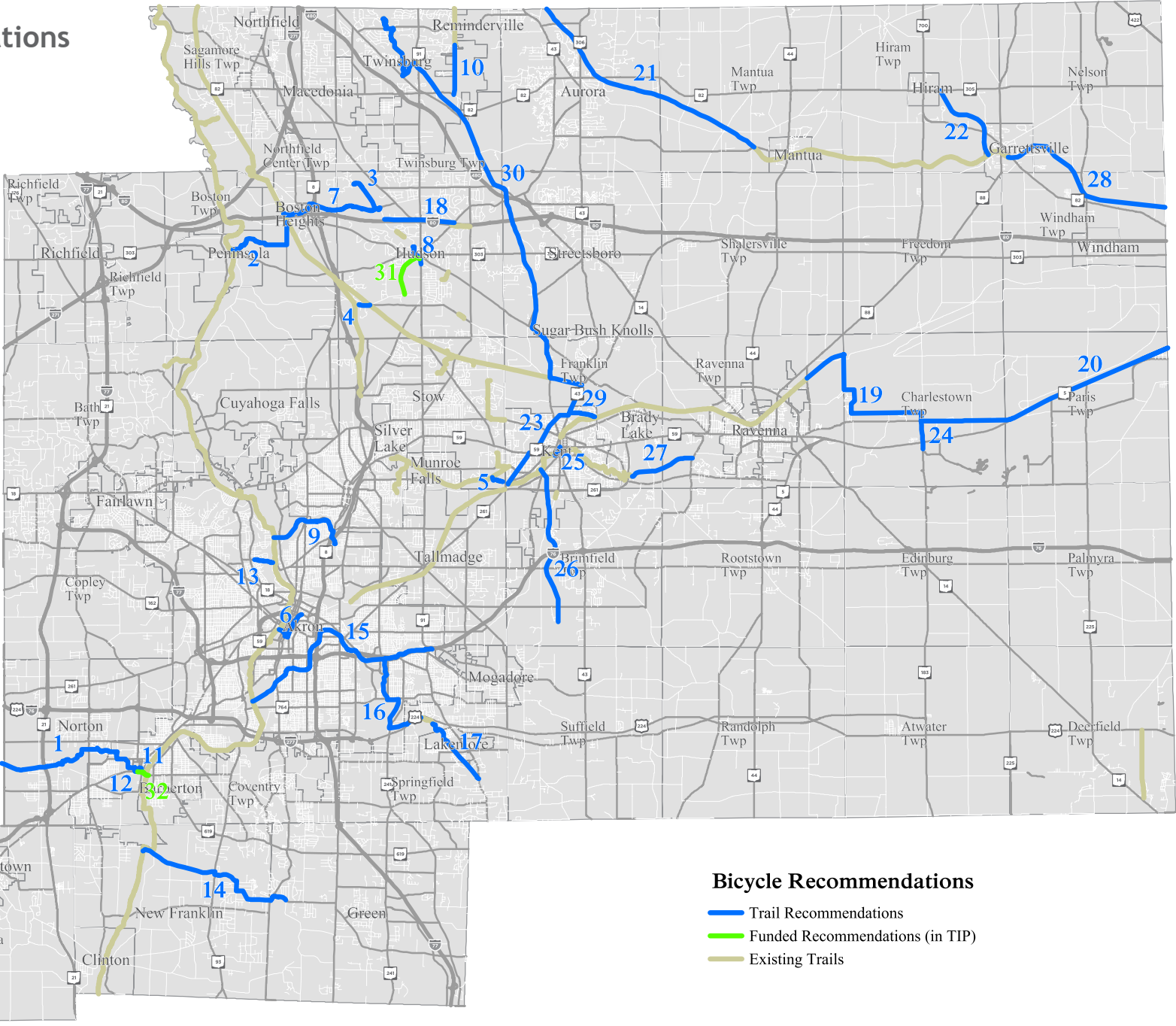
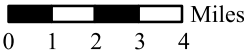
Bicycle Recommendations Total \$91,202,286

FUNDED BICYCLE RECOMMENDATIONS (IN TIP)

<i>ID</i>	<i>County</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>
31	Summit	Veterans Trail	Barlow Rd	Veterans Trail	\$1,387,000
32	Summit	Magic Mile Towpath Connector	Towpath	4th St	\$500,000

Funded Total \$1,887,000

Long-Term Bicycle Recommendations



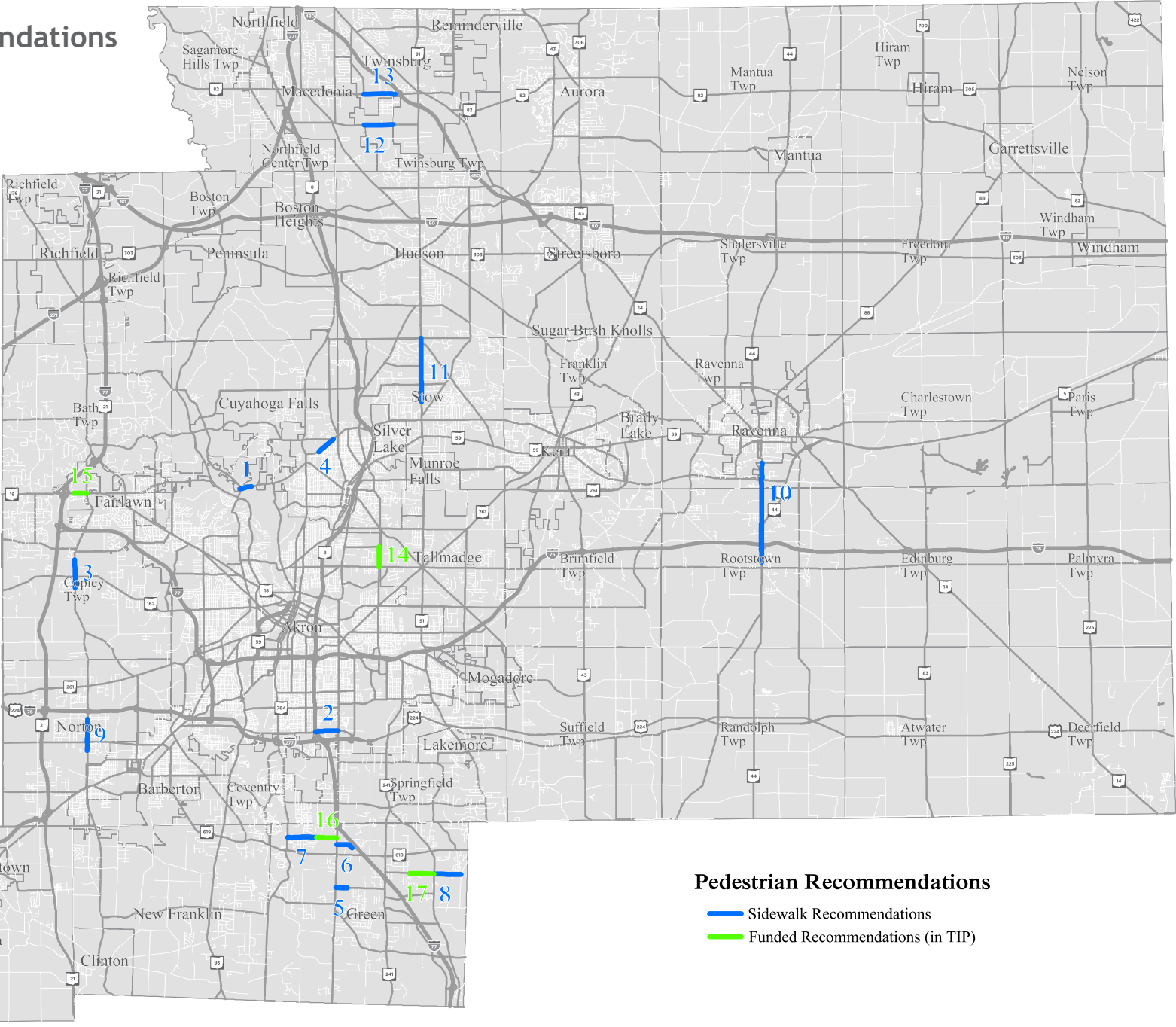
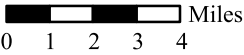
LONG TERM PEDESTRIAN RECOMMENDATIONS

<i>ID</i>	<i>County</i>	<i>Location</i>	<i>Facility</i>	<i>Street</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>
1	Summit	Akron	Sidewalks	Portage Trail	N. Portage Path	Treetop Trail	\$169,750
2	Summit	Akron	Sidewalks	Waterloo Rd.	I-77	Arlington	\$334,650
3	Summit	Copley	Sidewalks	Cleveland-Massillon Rd	Hammond Blvd	Commerce Dr	\$417,100
4	Summit	Cuyahoga Falls	Sidewalks	Graham Rd	Prange Dr	Bath Rd	\$281,300
5	Summit	Green	Sidewalks	Boettler Rd	Arlington	Kenway Blvd	\$169,750
6	Summit	Green	Sidewalks	Interstate Parkway	Arlington	end	\$247,350
7	Summit	Green	Sidewalks	Moore Rd	S. Main	Charleston	\$446,200
8	Summit	Green	Sidewalks	Raber Rd	Mayfair	Kreighbaum	\$392,850
9	Summit	Norton	Sidewalks	Cleveland-Massillon Rd	Weber Rd	Shellhart Rd	\$460,750
10	Portage	Ravenna Twp/Rootstown Twp	Sidewalks	SR 44/Prospect St.	Rootstown Elementary	Ravenna South Corp. Line	\$1,644,150
11	Summit	Stow	Sidewalks	SR 91	Lillian Rd	Norton Rd	\$936,050
12	Summit	Twinsburg	Sidewalks	Highland Rd	Chamberlin Rd	Hadden Rd	\$421,950
13	Summit	Twinsburg	Sidewalks	SR 82	Chamberlin Rd	Wilcox Rd	\$465,600
Pedestrian Recommendations Total							\$6,387,450

FUNDED PEDESTRIAN RECOMMENDATIONS (IN TIP)

<i>ID</i>	<i>County</i>	<i>Location</i>	<i>Facility</i>	<i>Street</i>	<i>From</i>	<i>To</i>	<i>Current Cost</i>
14	Summit	Akron	Sidewalks	Brittain Rd	Tallmadge	Independence	\$195,000
15	Summit	Bath/Copley	Sidewalks	SR 18	Springside Dr	Cleveland-Massillon Rd	\$534,450
16	Summit	Green	Sidewalks	Moore Rd	Charleston Dr	Arlington	\$1,512,000
17	Summit	Green	Sidewalks	Raber Rd	Troon	Mayfair	\$1,334,000
Funded Total							\$3,575,450

Long-Term Pedestrian Recommendations



- Pedestrian Recommendations**
- Sidewalk Recommendations
 - Funded Recommendations (in TIP)

TRANSIT RECOMMENDATIONS

OVERVIEW

The availability of a comprehensive, reliable transit network is key to helping those who lack or are unable to use reliable transportation to get to work, have access to shopping and services, and complete other important daily tasks. A convenient transit network can also draw choice-riders: those who have access to automobiles, but choose to use transit for reasons of ease, affordability and convenience. The recommendations contained in *TO2040* will work to preserve the existing transit system, provide enhanced service in key high-volume corridors and allow for strategic expansion into new communities that contain high densities of jobs, retail and other attractions.

FUNDING

AMATS receives federal transportation dollars to fund transit projects and improvements. Most of this federal transit funding comes from programs specifically dedicated to transit, although transit may also receive a portion of the funds from certain programs designed for highway and transit funding.

Federal transit funds are typically used only for capital expenses, such as for the purchase of new buses, bus shelters and maintenance, garage or office facilities. Operating expenses, such as bus operator salaries and a portion of preventive maintenance, are typically paid for through local sources (fare box revenues, transit-dedicated sales tax, etc.). However, certain funding programs may be used to supplement operating expenses, on a limited basis.

The Federal Transit Administration's (FTA) Urbanized Area Formula Program (Section 5307), along with the Bus and Bus Facilities Program (Section 5339), are the largest sources of federal transit funding. The 5307 and 5339 programs use a formula to allocate funding to urbanized areas. AMATS receives nearly \$8 million annually for the Akron Urbanized Area, and an additional \$800,000 portion for areas lying within the Cleveland Urbanized Area. These funds are split between METRO and PARTA, generally in proportion to their respective county's share of the total regional population.

The Federal Highway Administration's (FHWA) Congestion Mitigation/Air Quality Program (CMAQ) provides funds that may be used on projects demonstrating an improvement in air quality and congestion reduction.

Although the majority of this funding is typically allocated towards regional highway projects, AMATS traditionally obtains a portion for local transit projects.

Other federal transit funding programs include the Specialized Transportation Program (Section 5310), which allocates funding to public transit agencies and non-profit providers of transportation to aid in the transportation of older or disabled individuals, and the Transportation Alternatives Program (TAP), which may be used by transit agencies to improve non-driver access to public transportation.

Other sources of transit funding are periodically made available from the federal government or the Ohio Department of Transportation, often in the form of competitive grant programs. The FTA's State of Good Repair Program is one such example, and has been used by METRO and PARTA to purchase new replacement buses in recent years.

Any transit project using federal funding must be consistent with *TO2040*, regardless of whether AMATS provided the funding.

RECOMMENDATIONS

Fix-It-First

The majority of federal transit funding will be used to preserve the existing transit network, assets and supporting facilities in the AMATS region. Transit service is not useful unless it is predictable and dependable. *TO2040* continues AMATS' longstanding policy of working with METRO and PARTA to ensure that they have the resources necessary to maintain their existing levels of service and to serve their existing customer base efficiently. AMATS will continue to support the preservation and maintenance of METRO and PARTA's bus fleets and other capital assets and facilities.

Service Enhancement

To achieve the most efficient use of the existing public transportation system, additional ridership must be developed. Enhancing the existing service, particularly in corridors containing dense employment, attractions and residential areas, is one way of attracting new ridership. Decreasing the waiting time between buses, expanding the hours and days of service, and providing

safe, attractive and comfortable waiting environments are all potential strategies to attract additional transit users. *TO2040* recommends that AMATS work with METRO and PARTA to explore and implement these and other strategies whenever practical.

Cross County Service

At the local level, most transit agencies are funded primarily through transit-dedicated sales taxes. Consequently, they face significant political pressure to confine service within their county borders. Philosophically, the primary role of a transit agency should be to transport their ridership to whatever destination is necessary. Northeast Ohio is a region of many counties and overlapping urban areas and the demand to travel between them is significant. METRO, PARTA and SARTA (the Stark County/Canton public transit agency) currently provide service to limited cross-county destinations. *TO2040* recommends a more integrated, regional transit network – between Summit and Portage counties and beyond. The ongoing NEORide initiative furthers this objective.

Coordination

AMATS is dedicated to ensuring that all of the region's transportation assets are working together, achieving maximum operational and financial efficiency. Coordination between multiple transit agencies, social service agencies and other non-profit providers of transportation is the key to realizing this goal. AMATS has helped to fund NEORide – an effort (initiated by PARTA) to build a software platform in which all participating agencies may coordinate the use of their individual assets to move passengers wherever they need to go and in the most efficient, cost-effective way possible. *TO2040* recommends that AMATS continue to support this important endeavor.

Rail Portfolio Preservation

METRO currently holds a portfolio of rail corridors which connect Akron to other key cities, both within the AMATS region and beyond. Although passenger rail does not seem feasible in the foreseeable future, there has been documented interest in the implementation of freight operations within METRO's right-of-way. Whatever the end result may be – freight rail, passenger rail or as multi-use pedestrian and bicycle trails – AMATS feels that it is important to maintain a public right-of-way in these key regional corridors. *TO2040* recommends nearly \$3 million in rail improvements to preserve these vital regional assets.

\$2.2 Billion of Public Transit Investment

TO2040 recommends just under \$2.2 billion of investment in the region's public transportation system through 2040. Of that investment, \$1.8 billion will be dedicated to general operating expenses of the existing system, \$330 million will be reinvested to preserve the existing system, and approximately \$50 million will be allocated toward expansion of the regional public transportation system.

The following Long-Term Transit Recommendations table shows the projects recommended in *TO2040*. Recommendations are shown in year of expenditure dollars. All projects are financially constrained and conform to air quality requirements.

LONG-TERM TRANSIT RECOMMENDATIONS

METRO RTA	
Operating Expenses - Base Service	\$ (1,555,033,761)
Capital Costs - Base Service	\$ (311,303,755)
Chapel Hill Turnaround	
Maintenance Facility Rehab	
Downtown Transit Facility Rehab	
Ghent Park and Ride Lot Rehab	
Fuel Facility Rehab	
Annual Bus Fleet Expenditures - Preservation	
Preventive Maintenance	
Bus Shelter and Stop Enhancements	
Annual Operating Expenses - Additional Service	\$ (84,978,292)
West Market Street - Arlington	
Copley Rd	
Kenmore	
Twinsburg - Macedonia	
Northern Summit	
Southern Summit	
Capital Expenses - Additional Service	\$ (24,484,967)
West Market Street - Arlington	
Copley Rd	
Kenmore	
Twinsburg - Macedonia	
Northern Summit	
Southern Summit	
Park and Ride Facilities	
Sandyville Rail Line Rehab	
Akron Secondary Rail Line Barlow and Seasons Road Upgrade	
Total Current Cost	\$ (1,975,800,775)

PARTA	
Operating Expenses - Base Service	\$ (143,192,125)
Capital Expenditures - Base Service	\$ (56,586,465)
Maintenance Facility Rehab	
Annual Bus Fleet Expenditures - Preservation	
Preventive Maintenance	
Bus Shelter and Stop Enhancements	
Kent Central Gateway Rehab	
CNG Fueling Facility Rehab	
Annual Operating Expenses - Additional Service	\$ (10,860,669)
Additional Saturday and Sunday Service on existing routes	
Ravenna to Streetsboro Service	
Capital Expenses - Additional Service	\$ (3,473,736)
Ravenna to Streetsboro Service	
Streetsboro Park and Ride Lot	
Total Current Cost	\$ (214,112,996)

Coordinated Public Transportation Programs	
Cross County Coordination and Service	\$ (13,457,739)
Stow-Kent Transfer Facility	\$ (1,473,009)
Coordinated Public Transportation Human Services Programs	
Elderly & Disabled Program/Mobility Management Program	\$ (13,508,385)
Total Current Cost	\$ (28,439,133)

Transit Recommendations	
Total Current Cost	\$ (2,218,352,904)

APPENDIX A AIR QUALITY ANALYSIS

Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for AMATS' *Transportation Improvement Program FY 2021-2024* and *AMATS Transportation Outlook 2040 Plan Amendment*.

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as marginal non-attainment for the 2015 8-hour ozone standard, except for Ashtabula County which is a maintenance area. This area is designated as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated several of the counties in this area (including Summit and Portage) as maintenance for PM_{2.5} (particulate matter) under the 2006 standard. These areas include Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, and Ashtabula Township in Ashtabula County.

Two Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. The Akron Metropolitan Area Transportation Study (AMATS) serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

New United States Department of Transportation (USDOT) conformity determinations are required every time a new Transportation Improvement Program (TIP) or Regional Transportation Plan is completed or updated. New emissions analyses are required to meet the conformity rule requirement of using the latest planning assumptions. AMATS has updated its travel demand model to conduct this analysis taking into account the latest planning assumptions.

This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the Regional Transportation Plan and TIP. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

Before analysis began an interagency consultation call took place on October 31, 2019 and on February 4, 2020. The notes from this call are listed beginning on page C-8.

Methodology

In order for the Cleveland-Akron-Lorain area to complete the regional emissions analysis, the overall level of pollution (both ozone and PM_{2.5}) resulting from mobile sources must be forecasted.

The ozone-related portion of this air quality analysis has to demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain area. The budgets for the 2015 ozone standard are from the 2008 SIP, which were set on January 6, 2017. The budgets for the 2008 ozone standard are from the 1997 SIP and were set on March 19, 2013. The ozone analysis is shown in **Tables 1 and 2**.

Similarly, the PM_{2.5}-related portion of this air quality analysis has to demonstrate that annual direct PM_{2.5} and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those found in the budget established by the Ohio Environmental Protection Agency (OEPA). The budgets for the 2006 PM_{2.5} standard were set on July 26, 2013 and are shown in **Table 3**.

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In May 2015, forecasted variables were approved as inputs to the model. In January 2020, AMATS updated its travel demand model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

NOACA and ODOT are jointly responsible for travel demand modeling and air quality analysis for its area. Emissions for Ashtabula County are generated using current ODOT traffic volume data and growth rates.

In order to determine mobile source impacts on regional ozone and PM_{2.5} levels, all non-exempt (in keeping with 40 CFR 93) TIP projects have been coded into the travel demand model for the analysis years of 2021, 2030, and 2040 for ozone and 2022, 2030, and 2040 for PM_{2.5}. The projects coded in each network are listed in Exhibit C-1 through C-4. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES2014a. The output from MOVES2014a includes VOC and NO_x for ozone and direct PM_{2.5} and NO_x for PM_{2.5}.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM_{2.5} non-attainment area. The conformity analysis results for the entire region are available for public comment at the April 2, 2020 Transportation Improvement Program public meeting.

Results

Table 1 shows the results of the MOVES2014a analysis for the 2015 8-Hour ozone standard for the Cleveland-Akron-Lorain non-attainment area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 1
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2015 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
TOTALS	25.31	30.80	13.99	10.34
Nitrogen oxides (NOx) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
TOTALS	34.34	43.82	16.19	11.68

Table 2 shows the results of the MOVES2014a analysis for the 2008 8-Hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 2
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2008 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
Ashtabula County	1.26		0.58	0.54
TOTAL	26.57	30.80	14.57	10.88
Nitrogen oxides (NOx) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
Ashtabula County	1.87		0.84	0.72
TOTAL	36.21	43.82	17.03	12.40

Table 3 shows the results of the MOVES2014a analysis for the Cleveland-Akron-Lorain PM_{2.5} maintenance area. This analysis must show that direct PM_{2.5} and NO_x emissions from mobile sources will not exceed those found in the 2022 budget. Table 2 confirms emissions do not exceed the budgets for both direct PM_{2.5} and NO_x.

TABLE 3
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Direct PM _{2.5} Emissions (Annual Tons)				
PM _{2.5} 2006 Standard Test	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		343.76	264.33	224.07
AMATS		133.88	108.62	108.04
Ashtabula County		2.19	1.68	1.68
TOTALS	880.89	479.83	374.63	333.79
Nitrogen oxides (NOx) Precursor (Annual Tons)				
	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		9,977.68	5,457.77	3,787.06
AMATS		2,736.88	1,872.30	1,664.22
Ashtabula County		50.33	35.26	32.81
TOTALS	17,263.65	12,764.89	7,365.33	5,484.09

TABLE 4
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Attainment status: 2012 Annual PM_{2.5} Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM_{2.5} MVEB

Geography: Cuyahoga and Lorain County, OH *Summit and Portage Counties are in attainment

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2022 PM_{2.5} Budget year
2030 Interim and PM_{2.5} Budget year
2040 Plan(s) horizon year

Direct PM _{2.5} Emissions (Annual Tons)					
PM _{2.5} 2012 Standard Test	2022 Budget	2022 Emissions	2030 Budget	2030 Emissions	2040 Emissions
Direct PM _{2.5}	406.79	243.93	270.57	192.28	162.50
NOx	9,432.04	7,093.52	4,907.54	3,721.28	2,561.28

For additional detail on these topics, visit the following USEPA websites:

<http://www.epa.gov/air/ozonepollution/> (general ozone information)
<http://www.epa.gov/ttn/naaqs/ozone/ozonetech/> (technical ozone information)
<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)
<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)
http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html (technical particulate matter information)

EXHIBIT C-1
2021 NETWORK

The 2021 Network includes all existing facilities plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	NORTON - Weber Dr to I-76	Median turn lane
Evans Ave	AKRON - CSX Rail Line	RR Grade separation
Massillon Rd (SR 241)	GREEN - Raber Rd to SR 619	Widen to 5 lanes, Improve Safety
SR 91	TWINSBURG - North of Glenwood Blvd to Cuyahoga County Line	Widen to 4 lanes and roundabout at Meadowood/Ethan
Tallmadge Ave (SR 261)	AKRON - N. Main St to SR 8	Road diet and realign Dayton

Note: All of these projects are assumed 2021 for ozone; however for PM_{2.5} they would move to 2022.

Please note that the following locations were added to all networks due to maintenance of traffic stripping

I-76	AKRON - US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
I-77	SPRINGFIELD TWP/AKRON - Arlington Rd to I-277	Widen to 8 lanes and interchange modifications from MOT

EXHIBIT C-2
2022 NETWORK

The 2022 Network includes those projects in the 2021 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	COPLEY TWP/FAIRLAWN - I-77 to Bywood Ave	Widen to 4 lanes and roundabout
I-76/US224	BARBERTON - State Rd/Wooster Rd Interchanges and widening	Reconfigure Interchanges and widen I-76 to 3 lanes
SR 14	STREETSBORO - Portage Pointe to Diagonal Rd	Median turn lane
Tallmadge Rd	BRIMFIELD TWP - At I-76 Interchange	Reconfigure Interchange

Note: All of these projects are assumed 2022 for PM_{2.5}; however they would move to 2030 for ozone.

Please note the following location was added to 2022, 2030, and 2040 networks as a plan amendment to be approved May 2020

SR 8/I-77	AKRON - US 224 to Carroll St	Add an additional lane in each direction
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EXHIBIT C-3
2030 NETWORK

The 2030 Network includes those projects in the 2022 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Arlington Rd	GREEN - Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements
E Main St	KENT - Main/SR 59/Willow to Horning	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
I-76/I-77	AKRON - Central Interchange	Reconfigure Interchange
I-77	BATH TWP/RICHFIELD/RICHFIELD TWP - Ghent Rd to Cuyahoga County Line	Widen to 6 lanes
Massillon Rd (SR 241)	GREEN - At Corporate Woods Circle	Roundabout
Massillon Rd (SR 241)	GREEN - At Boettler Rd/Franks Pkwy	Roundabout
N Main St	AKRON - north of Y-bridge to north corp limit	Road diet, complete streets
SR 8	AKRON - Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation

EXHIBIT C-4
2040 NETWORK

The 2040 Network includes those projects in the 2030 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Darrow Rd (SR 91)	TWINSBURG - At I-480 Interchange	Reconfigure Interchange
Howe Rd	CUYAHOGA FALLS - At SR 8 Interchange	Reconfigure Interchange
Kent Rd (SR 59)	STOW - At Darrow Rd (SR 91)	Additional capacity, operational improvements, traffic study, enhance transit
Oviatt St	HUDSON - SR 91 to Ravenna Rd	Add a Bypass
Town Park Blvd	GREEN - Massillon Rd to Wise Rd	New Roadway
Town Park Blvd	GREEN - Lauby Rd to Wise Rd	New Roadway

**FY2021-2024 Transportation Improvement Program (TIP)
Air Quality Conformity Interagency Consultation Conference Call Minutes**

Present: Akron Metropolitan Area Transportation Study (AMATS)
Erie County Regional Planning Commission (ERPC)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Federal Highway Administration, Ohio Division (FHWA)
Ohio Department of Transportation, Statewide Planning (ODOT)
Ohio Environmental Protection Agency (Ohio EPA)
United States Environmental Protection Agency (U.S. EPA)

Logistics: October 31, 2019, 2:00 p.m., Conference Call

Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their FY2021-2024 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs), for which the horizon year is 2040.

Discussion

- The IAC call began at 2:00 p.m.
- All parties agreed on the geographic scope of the analysis, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit), and Ashtabula County
 - Ashtabula County not included in the nonattainment area for the 2015 ozone National Ambient Air Quality Standard (NAAQS), but it is part of the maintenance area for the 2008 NAAQS
 - All eight counties part of maintenance area for 2006 fine particulate matter (PM_{2.5}) NAAQS, but only Cuyahoga and Lorain are part of maintenance area for 2012 PM_{2.5} NAAQS
- Parties agreed on the applicable conformity tests and budgets
 - Ohio has not completed the State Implementation Plan (SIP) for the 2015 ozone
 - Based on U.S. EPA guidance, the MPOs will use the 2008 ozone budgets to analyze both the 2008 and 2015 ozone NAAQS
 - MPOs will use the budgets for the 2006 and 2012 PM_{2.5} NAAQS for those analyses
- Parties settled upon the analysis years
 - NOACA recommended the following analysis years
 - Ozone: 2021 (attainment year for the 2015 NAAQS), 2030 (budget year for 2008 NAAQS), and 2040 (horizon year for LRTP)
 - 2006 PM_{2.5} NAAQS: 2022 (budget year), 2030 (interim year), and 2040 (horizon year)
 - 2012 PM_{2.5} NAAQS: 2022 (budget year), 2030 (budget year), and 2040 (horizon year)
 - All parties agreed that these are the appropriate analysis years
- Parties confirmed the geographic division for the analysis

- NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
 - ODOT and AMATS would work together to run the analysis for Portage and Summit Counties
 - ODOT will also do the additional analysis for Ashtabula County
 - NOACA asked if ODOT will continue to do the post-processing for the NOACA region, and both agencies agreed to this
 - NOACA added that once post-processing is completed, ODOT will provide the final emissions totals to NOACA, and it will complete the conformity documentation
- U.S. EPA confirmed that MOVES2014a is the version of record, and the MPOs/ODOT will use it to complete the emissions modeling
- There was a discussion about the networks for the analysis
 - NOACA noted that it is processing two ODOT sponsored major rehabilitation projects along IR-77 and IR-90 through its project review. The projects are currently scoped as major rehabilitation projects for construction in 2021 and 2024, respectively.
 - ODOT is evaluating the feasibility of incorporating hard shoulder running into each project. Based on NOACA's review of the guidance, if hard shoulder running is determined to be feasible and is incorporated into the project scopes, the projects will have to be analyzed for air quality conformity impacts.
 - This would trigger another conformity analysis if they are amended to the TIP later on
 - ODOT proposed conducting further research and holding additional discussions to determine whether or not they would be exempt; however, they will not be analyzed until next year, regardless
 - NOACA and ODOT agreed to proceed with the conformity analysis, as planned, and table this issue until later on
 - AMATS and ODOT explained that they are finalizing their travel demand model, and it will not be validated until around Thanksgiving (week of November 25, 2019)
 - NOACA explained the tight timeline for the conformity determination, given the need to get approval from the NOACA Board of Directors at their March 13, 2020 meeting
 - MPOs and ODOT need to complete emissions modeling mid-January, at the latest
 - ODOT proposed that AMATS use its existing model in order to stick to this timeline, and all parties agreed
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval
- NOACA explained that it needs to get approval from its Board of Directors at its March 13, 2020 meeting
 - This is earlier than previous TIPs, when NOACA had gotten approval at the June Board meeting
 - In order to meet this timeline, NOACA needs to get a recommendation for approval from its Planning and Programming Committee at its January 2020 meeting

- AMATS, and ERPC will pass resolutions to adopt the conformity determination after NOACA
 - ODOT advised AMATS and/or ERPC to wait until April or May to approve the conformity determination in order to abide by the public involvement process for the State TIP (STIP), which ends on April 10
 - AMATS indicated they can get approval from their Technical Advisory and Policy Committees on May 14
 - ERPC stated they can either get approval from their Technical Advisory and Policy Committees on April 23 or May 21, as appropriate
 - NOACA added that it will have its Board of Directors approve a draft TIP at its March meeting, pending major comments from the public
 - If there are major comments, NOACA would need to get approval on the revised, final TIP at the June Board of Directors meeting
 - All parties agreed to this process
- NOACA asked U.S. EPA about whether the Lake Michigan Air Directors Consortium (LADCO) had made progress on updating the model inputs for MOVES. U.S. EPA indicated they were not sure of the status of that update but would inquire
- The IAC call concluded at 2:30 p.m.

Table 1. FY2021-2024 TIP Conformity Determination Timeline

Organization	Activity	Date(s)
NOACA	Public Involvement Process	January 10-April 10
NOACA	Planning & Programming Committee Meeting	January 17
NOACA	Board of Directors Meeting	March 13
NOACA	Board of Directors Meeting (if necessary to approve changes based on major comments)	June 12
AMATS	Public Involvement Process	In accordance with AMATS PI process
AMATS	Technical Advisory & Policy Committee Meetings	May 14
ERPC	Public Involvement Process	In accordance with ERPC PI process
ERPC	Technical Advisory & Policy Committee Meetings	April 23 or May 21
ODOT	STIP Public Involvement Process	March 30-April 10
ODOT	Final S/TIPs Due (ODOT, MPOs, RTPs to post final S/TIPs to ODOT STIP extranet)	April 30
ODOT	S/TIPs Submitted to USDOT (USDOT 45 day review period. Approval anticipated July 1)	May 1
U.S. DOT	Approved S/TIPs Posted to Web	July 1

**FY2021-2024 Transportation Improvement Program (TIP)
Air Quality Conformity Interagency Consultation Conference Call Minutes
Including AMATS 2040 Plan Amendment**

Present: Curtis Baker – AMATS
Phyllis Jividen – AMATS
Dave Pulay – AMATS
Amy Prater – AMATS
Carrie Whitaker – ERPC
Tim Kovach – NOACA
Nino Brunello – ODOT Central Office
Dave Moore – ODOT Central Office
Lauren Phillis – ODOT District 4
Steve Rebillot – ODOT District 4

Logistics: February 4, 2020, 1:30 p.m., Conference Call

Purpose

This interagency consultation call was held to clarify what conformity determination and documentation would be needed to include a minor revision to the AMATS 2040 Regional Transportation Plan.

Discussion

- The interagency consultation call began at 1:30 p.m.
- Dave Moore described that recently ODOT District 4 decided to add a capacity adding alternative to PID 102329; which would be a minor revision to the AMATS 2040 Regional Transportation Plan. The project would basically add an additional through lane in each direction on IR 77 from US 224/IR 277 to SR 8 and SR 8 from IR 77 to Perkins St in Akron.
- A new air quality conformity determination is required to include this project alternative so that the project could sell in FY 2021.
- After much discussion, it was decided that the project will be included in the AMATS 2021-2024 TIP air quality conformity determination and that the AMATS 2040 Regional Transportation Plan will be revised to include this minor revision.
- All parties agreed that the analysis years and geographic division previously determined on the last interagency call (October 31, 2019) would remain as agreed upon:
 - 2021, 2030, 2040 for Ozone
 - 2022, 2030, 2040 for PM_{2.5}
- MOVES2014a is still the version of record, and the MPOs/ODOT will use it to complete the emissions modeling.
- ODOT District 4 agreed to send out slides of the proposed improvements to use for public involvement components.
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval.
- AMATS plans to take the project slides to their March 11th Policy committee meeting for review. Then, AMATS will take the 2021-2024 TIP, including air quality conformity determination, and plan amendment to their May 14th Policy committee meeting.

- NOACA plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their March 13th Board of Directors meeting.
 - NOACA stipulated that approvals may be delayed until their June 12th Board of Directors meeting if significant changes need to be made to their TIP based on public comment.
- ERPC plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their May 21st Policy Committee meeting
- The interagency consultation call concluded approximately 2:00 p.m.

After the meeting an email was sent to all participants as well as FHWA, EPA, and OEPA. FTA was accidentally omitted but later added by FHWA. All four agencies not on the call concurred via email with the approach outlined in the meeting. Email concurrences are shown below including date and time information.

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>

Sent: Wednesday, February 05, 2020 11:42 AM

To: Prater, Amy <A.Prater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino.Brunello@dot.ohio.gov; Dave.Moore1@dot.ohio.gov; Lauren.Phillis@dot.ohio.gov; Steve.Rebillot@dot.ohio.gov

Cc: paul.braun@epa.ohio.gov; Maietta, Anthony <maietta.anthony@epa.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>

Subject: RE: Updated AQ Conformity Determination conference call minutes

All,

I have contacted US EPA, OEPA and FTA (you forgot to include Mark Kane on the e-mail below) and they are going to let me know if they concur with this approach or if they feel they need a call. If they do not need a call, I would add text to the meeting summary to the effect that "the other agencies concurred via e-mail with the approach outlined in the meeting."

In the future, please include all the agencies that should be on an IAC call so we can all be on the same page together and can document, in good faith, the outcomes of the meeting.

FHWA concurs with the outlined approach. Below is FTA's concurrence. Thanks. -Carmen

Carmen M. Stemen

Carmen M. Stemen, MUP
Planning and Environment Specialist
FHWA Ohio Division
200 N. High St., Rm. 328
Columbus, OH 43215
(614) 280-6848

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Wednesday, February 5, 2020 12:30 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Subject: RE: [External]RE: Updated AQ Conformity Determination conference call minutes

Hi Carmen,

FTA concurs with the approach.

Thanks.

Mark

Mark Kane
Community Planner
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606
312.353.1552

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Wednesday, February 5, 2020 1:13 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>; Prater, Amy <APrater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino Brunello <Nino.Brunello@dot.ohio.gov>; Dave Moore <Dave.Moore1@dot.ohio.gov>; Lauren Phillis <Lauren.Phillis@dot.ohio.gov>; Steve Rebillot <Steve.Rebillot@dot.ohio.gov>
Cc: paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>
Subject: RE: Updated AQ Conformity Determination conference call minutes

Thanks Carmen,

EPA is ok with this approach but as a reminder to everyone the full Cleveland/Akron/Erie IAC list is in the Ohio SIP (I've attached the relevant appendix to this email) and the group consists of:

APPENDIX B FINANCIAL PLAN

It is critical that *Transportation Outlook 2040 (TO2040)* provide a vision for the future while also maintaining a realistic perspective on the costs of transportation projects and anticipated revenues. The purpose of the Financial Plan is to ensure that *TO2040* is in fiscal constraint. Fiscal constraint means that future projects in the plan do not exceed expected revenues.

The AMATS Policy Committee approved the Financial Resources Forecast in September 2016. The document estimated future transportation revenues through 2040. The Financial Plan uses the Financial Resources Forecast as a guide for the funds available for *TO2040*. Both costs and revenues must be projected in year of expenditure dollars. This means that both costs and revenues needed to be assigned inflation rates.

Overall, AMATS projects \$7,292,649,810 of funds to be available. This analysis ensures *TO2040* is in fiscal constraint.

HIGHWAY RECOMMENDATION METHODOLOGY

In order to maintain fiscal constraint for future highway projects, AMATS first developed an estimate of highway revenues. The revenues are shown below:

HIGHWAY REVENUES THROUGH 2040

Federal	\$2,027,363,417
State	\$1,429,161,134
Local	\$1,295,475,584
Ohio Turnpike	\$353,835,617
Total Revenue	\$5,105,835,752

The growth rates used to project federal and state funding were based on estimates provided by ODOT. These growth rates were applied to the historical average and compounded to determine the financial forecast projections for short, medium, and long term years of the Plan.

For local funds historical data from the BMV for license plate registration

fees and permissive taxes was obtained for 2013 to 2015 for Summit, Portage, and Wayne counties. Historic fuel tax data distributed to the counties, municipalities, and townships was obtained for 2010 to 2015 from the Ohio Department of Taxation. A 0 percent growth rate was applied to that historical average and all years were totaled to determine the 2040 financial forecast.

The Ohio Turnpike portion of forecasted funding was determined from the Ohio Turnpike and Infrastructure Commission's Annual Reports. The expenses for "maintenance of roadway and structures" and "traffic control, safety, patrol and communications" were added together to estimate the cost of maintaining the turnpike. The statewide total was multiplied by 34/241 since 34 miles of the total 241 miles are within the AMATS area. This adjusted total for each year from 2005 to 2015 is listed in Table 1 along with the resulting historical average.

Given that the Ohio Turnpike is a self-sustained entity, AMATS assumes a growth rate of 5.47 percent that generates at least the amount needed to maintain the Ohio Turnpike as shown in the Highway Preservation Needs report (July 2016). The Ohio Turnpike forecast is projected to be approximately \$353 million between now and 2040. Any money not used for turnpike maintenance could be used on other state projects in the future.

With revenues established, it was necessary to assign inflation costs to each project recommendation. The table below shows the rates of inflation used to forecast project costs. Highway projects were assigned inflation rates based on the Ohio Department of Transportation's (ODOT) July 2016 Construction Cost Outlook and Forecast through 2017. AMATS assumed a flat 2.5 percent per year for the out years. All projects are shown in 2017 costs so the inflation rate is 0 percent.

INFLATION RATE PER YEAR

2017	0.0%
2018	3.7%
2019	3.8%
2020	3.7%
2021	3.5%
2022-2040	2.5% per year

With inflation rates established, the next step was to estimate what year projects would take place to get an accurate inflated cost. The table on the following page shows project cost in year of expenditure dollar and the time band for which the project is expected to occur.

Preservation funds were estimated over the life of the plan and were assumed to be distributed equally over the life of the plan. The AMATS Program is included in total and considered to be in year of expenditure dollars. Because the SR 8 bridge project is a preservation project, its costs were assumed to be part of the overall preservation funds. The plan also shows funds reserved for unspecified safety and operation projects, as well as \$33 million reserved for bicycle and pedestrian enhancements. The table above demonstrates fiscal constraint for highway recommendations in *TO2040*.

HIGHWAY FINANCIAL CONSTRAINT ANALYSIS **2017-2040**

Total Revenue				\$	5,105,835,752.00	\$	5,105,835,752.00
Maintenance Recommendations				Year of Expenditure		Current Cost	Year of Expenditure Cost
Pavement Resurfacing		Ongoing	Ongoing	\$	(1,172,518,000.00)	\$	(1,599,578,957.08)
Pavement Replacement		Ongoing	Ongoing	\$	(148,758,250.00)	\$	(202,939,798.27)
Bridge Preservation		Ongoing	Ongoing	\$	(1,899,537,976.00)	\$	(2,591,398,148.75)
AMATS Program 2017-2022							
AMATS Program (Included in TIP)		2017-2021	2017-2021	\$	(94,520,000.00)	\$	(94,520,000.00)
AMATS Ongoing Regionwide Improvements							
Bike and Pedestrian		Ongoing	Ongoing	\$	(33,000,000)	\$	(33,000,000)
Safety and Operational		Ongoing	Ongoing	\$	(75,000,000)	\$	(75,000,000)
Transit		Ongoing	Ongoing	\$	(20,000,000)	\$	(20,000,000)
Freeway Recommendations							
<i>Recommendation</i>	<i>Limits</i>			<i>Current Cost</i>		<i>Yr of Expenditure Cost</i>	
I-77	Arlington to I-277	2022-2028	2024	\$	(64,000,000)	\$	(64,000,000)
I-77/76/277/SR 8	Akron Beltway Project	2022-2029	2024	\$	(50,000,000)	\$	(50,000,000)
I-77	Ghent to Cuyahoga County Line	2022-2030	2022	\$	(105,000,000)	\$	(105,000,000)
SR 8	Perkins to Glenwood	2021	2021	\$	(110,000,000)	included in preservation	
I-77/SR 8	Central Interchange Reconstruction with SR 8 SB Auxiliary Lane	2021	2021	\$	(150,000,000)	included in preservation	
I-76/US 224	State Rd/Wooster Rd	2019	2019	\$	(26,000,000)	\$	(26,000,000)
Roadway Recommendations							
<i>Community</i>	<i>Limits</i>			<i>Current Cost</i>		<i>Yr of Expenditure Cost</i>	
Akron	E. Exchange St from Broadway St to Fountain St	2022-2028	2022	\$	(5,043,000)	\$	(5,971,838.44)
Akron	Brittain Rd at Eastland Ave/Eastwood Ave	2022-2028	2025	\$	(4,000,000)	\$	(5,100,945.33)
Akron	Evans Ave	2022-2028	2022	\$	(8,200,000)	\$	(9,710,306.40)
Akron	N Portage Path at Merriman Rd	2029-2035	2030	\$	(2,000,000)	\$	(2,885,625.72)
Akron	W Market St (SR 18) at Hawkins Ave/W Exchange St	2036-2040	2037	\$	(2,000,000)	\$	(3,430,102.18)
Akron	Brittain Rd from E Tallmadge Ave (SR 261) to Independence Ave	2036-2040	2040	\$	(1,500,000)	\$	(2,770,383.66)
Akron	E Market St (SR 18) & Mogadore Rd/I-76 Ramps	2022-2028	2028	\$	(3,000,000)	\$	(4,119,870.15)
Akron	Waterloo Rd (US 224) & George Washington Blvd (SR 241)	2022-2028	2026	\$	(2,000,000)	\$	(2,614,234.48)
Akron/Cuyahoga Falls	SR 8 at Howe Ave	2022-2028	2025	\$	(33,000,000)	\$	(42,082,798.98)
Akron/Cuyahoga Falls/Tallmadge	Howe Ave at Brittain Rd/Northwest Ave	2022-2028	2028	\$	(10,000,000)	\$	(13,732,900.51)
Akron/Fairlawn	Miller Rd from Ridgewood Rd to SR 18 (W Market St)	2036-2040	2038	\$	(1,000,000)	\$	(1,757,927.37)
Barberton	Wooster Rd N (SR 619) from Waterloo Rd to I-76	2036-2040	2040	\$	(800,000)	\$	(1,477,537.95)
Bath Twp/Copley Twp/Fairlawn	Medina Rd (SR 18) from Heritage Woods Dr to Cleveland-Massillon Rd	2029-2035	2033	\$	(1,500,000)	\$	(2,330,627.46)
Cuyahoga Falls	Portage Trail from Valley Rd to State Rd	2036-2040	2039	\$	(800,000)	\$	(1,441,500.44)
Cuyahoga Falls	State Rd at Portage Trail	2036-2040	2040	\$	(500,000)	\$	(923,461.22)
Fairlawn	W Market St (SR 18) from Ghent Rd to Miller Av	2029-2035	2029	\$	(1,000,000)	\$	(1,407,622.30)

HIGHWAY FINANCIAL CONSTRAINT ANALYSIS

2017-2040

Total Revenue				\$	5,105,835,752.00	\$	5,105,835,752.00
Roadway Recommendations (continued)							
Community	Limits			Current Cost	Yr of Expenditure Cost		
Green	Massillon Rd (SR 241) & Corporate Woods Circle	2022-2028	2023	\$	(1,747,900)	\$	(2,121,580.57)
Green	Arlington Rd from Boettler Rd to September Dr	2022-2028	2025	\$	(12,000,000)	\$	(15,302,835.99)
Green	Town Park Blvd from Greensburg Rd to Wise Rd	2036-2040	2038	\$	(3,700,000)	\$	(6,504,331.27)
Green	Town Park Blvd from Wise Rd to Massillon Rd	2029-2035	2032	\$	(5,700,000)	\$	(8,640,374.99)
Hudson	Darrow Rd (SR 91) at Steetsboro Rd (SR 303)	2022-2028	2022	\$	(2,400,500)	\$	(2,842,632.99)
Hudson	Darrow Rd (SR 91) from Ravenna Rd to SR 303	2022-2028	2024	\$	(8,600,000)	\$	(10,699,543.86)
Hudson	Hines Hill Rail Grade Separation	2029-2035	2030	\$	(11,000,000)	\$	(15,870,941.46)
Hudson/ Twinsburg Twp	Darrow Rd (SR 91) from Middleton Rd to Twinsburg Rd	2029-2035	2030	\$	(1,000,000)	\$	(1,442,812.86)
Kent	E Main St (SR 59) from Willow St to Luther Av	2029-2035	2033	\$	(1,000,000)	\$	(1,592,595.43)
Macedonia	Aurora Rd (SR 82) from Olde Eight Rd to SR 8	2029-2035	2031	\$	(1,000,000)	\$	(1,478,883.18)
Northfield Center Twp	SR 82 at Olde Eight Rd/Brandywine Rd	2029-2035	2032	\$	(1,500,000)	\$	(2,273,782.89)
Richfield	Wheatley Rd (SR 176) at Brecksville Rd	2022-2028	2025	\$	(1,100,000)	\$	(1,402,759.97)
Rootstown Twp	SR 44 from Tallmadge Rd (CR 18) to I-76	2022-2028	2024	\$	(250,000)	\$	(311,033.25)
Stow	Darrow Rd (SR 91)& Graham Rd	2022-2028	2022	\$	(500,000)	\$	(592,091.85)
Stow	Norton Rd from Hudson Drive to Darrow Rd (SR 91)	2022-2028	2022	\$	(4,000,000)	\$	(4,736,734.83)
Stow	Kent Rd (SR 59) at Darrow Rd (SR 91)	2036-2040	2037	\$	(1,500,000)	\$	(2,572,576.64)
Stow	Graham Rd from Fishcreek Rd to Newcomer Rd	2022-2028	2023	\$	(2,000,000)	\$	(2,427,576.60)
Streetsboro	Streetsboro Town Center: SR 14/SR 43/SR 303	2029-2035	2030	\$	(350,000)	\$	(504,984.50)
Tallmadge	Tallmadge Circle	2022-2028	2025	\$	(8,000,000)	\$	(10,201,890.66)
Twinsburg	I-480 & SR 91	2022-2028	2023	\$	(3,521,300)	\$	(4,274,112.74)
Twinsburg	Darrow Rd (SR 91) at Aurora Rd (SR 82)	2036-2040	2040	\$	(1,000,000)	\$	(1,846,922.44)
			Total Expenses	\$	(4,096,546,926)	\$	(5,105,835,586)
			Balance	\$	1,009,288,826	\$	166.31

TRANSIT RECOMMENDATION METHODOLOGY

Transit revenues were projected in the *Financial Resources Forecast*. Transit funding data for both METRO and PARTA was collected over the last 10 years to estimate the amount of federal funding expected to be available. The growth rates used to forecast transit funding were assumed to be the same as highway federal assumptions, which were just over 2 percent until 2020 and then 0 percent through 2040.

Local funds were projected based on past transit budgets in the *Financial Resources Forecast*. The 2016 estimated totals for METRO and PARTA were added together and were used as the baseline for future projections. The growth rates used to forecast local transit funding were assumed to be 5 percent annually through 2020 and then 0 percent through 2040.

REVENUE

Federal Funds	\$380,001,132
Local and State Revenue	\$1,806,812,926
AMATS Revenue	\$20,000,000

AMATS used ODOT's short-term inflation rate for transit projects through 2020. A 2 percent inflation rate was estimated for years 2022-2040. AMATS reviewed the consumer price index performance over the last 10 years from 2006-2016 to determine out-year inflation. The inflation rate applied to projects is as follows:

INFLATION RATE PER YEAR

2017	0.0%
2018	3.7%
2019	3.8%
2020	3.7%
2021	3.5%
2022-2040	2.0% per year

With inflation rates established, the next step was to estimate what year projects would take place to obtain an accurate inflated cost. The following table shows project cost in year of expenditure dollar and the time band for which the project is expected to occur. Operating expenses to maintain the system were projected annually and operation expenses for additional new service were added when service is projected to start. With all the recommendations

included and placed in the year of expenditure, the following Transit Financial Constraint Analysis table demonstrates fiscal constraint.

TRANSIT FINANCIAL CONSTRAINT ANALYSIS

Revenue		\$	2,218,364,058
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Federal Funds	\$	380,001,132	
New 5310 Funds	\$	11,550,000	
Local and State Revenue	\$	1,806,812,926	
AMATS Revenue	\$	20,000,000	CMAQ

METRO

Operating Expenses - Base Service	\$	(1,555,033,761)	Annual
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Capital Costs - Base Service

Chapel Hill Turnaround	\$	(441,717)	2026-2030, 2035-2040
Maintenance Facility Rehab	\$	(2,176,119)	2025-2040
Downtown Transit Facility Rehab	\$	(3,063,748)	2030-2040
Ghent Park and Ride Lot Rehab	\$	(750,919)	2024-2029, 2035-2040
Fuel Facility Rehab	\$	(1,524,395)	2030-2035
Annual Bus Fleet Expenditures - Preservation	\$	(143,685,639)	Annual
Preventive Maintenance	\$	(157,362,057)	Annual
Bus Shelter and Stop Enhancements	\$	(2,299,161)	Annual

Operating Expenses - Additional Service

West Market Street - Arlington	\$	(18,840,835)	2022-2040
Copley Rd	\$	(18,840,835)	2022-2040
Kenmore	\$	(18,840,835)	2022-2040
Twinsburg - Macedonia	\$	(11,654,541)	2025-2040
Northern Summit	\$	(8,400,623)	2030-2040
Southern Summit	\$	(8,400,623)	2030-2040

Capital Expenses - Additional Service

West Market Street - Arlington	\$	(5,511,269)	2021-2040
Copley Rd	\$	(3,985,730)	2021-2040
Kenmore	\$	(2,913,059)	2022-2040
Twinsburg - Macedonia	\$	(2,687,007)	2025-2040
Northern Summit	\$	(2,201,192)	2030-2040
Southern Summit	\$	(2,201,192)	2030-2040
Park and Ride Facilities	\$	(2,532,027)	2022-2040
Sandyville Rail Line Rehab	\$	(650,528)	2025-2030
Akron Secondary Rail Line Barlow and Seasons Road Upgrade	\$	(1,802,963)	2022-2026

PARTA

Operating Expenses - Base Service	\$	(143,192,125)	Annual
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Capital Expenditures - Base Service

Maintenance Facility Rehab	\$	(2,301,050)	2018, 2025-2040
Annual Bus Fleet Expenditures - Preservation	\$	(19,116,723)	Annual
Preventive Maintenance	\$	(33,002,735)	Annual
Bus Shelter and Stop Enhancements	\$	(204,487)	Annual
Kent Central Gateway Rehab	\$	(1,327,078)	2025-2030
CNG Fueling Facility Rehab	\$	(634,392)	2035-2040

Operating Expenses - Additional Service

Additional Saturday and Sunday Service on Existing Routes	\$	(5,477,573)	2018-2040
Ravenna to Streetsboro Service	\$	(5,383,096)	2022-2040

Capital Expenses - Additional Service

Ravenna to Streetsboro Service	\$	(2,559,099)	2022-2040
Streetsboro Park and Ride Lot	\$	(914,637)	2030-2040

METRO AND PARTA

Cross County Coordination and Service	\$	(13,457,739)	2022-2040
Stow-Kent Transfer Facility	\$	(1,473,009)	2018-2023

Coordinated Public Transportation Human Services Programs

5310 Program/Mobility Management Program	\$	(13,508,385)	Annual
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BALANCE	\$	11,154	
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BICYCLE AND PEDESTRIAN RECOMMENDATION METHODOLOGY

Bicycle and pedestrian improvements are funded through the estimated highway revenues. AMATS reserved over \$33 million for potential bicycle and pedestrian improvements in the greater Akron area. Bicycle and pedestrian project costs are inflated based on the highway methodology. The table below demonstrates how funds reserved for bicycle and pedestrian projects will be spent and are inflated to year of expenditure. Bicycle and Pedestrian improvements are assumed to be covered mostly through additional local or state funds. According to the *AMATS Funding Policy Guidelines*, only \$700,000 may be used on each bicycle or pedestrian project per round of funding. AMATS assumes that bicycle and pedestrian projects will either receive funds in multiple rounds or local or state funds will cover the remaining construction cost.

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

AMATS Revenue	\$ 33,000,000.00
Pedestrian Facilities	\$ (6,837,540.72)
Bicycle Facilities	\$ (25,892,889.16)
Balance	\$ 269,570.12

BICYCLE RECOMMENDATIONS FINANCIAL CONSTRAINT ANALYSIS 2017-2040

Bicycle Recommendations (Price Per Mile \$1,000,000)						
County	Recommendation	Distance	Cost (Current)	Time Band	Cost (Yr of Expenditure)	AMATS Funding
Summit	3 Creeks - Silver Creek Trail from Medina Line Rd to Robinson Ave	5.04	\$5,035,018.38	2029-2035	\$5,135,724.87	\$1,400,000.00
Summit	Akron-Peninsula Trail from SR 303 to Boston Mills Rd	2.61	\$2,605,922.74	2022-2028	\$3,454,762.13	\$700,000.00
Summit	Ashbrooke Connector from Farnham Way to Hines Hill Rd	1.13	\$1,129,193.64	2029-2035	\$1,851,684.26	\$700,000.00
Summit	Barlow Rd from Wilshire Park Dr to the Bike and Hike Trail	0.33	\$333,775.85	2036-2040	\$580,836.54	\$580,836.54
Summit	Bike & Hike-Portage Connector from the Bike and Hike Trail to the Freedom Trail Connector	0.40	\$400,689.01	2029-2035	\$595,120.74	\$595,120.74
Summit	Freedom Trail from the Towpath Trail to the Akron Secondary/CVS RR Junction	1.32	\$1,323,928.49	2022-2028	\$1,583,069.91	\$700,000.00
Summit	Heights to Hudson from the Bike and Hike Trail to Prospect St/Hines Hill Intersection	3.43	\$3,430,240.20	2022-2028	\$4,393,805.19	\$1,400,000.00
Summit	Heights to Hudson (Central Hudson Portion) from Morse Rd to Veterans Way	0.71	\$709,017.37	2022-2028	\$847,798.10	\$700,000.00
Summit	Highbridge Connector Trail from Valley View Bikeway to the Front Street Connector Trail	2.80	\$2,803,056.13	2036-2040	\$5,074,942.94	\$1,400,000.00
Summit	Liberty Trail from Post Rd to Cannon Rd	1.52	\$1,517,327.23	2029-2035	\$2,253,600.36	\$700,000.00
Summit	Magic Mile (North) from Third St SW and Park to W Wooster Rd and Robinson Ave	0.19	\$193,785.03	2022-2028	\$239,825.93	\$239,825.93
Summit	Magic Mile (West) from 5th St and Park Ave to 4th St and W Wooster Rd	0.20	\$200,354.41	2022-2028	\$265,616.79	\$265,616.79
Summit	Memorial Parkway Trail from Aqueduct St to the Towpath Trail	0.70	\$700,000.00	2029-2035	\$1,081,673.12	\$700,000.00
Summit	Portage Lakes Trail from the Towpath Trail to the Metro Sandyville Local	5.31	\$5,313,249.15	2029-2035	\$8,210,283.94	\$700,000.00
Summit	Rubber City Heritage Trail from the Towpath Trail to Englewood Ave	5.75	\$5,750,000.00	2029-2035	\$9,429,015.63	\$1,400,000.00
Summit	Spartan Trail (West) from the Rubber City Heritage Trail to Springfield Lake	2.38	\$2,381,723.60	2022-2028	\$3,157,533.55	\$700,000.00
Summit	Spartan Trail (East) from Springfield Lake to the Summit/Portage County Line	3.71	\$3,707,724.41	2022-2028	\$5,293,034.87	\$700,000.00
Summit	Turnpike Trail from Prospect Rd to Hudson Aurora Rd	2.14	\$2,138,163.67	2029-2035	\$3,506,222.37	\$700,000.00
Portage	Arsenal S Trail from Conrail Freedom Secondary to Rock Spring Rd	5.94	\$5,940,000.00	2036-2040	\$10,543,520.41	\$1,400,000.00
Portage	Arsenal S Trail from Rock Spring Rd to Portage County Line	8.88	\$8,880,000.00	2036-2040	\$12,676,818.56	\$700,000.00
Portage	Headwaters Bikeway from Aurora North Corp Limit to Mennonite Rd	7.93	\$7,925,433.94	2029-2035	\$11,771,199.01	\$2,100,000.00
Portage	Hiram Trail from SR 305 to Headwaters Trail	2.76	\$2,761,242.18	2029-2035	\$4,439,180.85	\$700,000.00
Portage	Lake Rockwell Trail from Middlebury Rd to Mantua St/River Bend Blvd	2.73	\$2,728,766.89	2022-2028	\$3,819,122.36	\$700,000.00
Portage	Rock Spring Rd from Cable Line Rd to Newton Falls Rd	0.85	\$851,225.38	2029-2035	\$1,289,562.48	\$700,000.00
Portage	The Portage from Stow St to W Main St	0.31	\$310,385.76	2022-2028	\$411,489.16	\$411,489.16
Portage	Mogadore Lake from The Portage to Mogador Lake	4.93	\$4,932,888.29	2029-2035	\$7,473,070.94	\$1,400,000.00
Portage	Esplanade Extension from Dix Stadium to Lakewood Rd	2.00	\$2,000,174.46	2022-2028	\$2,651,700.64	\$700,000.00
Portage	Headwaters Trail Extension from SR 82 to Portage County Line	5.70	\$5,700,000.00	2022-2028	\$7,821,171.71	\$700,000.00
Portage	Franklin Connector Extension from Hudson Rd ext to Riverbend	2.20	\$2,200,000.00	2029-2035	\$3,267,535.637	\$700,000.00
Portage	Railroad Trail Connection from Hudson Rd to Tinkers Creek, Portage County Line	7.30	\$7,300,000.00	2036-2040	\$12,957,525.079	\$1,400,000.00
		82.32	\$82,321,411.25		\$122,927,649.90	\$25,892,889.16

PEDESTRIAN RECOMMENDATIONS FINANCIAL CONSTRAINT ANALYSIS 2017-2040

Pedestrian Recommendations (Price Per Mile \$485,000)						
Community	Recommendation	Distance	Cost (Current)	Year	Cost (Yr of Expenditure)	AMATS Funding
Akron	Portage Trail Sidewalk from N. Portage Path to Treetop Trail Dr	0.35	\$169,750.00	2025	\$225,043.46	\$225,043.46
Akron	Waterloo Rd Sidewalk from I-77 to Arlington Rd	0.69	\$334,650.00	2022	\$400,153.29	\$400,153.29
Copley	Cleveland Massillon Rd Sidewalk from Hammond Blvd to Commerce Drive	0.86	\$417,100.00	2030	\$619,495.05	\$619,495.05
Cuyahoga Falls	Graham Rd Sidewalk from Prange Dr to Bath Rd	0.58	\$281,300.00	2035	\$461,283.84	\$461,283.84
Green	Boettler Rd Sidewalk from Arlington to Kenway Blvd	0.35	\$169,750.00	2027	\$237,578.38	\$237,578.38
Green	Interstate Parkway Sidewalk from Arlington to terminus	0.51	\$247,350.00	2030	\$367,374.97	\$367,374.97
Green	Moore Rd Sidewalk from S. Main St to Charleston	0.92	\$446,200.00	2023	\$552,211.54	\$552,211.54
Green	Raber Rd Sidewalk from Mayfair Rd to Kreighbaum	0.81	\$392,850.00	2029	\$572,037.15	\$572,037.15
Norton	Cleveland Massillon Rd Sidewalk from Weber Rd to Shellhart Rd	0.95	\$460,750.00	2038	\$801,796.89	\$700,000.00
Ravenna Twp/Rootstown Twp	SR 44 Sidewalk from Rootstown Elementary to Ravenna South Corp. Line	3.39	\$1,644,150.00	2031	\$2,490,802.31	\$700,000.00
Stow	SR 91 Sidewalk Lillian Rd to Norton Rd	1.93	\$936,050.00	2024	\$1,198,989.32	\$700,000.00
Twinsburg	Highland Rd Sidewalk from Chamberlin Rd to Hadden Rd	0.87	\$421,950.00	2028	\$602,363.02	\$602,363.02
Twinsburg	SR 82 Sidewalk from Chamberlin Rd to Wilcox Rd	0.96	\$465,600.00	2035	\$763,504.29	\$700,000.00
		13.17	\$6,387,450.00		\$9,292,633.54	\$6,837,540.72

APPENDIX C ENVIRONMENTAL JUSTICE ANALYSIS

INTRODUCTION

In accord with the Goals and Objectives of the AMATS Regional Transportation Plan, *Transportation Outlook 2040 (TO2040)*, the transportation system should reflect and support the values and planning objectives of area communities and neighborhoods by ensuring that the planning process is conducted in conformance with Title VI of the Civil Rights Act of 1964 and the environmental justice requirements of Presidential Executive Order #12898 of 1994.

The United States Environmental Protection Agency (USEPA) Office of Environmental Justice defines environmental justice as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

Consequently, programs or activities that use federal funds must make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds. It also means that agencies using federal funds must attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs.

Meaningful public involvement means that people have an opportunity to participate in decisions about activities that may affect their environment or health. The public's contribution should influence the decision-making process and their concerns considered in the decision-making process. Accordingly, the

decision-makers should seek out and facilitate the involvement of those persons potentially affected.

According to Presidential Executive Order #12898, disproportionately high and adverse effects are those that will be predominately borne by minority or low-income groups; or those which will be suffered by minority and low-income groups in a manner that is appreciably more severe or greater in magnitude than those which will be suffered by non-minority and non-low-income groups.

Developing, improving and maintaining the regional transportation system is not only about moving the most vehicles as efficiently as possible. Transportation planning must also consider issues such as poverty, equal opportunity and equal access to ensure that the costs and benefits of transportation infrastructure and services are fairly distributed.

Historically, this has not always been the case. During the development of the nation's interstate highway system in the 1950s and 1960s, low-income and minority neighborhoods sometimes carried a greater social burden of these massive redevelopment projects. The physical placement of these projects cut through established, older neighborhoods, creating physical barriers and isolating them from employment, shopping and recreational opportunities. Often, these neighborhoods suffered not only from the physical placement of projects, but from the negative externalities that they produced, such as noise pollution, harmful fumes, air pollution, accidents and spills. In some cases, these consequences were unintentional. However, these areas were sometimes specifically targeted for transportation development, due to their sometimes high crime and blighted development. Eventually, neighborhood and environmental activists demanded equal access to the decision-making process and the equitable distribution of positive and negative effects of transportation projects, and thus, the concept of environmental justice emerged.

In keeping with the environmental justice requirements that the recipients of federal funds make greater efforts to involve low-income and minority populations in the decision-making process, the public involvement activities

conducted by AMATS ensure that low-income, minority individuals, and community groups have the opportunity to participate in the transportation planning process.

Community groups and social service agencies representing minority and low-income populations are included on the AMATS public notifications list. These groups are made aware of opportunities to participate in the planning process by advertising public meetings in three newspapers: 1) *The Akron Beacon Journal*; 2) *The Kent-Ravenna Record Courier*; and 3) *The Reporter* (a publication that serves the African-American community). Draft planning documents and meeting notices are provided directly to AMATS members and social service agencies, and are made available on the AMATS website, amatsplanning.org. In addition, the AMATS website can be viewed in a number of different languages. AMATS has enhanced its presence on several social media platforms such as Facebook and Twitter, where public meetings are advertised and comments may be submitted.

The purpose of environmental justice principles and procedures is to improve all levels of transportation decision making. This approach hopes to:

- make better transportation decisions that meet the needs of all people;
- design transportation facilities that fit more harmoniously into communities;
- enhance the public-involvement process; and provide minority and low-income populations with opportunities to learn about and improve transportation
- improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations;
- cooperate with other public and private programs on a continuous basis in order to achieve a comprehensive vision for communities;
- avoid disproportionately high and adverse impacts on minority and low-income populations; and
- minimize or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Current efforts to support environmental justice are a consequence of Title VI

of the Civil Rights Act, as amended, and subsequent statutes, executive orders and federal and state guidance to promote and enforce non-discrimination and the fair distribution of benefits and burdens associated with federal programs, policies and activities. Both Title VI and environmental justice aim to ensure full and fair participation and integration of the public into the planning process. The Federal Transit Administration's (FTA) most recent release of guidance found in Circular 4703.1 (August 2012) reiterates the federal government's long-standing principles of environmental justice:

- To avoid, minimize, and mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

METHODOLOGY

In addition to involving low-income and minority populations in the planning process, environmental justice also means assessing the impact of transportation plans, programs, and policies on low-income and minority populations. In order to accomplish this, the following questions must be considered:

- What are low-income and minority populations?
- How should these populations be identified?
- Which environmental impacts should be considered?
- What are the potential impacts of recommended projects on low-income and minority populations?
- What is the overall level of accessibility in low-income and minority neighborhoods?
- What is the overall level of investment in transportation infrastructure in areas with above average concentrations of minority and low-income populations?

Definitions

According to the latest 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 United States Department of Health and Human Services poverty guidelines. For purposes of this analysis, the AMATS staff has expanded the definition of low-income population to include all individuals at 150 percent of the poverty level or below.

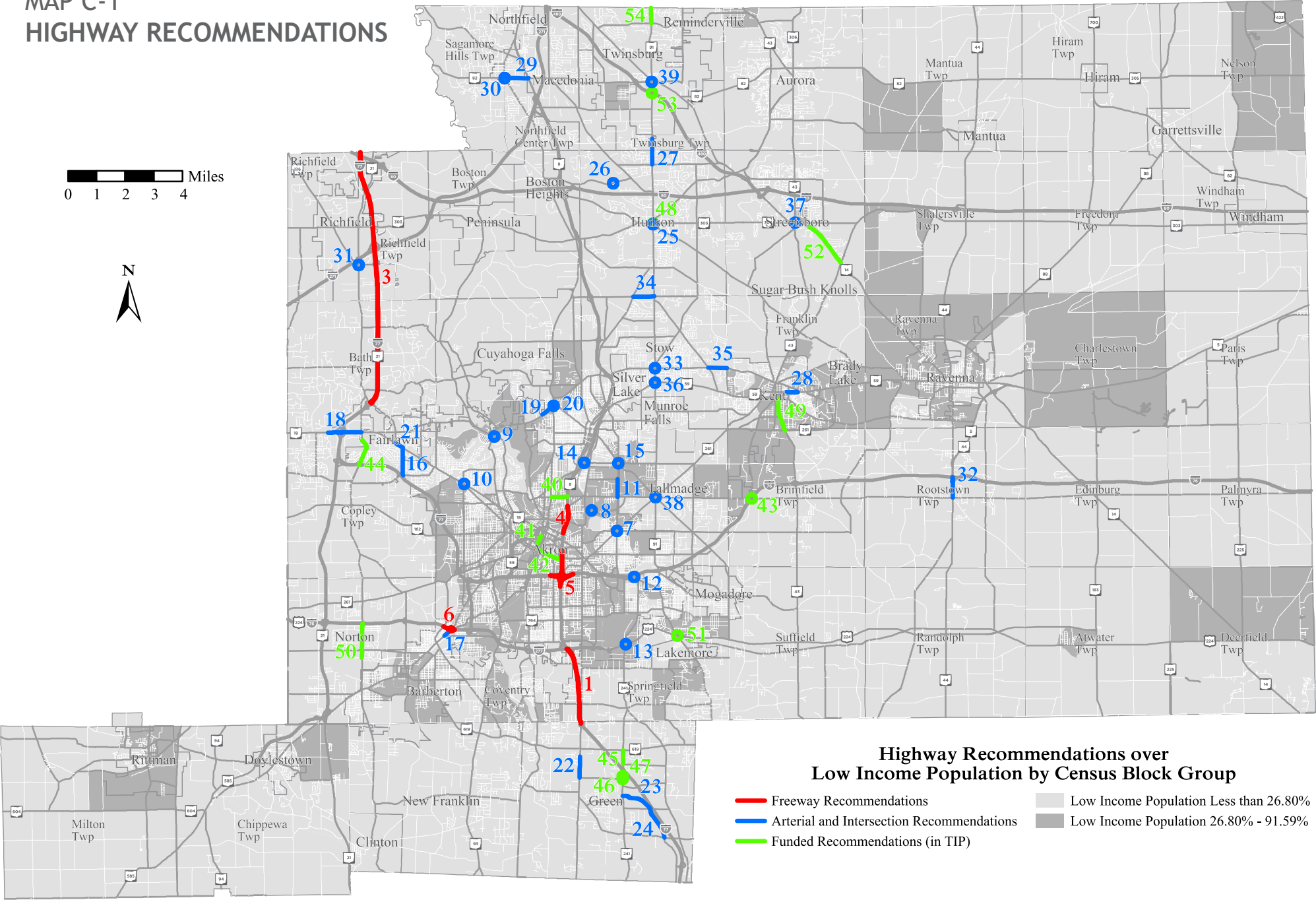
Minority is defined as a person who is: 1) Black (a person having origins in any of the black racial groups of Africa); 2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); 3) Asian (a person having origins in any of 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 prehistoric people of North America and who maintain cultural identification through tribal affiliation or community recognition).

Identifying Concentrations of Low-Income and Minority Population

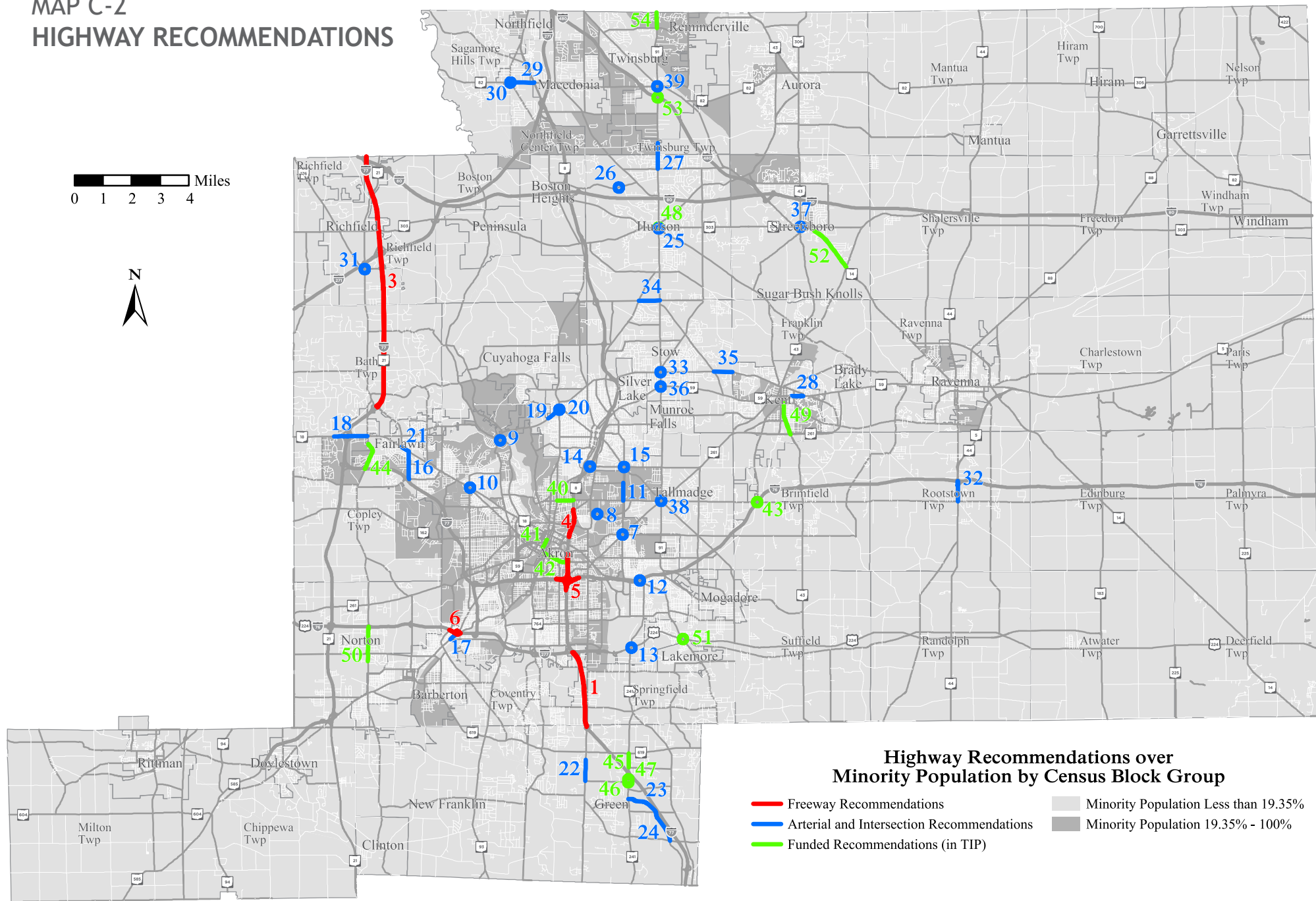
Although low-income and minority persons live throughout the AMATS area, many are concentrated in specific locations and neighborhoods. The following methodology was used to identify above average concentrations of low-income and minority groups:

- Concentrations of low-income population were identified by comparing the percentage of the population at or below 150 percent of the poverty level in each Census block group to the percentage of the population in the entire AMATS area. The data used in this analysis were obtained from the 2010 Census. Census block groups with a percentage of population considered low-income that were at or above the regional rate of 26.8 percent were considered to be above average concentrations of low-income populations. These Census block groups are shown on Map C-1.
- Concentrations of minority population were identified by comparing the percentage of minorities living in each Census block group to the percentage of such persons living in the entire AMATS area. The data used in this analysis were obtained from the 2010 Census. Block groups with a percentage of minorities that were at or above the regional rate of 19.35 percent were considered to be above average concentrations of minority population. These census block groups are shown on Map C-2.

MAP C-1 HIGHWAY RECOMMENDATIONS



HIGHWAY RECOMMENDATIONS



Environmental Impacts

According to the U.S. Department of Transportation, adverse impacts are defined as significant individual or cumulative negative human health or environmental effects, resulting from the implementation of federal, state, or local transportation policies, plans, or projects.

By reviewing environmental justice guidance developed by ODOT, the following 10 variables have been identified as a means of qualitatively evaluating the environmental impacts of projects in *TO2040* that are located in low-income or minority areas:

1. *Safety* - How will the project affect the relative safety of those using the facility and living in the target area?
2. *Pollution* - How will the project affect the overall air quality, water quality, noise level or soil quality of the target area?
3. *Natural Resources* - How will the project affect vegetation, streams, parks or other aspects of the natural environment in the target area?
4. *Aesthetics* - How will the project affect the appearance and physical attractiveness of the target area?
5. *Community Cohesion* - How will the project affect the identity and cohesiveness of the target area?
6. *Economic Vitality* - How will the project affect the economic health of the target area?
7. *Accessibility* - How will the project affect the level of access to, or from, the target area?
8. *Displacement of Businesses or Residents* - How will the project affect businesses, residents and institutions in the target area? Will it displace any of them?
9. *Traffic Congestion* - How will the project affect existing levels of traffic congestion?
10. *Equal Access to Improvement* - Will the overall benefits of the project be as available to residents of the target area as they will be to the region as a whole?

ANALYSES

Two analyses were developed to evaluate the potential adverse human health or environmental impacts of projects in the *TO2040* upon minority population and low-income populations. These analyses examine: 1) the potential environmental impacts of projects; and 2) transportation accessibility in low-income and minority neighborhoods.

Potential Environmental Impacts of Projects

Highway, public transportation, and transportation enhancement projects in *TO2040* were analyzed in order to determine potential impacts on low-income populations and minority populations.

AMATS has a “fix-it-first” preservation policy, focusing on preserving the existing transportation infrastructure rather than building new roads. The policy of prioritizing the preservation of the existing system is a result of deteriorating, aging infrastructure and rapidly increasing construction costs. The decrease in capacity expansion projects, such as new roads and road widenings, reduces the potential for negative adverse impacts.

The analysis of potential impacts was completed according to the following procedures:

Step 1 - Projects were divided into two categories: 1) capacity projects; and 2) non-capacity projects. Non-capacity projects were exempted from further analysis because they are not expected to have any disproportionately high adverse human health and environmental effects on minority and low-income groups.

Step 2 - Projects were then examined to determine whether they were located in or bordering on a census block group containing a regionally significant concentration of low-income or minority populations. Projects that were not located in or bordering on these areas were exempted from further environmental justice analysis. These block groups are shown on Maps C-1 and C-2.

The following project categories were exempted from further analysis because they are not expected to have any disproportionately high and adverse human

health and environmental effects on minority and low-income groups:

- Highway operational improvements
- Public transportation system preservation
- Pedestrian facilities / bicycle lanes
- Scenic/environmental enhancements

Step 3 - The remaining categories were qualitatively evaluated as to their environmental impacts because they have the potential of disproportionately high and adverse human health and environmental effects on minority and low-income groups:

- Major capacity improvements
- Realignment or reconfiguration
- Public transportation system expansion
- Bikeway/Multi-purpose facilities

The potential environmental impacts of highway, public transportation and transportation enhancement projects are displayed in Table C-1. Projects that are expected to impact a variable in a positive manner are indicated by a “+.” Projects that are expected to impact a variable in a neutral manner are indicated by an “n.” Projects that could impact a variable in a negative manner are indicated by a “-.”

All of the projects shown in Table C-1 should be analyzed more closely as they move into the stages of development. Projects with potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed. A determination can then be made as to whether negative impacts will be disproportionately borne by low-income or minority individuals or communities. Of the 54 highway projects recommended in *TO2040*, 29 are located in EJ areas. Seven of these highway projects must be analyzed. Of the 32 bike trail projects recommended in *TO2040*, 21 are located in EJ areas and must be analyzed.

Two analyses have been completed in order to determine the overall level of accessibility in low-income and minority neighborhoods. The first analysis focuses on the area’s highway projects. The second analysis focuses on the existing public transportation system. Transportation enhancement projects were exempted from the transportation accessibility analysis because these

projects are used mostly for recreational purposes and are difficult to analyze quantitatively.

Highway Accessibility Analysis

The first step in the highway accessibility analysis was to identify a sample of six traffic analysis zones that represent low-income and minority neighborhoods: 1) East Akron; 2) West Akron; 3) North Akron; 4) Barberton; 5) Kent; and 6) Twinsburg.

The second step in the analysis was to identify traffic analysis zones that contain major activity centers. Altogether, 13 traffic analysis zones containing major commercial, industrial, medical, educational, transportation and recreational facilities were identified:

- | | |
|--------------------------------------|---------------------------|
| 1. Akron-Canton Airport | 8. Chapel Hill Mall |
| 2. Downtown Akron Transit Center | 9. Summit Mall |
| 3. Akron Central Business District | 10. Montrose |
| 4. Akron City Hospital | 11. Macedonia Commons |
| 5. Akron General Hospital | 12. University of Akron |
| 6. Goodyear | 13. Kent State University |
| 7. Northeast Ohio Medical University | |

In the third step, the AMATS travel-demand model network, representing the highway system as it is planned to operate in 2022, was used to estimate the average travel time from each low-income and minority neighborhood to each of the 13 major activity centers. In order to provide a valid comparison, a similar analysis was conducted to estimate the average travel time to each major activity center from a sample of six traffic analysis zones, representing neighborhoods with below average concentrations of low-income and minority population: 1) Cuyahoga Falls; 2) Hudson; 3) Stow; 4) Green; 5) Macedonia; and 6) Aurora.

The results of the highway accessibility analysis are shown in Table C-2. According to this analysis, the highway projects in *TO2040* provide low-income and minority neighborhoods with slightly better accessibility to major activity centers located throughout the AMATS area, than non-low-income and non-minority neighborhoods. The average travel time to major activity centers is 16 minutes for low-income and minority neighborhoods, versus 20 minutes for non-low-income and non-minority neighborhoods.

Table C - 1
POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECTS

					POTENTIAL IMPACTS*									
Project	From	To	Category	Location	Safety	Pollution	Natural Resources	Aesthetics	Community Cohesion	Economic Vitality	Accessibility	Displacement of Residents / Businesses	Traffic Congestion	Equal Access to Improvement
I-77 / 76 / 277 / SR 8	Akron Beltway Project		Reconfiguration	Low Income / Minority	+	n	n	+	n	+	+	-	+	n
I-77 / SR 8	I-277	Carroll St	Reconfigure / Lane Add	Low Income / Minority	+	n	n	+	n	+	+	-	+	n
I-76 / US 224	State Rd / Wooster Rd		Reconfiguration	Low Income	+	n	n	+	-	n	+	-	+	n
SR 8	Howe Ave Interchange		Reconfiguration	Low Income / Minority	+	n	n	+	n	+	+	-	+	n
Cleveland-Massillon Rd	I-77	Bywood Ave	Capacity	Minority	+	-	-	n	n	+	+	n	+	n
Darrow Rd (SR 91)	Glenwood Blvd	North Corp Limit	Capacity	Minority	+	-	-	n	n	+	+	n	+	n
Howe Ave	Brittain Rd/ Northwest Ave		Reconfiguration	Minority	+	n	n	+	n	+	+	-	+	n
3 Creeks - Silver Creek Trail	Medina Line Rd	Robinson Ave (Towpath Trail)	Bike Trail	Low Income	+	+	n	+	+	n	+	n	+	n
Freedom Trail Phase 4	Towpath Trail	Freedom Trail Phase 3	Bike Trail	Low Income / Minority	+	+	n	+	+	+	+	n	+	n
Highbridge Connector Trail	Towpath Trail	Front Street Connector Trail	Bike Trail	Low Income / Minority	+	+	n	+	+	n	+	n	+	n
Liberty Trail	Post Rd	Cannon Rd	Bike Trail	Minority	+	+	n	+	+	n	+	n	+	n
Magic Mile (North)	Third St SW & Park Ave	Wooster Rd W & Robinson Ave	Bike Trail	Low Income	+	+	n	+	+	+	+	n	+	n
Magic Mile (West)	5th St & Park Ave	4th St & Wooster Rd W	Bike Trail	Low Income	+	+	n	+	+	+	+	n	+	n
Memorial Parkway Trail	Aquaduct St	Towpath Trail	Bike Trail	Low Income / Minority	+	+	n	+	+	n	+	n	+	n
Rubber City Heritage Trail	Towpath Trail	Englewood Ave	Bike Trail	Low Income / Minority	+	+	n	+	+	+	+	n	+	n
Spartan Trail (West)	Rubber City Heritage Trail	Springfield Lake	Bike Trail	Low Income	+	+	n	+	+	+	+	n	+	n
Spartan Trail (East)	Springfield Lake	Summit/Portage County Line	Bike Trail	Low Income	+	+	n	+	+	+	+	n	+	n
Arsenal S	Conrail Freedom Secondary	Rock Spring Rd	Bike Trail	Low Income	+	+	n	+	+	n	+	n	+	n
Conrail Freedom Secondary	Peck Rd	S Main St	Bike Trail	Low Income	+	+	n	+	+	n	+	n	+	n
Headwaters Bikeway	Aurora NCL	Mennonite Rd	Bike Trail	Low Income	+	+	n	+	+	+	+	n	+	n
Lake Rockwell Trail	Middlebury Rd / Portage Hike & Bike	Mantua St / River Bend Blvd	Bike Trail	Low Income/ Minority	+	+	n	+	+	+	+	n	+	n
Rock Spring Rd	Cable Line Rd	Newton Falls Rd	Bike Trail	Low Income	+	+	n	+	+	n	+	n	+	n
The Portage	Stow St	W Main St	Bike Trail	Low Income / Minority	+	+	n	+	+	+	+	n	+	n
Mogadore Lake	The Portage	Mogadore Lake	Bike Trail	Low Income / Minority	+	+	n	+	+	+	+	n	+	n
Esplanade Extension	Esplanade / Dix Stadium	Lakewood Rd	Bike Trail	Low Income	+	+	n	+	+	n	+	n	+	n
Franklin Connector Extension	Hudson Rd extension	Riverbend	Bike Trail	Low Income/ Minority	+	+	n	+	+	+	+	n	+	n
Railroad Trail Connection	Hudson Rd	Tinker's Creek, Portage Co. Line	Bike Trail	Minority	+	+	n	+	+	n	+	n	+	n
Magic Mile Towpath Connector	Towpath Trail	4th St	Bike Trail	Low Income / Minority	+	+	n	+	+	+	+	n	+	n

* KEY: + denotes positive Impact, n denotes neutral impact and - denotes negative impact

Table C - 2
AVERAGE HIGHWAY TRAVEL TIME TO MAJOR ACTIVITY CENTERS
(in minutes)

Traffic Zone Number	Akron-Canton Airport 452	Downtown Akron Transit Center 46	Akron CBD 21	Akron City Summa Hospital 8	Akron General Hospital 43	Goodyear 96	Northeast Ohio Medical University 749	Chapel Hill Mall 55	Summit Mall 522	Montrose 39	Macedonia Commons 566	University of Akron 32	Kent State 720	OVERALL AVERAGE (minutes)
Low Income or Minority Zones	22	13	13	13	13	14	22	14	17	18	23	13	19	16
East Akron (zone 93)	14	7	7	5	8	3	17	9	15	16	24	6	17	12
West Akron (zone 181)	20	7	6	8	4	10	23	13	9	10	25	6	23	13
North Akron (zone 222)	18	6	4	5	5	9	21	6	12	14	20	5	18	11
Barberton (zone 259)	17	14	14	16	14	16	29	20	17	18	33	15	29	19
Kent (zone 718)	27	19	19	18	20	15	12	13	27	28	26	19	1	19
Twinsburg Twp (343)	38	28	26	25	28	29	27	23	23	22	7	27	23	25
Non-Low Income and Non-Minority Zones	27	20	19	17	20	20	25	15	22	23	16	19	20	20
Cuyahoga Falls (zone 302)	21	11	9	8	11	12	22	6	14	16	18	10	17	13
Hudson (zone 368)	32	22	20	19	22	22	25	17	25	24	11	20	17	21
Stow (zone 375)	25	15	13	12	15	16	21	10	20	22	17	14	10	16
Green (zone 447)	7	15	15	14	17	14	27	19	23	24	32	15	27	19
Macedonia (zone 568)	35	25	24	22	25	26	31	10	20	19	3	24	27	22
Aurora (zone 612)	42	32	30	29	32	33	27	27	33	32	15	31	23	30

Public Transportation Accessibility Analysis

It is AMATS' goal that the regional transportation system provides adequate mobility for all persons. Public transportation is especially important in low-income and minority communities, which often lack adequate access to employment opportunities, retail, recreational and social/cultural activities. In 2016, the *AMATS Regional Public Transit Plan* analyzed the overall level of accessibility that the existing public transit network offered to the Greater Akron area and specifically to low-income, minority, elderly and disabled persons in the region. Those results were used to analyze public transportation accessibility in *TO2040*.

The first step in the public transportation accessibility analysis determined the percentage of the total population in Summit and Portage counties living within a 0.25 mile walking distance of existing fixed route transit service. The second step of the analysis determined the percentage of minority population and low-income population living within a 0.25 mile walking distance of existing fixed-route transit service. The third step compared the percentage of minority population and low-income population to the percentage of the total population having access to fixed-route transit service.

The definition of low-income used for the *AMATS Regional Public Transit Plan* is a household income at or below 150 percent of the poverty level. Based on 2010 Census data, this threshold would be set at \$34,999 or below. Data were collected at the block group level for low-income and minority populations. Data illustrating the distribution of those with disabilities was only available at the county level at the time of the analysis.

The results of the transit accessibility analysis are shown in Table C-3. According to this analysis, a greater percentage of minority and low-income groups in both Summit County and Portage County have access to fixed-route transit service than the general population.

In Summit County, 78.9 percent of the minority population lives within walking distance to fixed-route transit service, as compared to 52.6 percent of the total population. The total number of low-income population in Summit County within walking distance of fixed-route transit service is 72.4 percent.

In Portage County, 55.8 percent of the minority population lives within walking distance of fixed-route transit service, as compared to 21.4 percent of the total population. The total number of low-income population in Portage County that lives within walking distance of fixed-route transit service is 47 percent.

Many low-income and minority individuals rely on public transportation to access employment opportunities. Both METRO and PARTA work diligently to provide transit service to key employment zones throughout the AMATS region. Both agencies speak regularly with local employers and attempt to not only serve businesses with transit service, but to coordinate bus runs with shift start or ending times. AMATS encourages coordination between employers and local transit providers to increase the access of low-income and minority individuals to concentrated employment destinations.

Most of the areas with the greatest concentrations of employment are accessible through fixed-route transit. In Akron, the Downtown, Montrose, Market Street and South Arlington Street corridors have among the highest concentrations of employment in the AMATS region, and also enjoy the most frequent transit service available. Other cities with major employment centers, such as Barberton, Cuyahoga Falls, Hudson, Kent and Ravenna have varying degrees of fixed-route transit service.

Notable gaps in transit service to key employment areas are found in Aurora, portions of Green and Streetsboro, the Village of Mantua and Copley Township. The Village of Richfield and the cities of Streetsboro, Twinsburg and Macedonia have very large employment concentrations, but are only served by infrequent express or commuter bus routes. Each of these communities could benefit from more regular transit or new transit service to connect the region's employment base to these key employment zones. The *AMATS Regional Public Transit Plan* analyzes and discusses these issues more fully.

Table C - 3
TRANSIT ACCESSIBILITY ANALYSIS
FIXED ROUTE TRANSIT COVERAGE IN THE AMATS AREA

Population Group	Summit County			Portage County		
	Total	Total Covered by Transit	% Covered by Transit	Total	Total Covered by Transit	% Covered by Transit
Total Population	542,600	285,373	52.6%	162,235	34,735	21.4%
Minority Population	107,179	84,592	78.9%	10,082	5,624	55.8%
Low Income Population	125,606	90,908	72.4%	25,943	12,204	47.0%

Source: 2014 American Community Survey (ACS)

Notes:

A full discussion of transit coverage and performance can be found in the AMATS Regional Public Transit Plan - November 2016

Fixed route transit service in Summit County is provided by METRO RTA. PARTA provides transit service in Portage County.

minority census block groups. Multi-purpose trails are included in the recommendations, and have the additional benefit of serving pedestrians as well as bicyclists. Maps C-3 (for low-income) and C-4 (for minority) show the bicycle recommendations in relation to these block groups.

Pedestrian

Of the 17 total pedestrian recommendations in *TO2040*, five (29 percent) are located in, or next to, above average low-income or minority census block groups. In addition to these pedestrian recommendations and the multi-purpose trail recommendations, it should be noted that most of the above average low-income and minority block groups are located in the highest density communities within the AMATS area. These areas are currently served well by existing sidewalks, crosswalks and other pedestrian infrastructure. Maps C-3 (for low-income) and C-4 (for minority) show the pedestrian recommendations in relation to these block groups.

Non-Motorized Transportation Accessibility Analysis

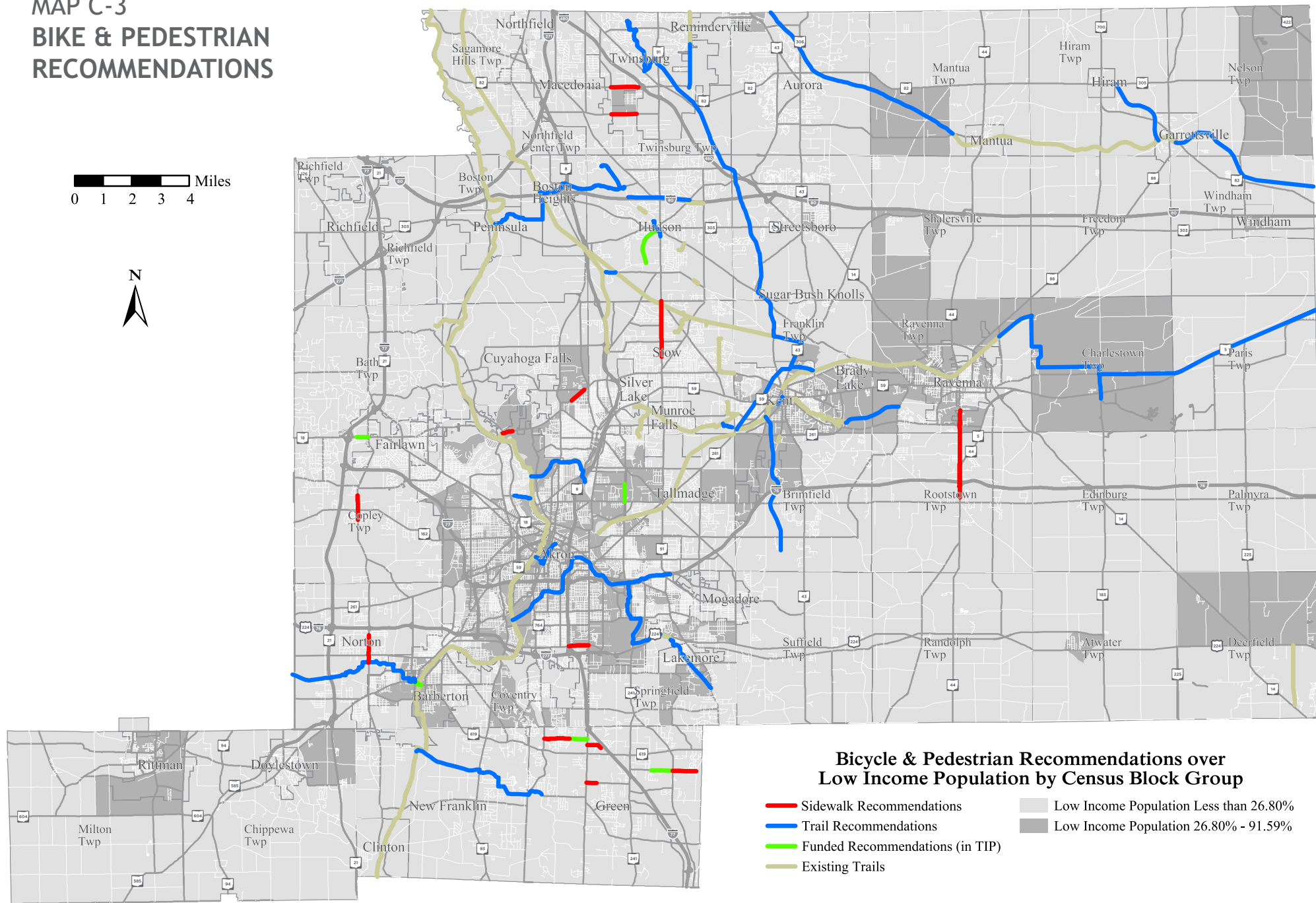
Low-income and minority neighborhoods benefit greatly from non-vehicular modes of transportation. Walking and bicycling are free or low cost, have few negative externalities (noise, air and other pollution, congestion, etc.) and produce positive health benefits. For short-distance trips in compact neighborhoods, these modes may actually prove the most efficient. These transportation modes are available on-demand. Rather than being constrained by a bus schedule or waiting for a ride in an automobile, a person can bicycle or walk at will.

In recent years, AMATS has focused on non-motorized transportation modes and is committed to building a network that allows all residents to travel safely between key regional communities and destinations. Further discussion and analysis of non-motorized transportation can be found in the *AMATS Pedestrian Plan* (December 2015), *Bike Plan* (July 2016), *Mid-Block Crossing Analysis* (December 2014) and *Road Diet Analysis* (May 2015). It remains AMATS' policy to integrate multiple modes of travel and to develop complete streets through its Connecting Communities Initiative and funding policies.

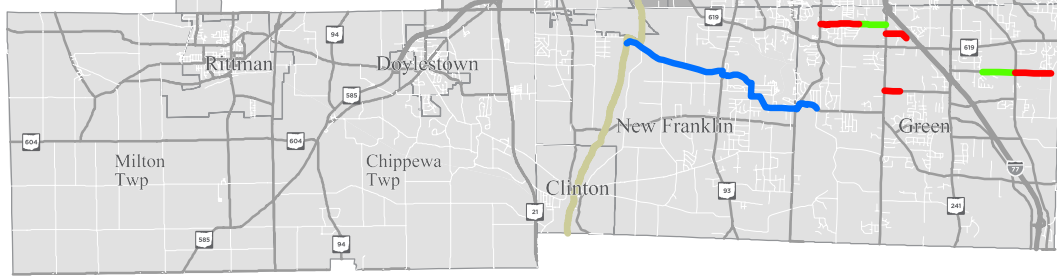
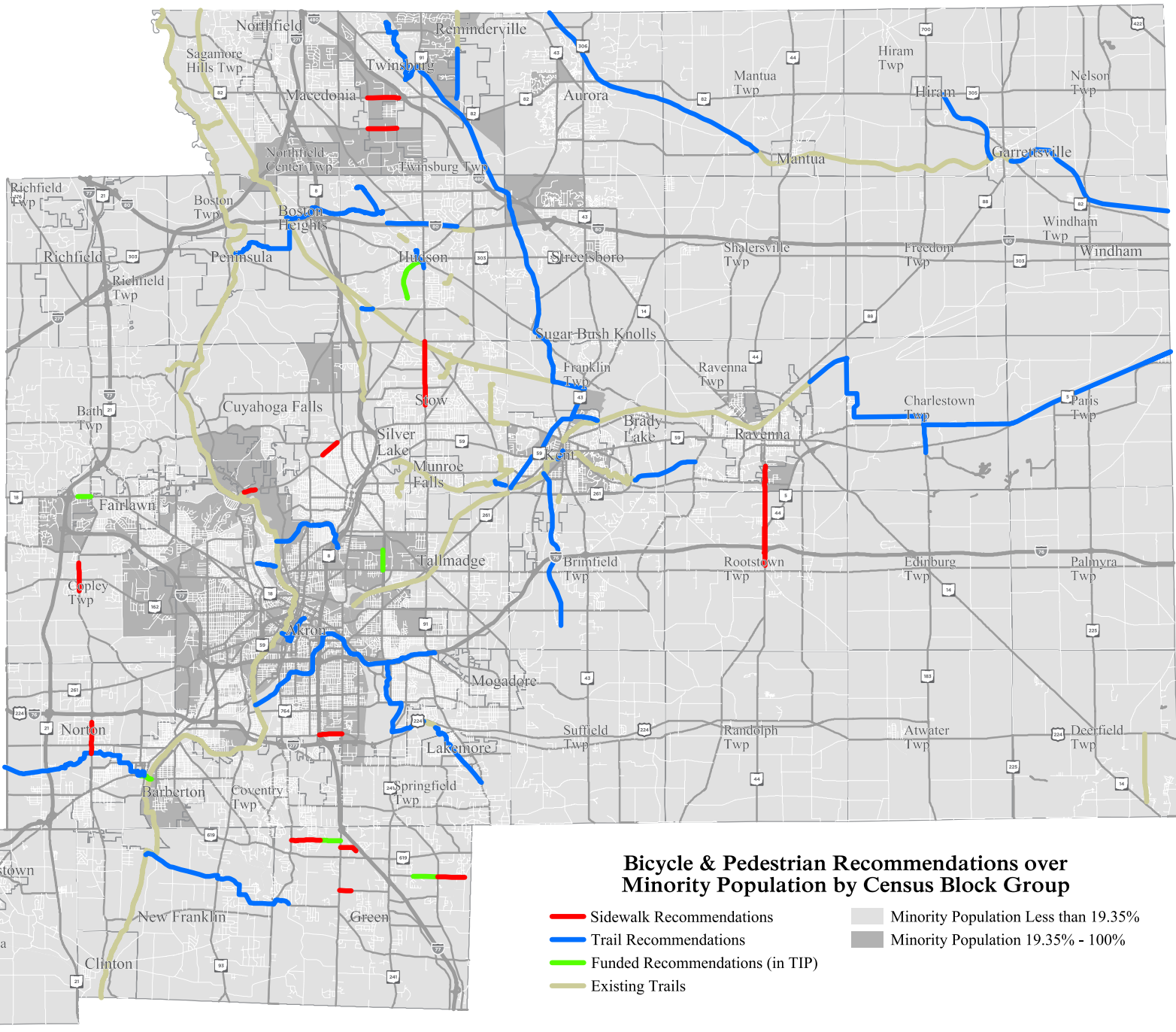
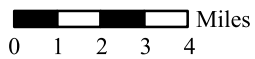
Bicycle

Thirty percent (10 of the 33) of the bicycle recommendations listed in *TO2040* are located in, or next to, above average low-income or

MAP C-3 BIKE & PEDESTRIAN RECOMMENDATIONS



MAP C-4 BIKE & PEDESTRIAN RECOMMENDATIONS



Bicycle & Pedestrian Recommendations over Minority Population by Census Block Group

- Sidewalk Recommendations
- Trail Recommendations
- Funded Recommendations (in TIP)
- Existing Trails

- Minority Population Less than 19.35%
- Minority Population 19.35% - 100%

CONCLUSION

In keeping with the environmental justice requirements of Presidential Executive Order #12898, *TO2040* has been analyzed to ensure that the projects will not have disproportionately high and adverse effects on low-income and minority groups.

The two analyses completed for this Environmental Justice Analysis are summarized below:

Potential Environmental Impacts of Projects

- None of the projects in *TO2040* appear to have any fatal flaws from an environmental justice standpoint.
- It is recommended that all of the projects shown in Table C-1 be analyzed more closely as they move into future stages of development.
- Projects which were shown to have potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed, in order to determine whether these negative impacts will be disproportionately borne by low-income or minority individuals or communities.

Transportation Accessibility in Low-Income and Minority Neighborhoods

- Highway projects in *TO2040* provide low-income and minority neighborhoods with adequate and equitable accessibility to major activity centers located throughout the AMATS area.
- Low-income and minority groups in both Summit and Portage counties are well served by public transportation, having greater access to fixed-route transit service than the general population.
- Low-income and minority groups in both Summit and Portage counties currently have good access to existing bicycle and pedestrian facilities, including sidewalks and crosswalks. Furthermore, *TO2040* recommends additional improvements.

REFERENCES:

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; Federal Register, vol. 59 no. 32, February 16, 1994.

DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)); May 2, 2012.

FHWA, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (Order 6640.23A); June 14, 2012

FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012

ODOT Guidance and Best Practices for Incorporating Environmental Justice into Ohio Transportation Planning and Environmental Processes, June 2016

Title VI Requirements in Metropolitan and Statewide Planning

Title VI of the 1964 Civil Rights Act

Title 23 of the U.S. Code (U.S.C.), Section 109(h)

Title 49 of the U.S. Code of Federal Regulations, part 21 (Department of Transportation Regulations for the implementation of Title VI of the Civil Rights Act of 1964

The Americans with Disabilities Act (ADA) of 1990, as amended

Title 29 of the U.S. Code of Federal Regulations, part 1605.1

Ohio Administrative Code § 123:1-49-02

Ohio Revised Code § 4112.02

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2020-06 - Adopting the Transportation Improvement Program
FY 2021-2024

DATE: April 29, 2020

The Transportation Improvement Program (TIP) FY 2021-2024 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2021-2024 was developed by the AMATS staff in conjunction with all AMATS committees, area transit operators, the Ohio Department of Transportation (ODOT) and US DOT.

The TIP incorporates more than \$993 million in highway, public transit, bike and pedestrian projects throughout the AMATS area. The program includes more than \$642.7 million for highway projects, \$338.7 million for public transit needs, and slightly less than \$12 million for bike and pedestrian projects. These projects are scheduled to receive federal funds for fiscal years 2021 through 2024.

The AMATS area includes all of Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. The full TIP document contains: the list of highway improvements shown in Table 2-3 complete with codes and abbreviations; the list of transit improvements in Table 3-2; and the Statewide Line Items for the AMATS area in Table 2-4.

Federal regulations derived from *Fixing America's Surface Transportation (FAST) Act* require that the TIP demonstrate financial balance and air quality conformity, and include opportunities for public comment. A summary of each of these activities follows:

Financial Balance

The FAST Act requires that a financial plan be included demonstrating that the TIP can be implemented with the financial resources expected to be available over the next four years. For this purpose, *Chapter 4 - Fiscal Assessment* is included in the TIP. This chapter summarizes highway and transit revenues and project costs. Highway cost information was drawn from Table 2-3 and transit cost information was drawn from Table 3-2.

The fiscal constraint analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2021-2024.

Air Quality Conformity

The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in *Transportation Outlook 2040*, the area's Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require an air quality analysis were included in the Air Quality Conformity Analysis. This analysis confirms that the TIP FY 2021-2024 is in conformity with the SIP.

Included in the full TIP document is *Appendix C – Air Quality Analysis*, which provides additional details of this analysis.

Performance Measures

Performance measures are central to implementing a performance-based planning process that guides decision making. Federal regulations require agencies such as AMATS to consider safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality to prioritize the programming of transportation projects. AMATS is also required to consider Transit Asset Management (TAM) planning as part of its efforts to maintain the area's capital resources in a state of good repair.

Performance measures are discussed in greater detail in Appendix H of the full TIP document.

Public Comment

The public was given the opportunity to review and comment on the second draft of the TIP FY 2021-2024 from March 30 through April 29. Due to COVID-19 the draft TIP document was available on the AMATS website.

In addition, a virtual public meeting was held on April 2, 2020, on the AMATS Facebook page. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting. As of April 20, 2020 there were 171 views of the virtual public meeting and AMATS had received ten comments.

In order to document the public's involvement, *Appendix E – Public Review of the TIP FY 2021-2024*, is included in the full TIP document.

Staff Recommendation

Currently, the complete Draft TIP FY 2021-2024 is available on the “What’s New” section of AMATS website located at **amatsplanning.org**. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2020, the new TIP is expected to become official. With federal approval, the Final TIP FY 2021-2024 will be available on the “TIP” and “Reports” pages of the AMATS website.

Attached to this memo is Resolution Number 2020-06. This resolution adopts the Transportation Improvement Program FY 2021-2024. The Staff recommends approval.

RESOLUTION NUMBER 2020-06

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

ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

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, AMATS has, pursuant to 23 United States Code 134, and relevant federal regulations, prepared a Transportation Improvement Program for Fiscal Years 2021 through 2024; and

WHEREAS, AMATS has carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of March 30 through April 29 and conducted a virtual public meeting on April 2; and

WHEREAS, an Environmental Justice scan has been completed, in order to ensure that low-income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects scheduled in the Transportation Improvement Program; and

WHEREAS, a fiscal constraint analysis was conducted demonstrating that adequate funding is available to finance the projects programmed in the Transportation Improvement Program; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA, ERPC and ODOT, that Transportation Outlook 2040 is in conformity with respect to Ohio's State Implementation Plan (SIP) for attainment of the 2008 8-hour ozone standard, 2015 8-hour ozone standard and the 2006 and 2012 fine particulate matter standards; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA and ODOT, that the Transportation Improvement Program Fiscal Years 2021 through 2024 is in conformity with respect to Ohio's State Implementation Plan (SIP) for attainment of the 2015 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 and 2012 PM_{2.5} standards, where applicable; and

WHEREAS, a quantitative air quality analysis of the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 and *Transportation Outlook* (amended May 14, 2020), the area's 2040 Regional Transportation Plan, has been completed in accordance with the requirements specified by the *Fixing America's Surface Transportation* (FAST) Act and the Clean Air Act Amendments of 1990; and

RESOLUTION NUMBER 2020-06 (Continued)

WHEREAS, the projects programmed in the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 are consistent with *Transportation Outlook* (amended May 14, 2020), the area's 2040 Regional Transportation Plan, and were included in the air quality analysis completed for the 2040 Plan and found to be in conformity with the State Implementation Plan; and

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

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for safety, infrastructure condition, congestion reduction and system reliability according to federal guidance and timetables; and

WHEREAS, AMATS supports ODOT efforts and targets for these performance measures as further discussed in *Appendix H: Performance Measures* in the *Transportation Improvement Program FY 2021-2024*.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2021 through 2024 and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program FY 2021-2024.
3. That this Committee affirms the consistency of the Transportation Improvement Program with available federal, state and local funding sources.
4. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all applicable transportation performance measures as described in the attached memorandum and *Appendix H: Performance Measures* of the TIP: safety, National Highway System (NHS) pavement conditions, interstate bridge conditions, level of travel time reliability and level of truck time reliability.
5. That this Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's current targets for each performance measure as described in *Appendix H: Performance Measures*, of the AMATS TIP.
6. That this Committee agrees to plan and program projects in support of air quality goals in coordination with ODOT, NOACA and ERPC.

7. That this Committee agrees to plan and program projects in support of METRO RTA and PARTA Transit Asset Management (TAM) plans.
8. That this Committee affirms the consistency between the Transportation Improvement Program FY 2021-2024, the area's Regional Transportation Plan (*Transportation Outlook 2040*) and the State Implementation Plan for air quality.
9. That this Committee approves the Transportation Improvement Program FY 2021-2024 document.
10. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Mayor Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2021-2024





TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2021-2024

MAY 2020

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
161 SOUTH HIGH STREET, SUITE 201
AKRON, OHIO 44308

DRAFT

This report is the product of a study financed (in part) by the U.S. Department of Transportation's Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

The contents of this report reflect the views of the Akron Metropolitan Area Transportation Study which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

Cooperative transportation planning by the Village, City and County governments of Portage and Summit Counties and the Chippewa and Milton Township areas of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.



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Introduction

The Transportation Improvement Program (TIP) is a comprehensive and financially-constrained listing of regional transportation projects and services that are scheduled for implementation within the next four years. The projects identified in the TIP are prioritized with funding through federal, state and local revenues. The program maintains a balance of local and regional needs and includes projects from all modes of transportation including highways, public transportation or transit, bicycles and pedestrians.

The development of the TIP is the responsibility of AMATS, which is the designated Metropolitan Planning Organization (MPO) for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County. The TIP was developed in a continuing, cooperative and comprehensive manner with the Ohio Department of Transportation (ODOT) and area transit operators.

The TIP is important because it provides:

1. a schedule by which to coordinate projects among jurisdictions and transportation agencies,
2. a guide for implementation of short and long range transportation planning,
3. an aid to financial programming and administration, and
4. a source of information for the public.

No project can be implemented with federal transportation funds unless it is included in the TIP. Because of this provision, the AMATS Policy Committee has considerable control on the use of federal transportation funds in the AMATS study area.

Congress passed Fixing America's Surface Transportation Act, also known as FAST Act, on December 4, 2015. This transportation bill guarantees funding for highway, highway safety, pedestrian and bicycle, freight, and transit projects through the end of Fiscal Year 2020. FAST Act consolidates funding into five core programs: National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation/Air Quality program, National Highway Freight Program, and metropolitan planning.

FAST Act continues to emphasize fixing the existing transportation system before expanding it. It also encourages alternative forms of transportation such as public transit, pedestrian and bicycle facilities.

The TIP is developed on a biennial basis. The project listings, however, are regularly monitored and updated to reflect implementation of programmed projects, additions

of new projects, major changes in projects and deletions of canceled projects. Once the TIP is adopted by the AMATS Policy Committee, it is then included in ODOT's Statewide Transportation Improvement Program and subsequently approved by the Governor of Ohio.

AMATS is the program manager for several federal funding programs in which sponsors apply for project funding. In order to provide a systematic method for developing and modifying the TIP for projects that utilize AMATS suballocated federal funds, the Policy Committee has adopted the *AMATS Funding Policy Guidelines*.

The current funding policy was adopted in June 2019 and establishes the criteria to be used in selecting projects to be included in the TIP. The policy:

1. establishes a standing subcommittee of the Technical Advisory Committee (TAC) that is responsible for monitoring TIP funding, reviewing project applications, and making recommendations to the Policy Committee,
2. establishes the maximum amount of Surface Transportation Program (STBG) and Transportation Alternatives Program (TASA) funding that can be allocated to any project for preliminary engineering, right-of-way or construction, and
3. requires a minimum of 20% local funding for STBG or TASA funded projects.

In 2013, ODOT required that the individual MPO Congestion Mitigation/Air Quality (CMAQ) programs be combined into a single statewide program. A statewide CMAQ Program Committee was formed to develop the program's policies, procedures and project selection criteria. The new *Statewide CMAQ Program Policy* was finalized and approved in early 2014. CMAQ projects selected by the statewide program for funding are included in the FY 2021-2024 TIP.

TIP Document Summary

The TIP contains six chapters and a set of appendices. Chapter 1 is the introduction, which discusses the purpose of the TIP. Chapter 2 contains the highway improvements listed in the TIP and summarizes the status of projects from the previous TIP. Chapter 3 lists transit improvements and shows transit projects that have sold from the previous TIP. Chapter 4 is a financial assessment of the TIP that demonstrates that the projects listed can be implemented with available financial resources. Chapter 5 discusses the commitment made to maintain and operate the existing transportation system. Chapter 6 is a summary of the TIP.

The appendices focus on documenting that the AMATS TIP conforms to federal requirements and includes supporting information:

Appendix A:	AMATS Funding Policy Guidelines
Appendix B:	Public Participation Plan
Appendix C:	Air Quality Analysis
Appendix D:	Environmental Justice Scan
Appendix E:	Public Review of the Draft TIP FY 2021-2024
Appendix F:	Resolution Approving the TIP FY 2021-2024
Appendix G:	Amendments to the TIP FY 2021-2024
Appendix H:	Performance Measures
Appendix I:	Carry Forward List

Highway Improvements

The highway portion of the Transportation Improvement Program presents those roadway, bridge and alternative projects scheduled to use available local, state and federal funds in fiscal years 2021 through 2024. This Chapter is organized as follows:

Projects Sold or Obligated

During the previous TIP, which covered fiscal years 2018 through 2021, numerous highway projects have been sold and began construction and several projects had their right-of-way phase or planning activities obligated. Each of these projects is listed in Table 2-1 and includes their description and the year in which funds were obligated.

Projects Delayed or Cancelled

Developing plans for highway projects is a complicated and time-consuming endeavor that includes adhering to many design requirements and environmental regulations. As such, project development can occasionally cause delays in the schedule. Various highway projects programmed in the previous TIP FY 2018-2021 have experienced delays and, in some cases, projects have been cancelled due of a variety of reasons such as lack of funding or a change in priorities. The status of each of these projects as they transition from the previous TIP to FY 2021-2024 is shown in Table 2-2.

FY 2021-2024 Highway Improvements

Highway projects and studies programmed for any phase of implementation during fiscal years 2021 through 2024 are shown in Table 2-3. A map identifying the locations of these projects follows the table. Following this map is Table 2-4, which lists statewide line items.

Highway, bridge and alternative transportation projects to be placed in the TIP are drawn from the AMATS Regional Transportation Plan, which places a priority on system maintenance and preservation. The system maintenance projects, like resurfacings and bridges, may not be explicitly listed, but have been included as approved types of projects in the Regional Transportation Plan.

Projects submitted and funded by ODOT and the County Engineers Association of Ohio are reviewed for Regional Transportation Plan consistency before being included in the TIP. Projects are also submitted to AMATS by local governments in the Akron metropolitan area, transit operators, the County Engineers and ODOT.

Projects submitted for AMATS sub allocated funds are evaluated using the criteria included in the AMATS Funding Policy Guidelines. Separate criteria are used for

projects submitted under the Surface Transportation Program (STBG), Transportation Alternatives Program (TASA) and the AMATS Resurfacing Program. Congestion Mitigation/Air Quality (CMAQ) funding, which is managed by a statewide committee of MPOs, also has criteria for evaluating and prioritizing projects and is listed below.

- A. STBG Criteria
 - 1. Roadway Condition
 - 2. Roadway Safety
 - 3. Delay Reduction
 - 4. Weighted Average Daily Traffic
 - 5. Project Readiness
 - 6. Complete Streets Component
 - 7. Connecting Communities Project
 - 8. Equitable Distribution of Funds
- B. TASA Criteria
 - 1. Facilities – multipurpose trail, bike lane, and sidewalk
 - 2. Project type/Logical Termini
 - 3. Level of Use
 - 4. Consistency with Plans
 - 5. Equitable Distribution of Funds
- C. AMATS Resurfacing Program Criteria
 - 1. Pavement Condition Rating (PCR)
 - 2. Equitable Distribution of Funds
 - 3. Weighted Average Daily Traffic
 - 4. Maintenance Performed by Sponsor
- D. CMAQ Criteria
 - 1. Project Type
 - 2. Cost Effectiveness
 - 3. Other Benefits
 - 4. Existing Modal Level of Service
 - 5. Positive Impact on LOS
 - 6. Status of Project
 - 7. Non-Federal Match of Requested CMAQ Funds
 - 8. Regional Priority
 - 9. History of Project Delivery

Project evaluations, development schedule and available funding are then considered in programming STBG, CMAQ, TASA and Resurfacing projects by year in the TIP.

Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
107679	POR - Infirmary Rd	Shalersville Township and Ravenna Township SR 14 to SR 303	Resurfacing	Construction	2019
99879	POR - Streetsboro Signal Upgrade	Streetsboro Various Locations	Fiber Interconnection, Upgrade Central Control Equipment, Emergency Preemption	Engineering Right Of Way Construction	2018 2019 2019
102234	POR - SR 14 - 3.65	Streetsboro Portage Point Dr to Diagonal Rd	Two-Way Left Turn Lane Sidewalk	Engineering Right Of Way	2018 2019
98585	POR - CR 18 - 0.51 (Tallmadge Rd)	Brimfield Township Tallmadge Rd to Mogadore Rd and IR 76	Interchange Improvements	Right Of Way Engineering	2019 2020
93442	POR - SR 43 - 10.26 (S Water St)	Kent SR 261 to Summit St	Turn Lanes, Signal Upgrades and Interconnects, Sidewalk Ramps	Construction	2018
106416	POR - SR 43 - 18.23	Streetsboro SR 14 to Frost Rd	Two-Way Left Turn Lane, Add Southbound Through Lane from Evergreen to IR 80, Northbound Right Turn Lane at Evergreen	Engineering	2018
110168	POR - SR 59 - 0.00	Kent Summit County Line to SR 43 (S Mantua St)	Milling and Resurfacing	Construction	2020
112026	POR - SR 59 - 2.14 (E Main St)	Kent Willow St to Horning	Raised Median, Roundabouts, Bus Pulloffs, Upgrade Lighting and Sidewalks	Engineering	2020
93854	POR - SR 303 - 0.67	Streetsboro West of W&LE RR Tracks to East of SR 303 Bypass Rd	Replace Culvert, Adjust Roadway Profile to Improve Drainage	Construction	2018
94131	POR - SR 700 - 0.00	Hiram and Hiram Township SR 88 to Geauga County Line	Resurfacing and Bridge Maintenance	Construction	2018
97832 97833 97834	AMATS Air Quality Advocacy Program	Summit County, Portage County, Chippewa and Milton Townships of Wayne County	Promotion of Activities to Improve Air Quality such as Biking and Walking	Other	2018 2019 2020
97829 97831 97832	Rideshare	Summit County, Portage County, Chippewa and Milton Townships of Wayne County	Promotion of Carpooling	Other	2018 2019 2020
108929	SUM - Boston Mills Rd Study (CR 32)	Boston Township SR 271 to Boston Heights West Corp Line	Geotechnical Study to Stabilize Slide Areas	Engineering	2019
102625	SUM - Brittain Rd - Sidewalks	Akron Tallmadge Ave to Independence Ave	New Sidewalk	Construction	2019
99725	SUM - Canton Rd - Resurfacing	Springfield Township Salmon Dr to South of Springfield Lake Dr	Resurfacing	Construction	2020
89113	SUM - SR 91 / US 224 / Canton Rd	Springfield Township and Lakemore South of Springfield Lake Dr to Farmdale Rd	Standard Lane Width, Concrete Median, Turn Lanes, Sidewalks	Engineering Construction	2018 2019
103833	SUM - Center Rd - East	New Franklin Eastview Dr to S Main St	Resurfacing	Construction	2018
102906	SUM - Center Rd - West	New Franklin Cleveland Massillon Rd to Eastview Dr	Resurfacing	Construction	2018
104582	SUM - Cleveland Massillon Rd	Barberton South Corp Line to 31st St, Wooster Rd N and Hopocan Ave	Resurfacing and Minor Intersection Improvements	Construction	2018
97638	SUM - Cleveland Massillon Rd - Phase 2/3	Norton North of Shannon to Weber Dr	Median Turn Lane, Signal Upgrade, Resurfacing, Sidewalks	Construction	2019
108131	SUM - Cleveland Massillon Rd / Ridgewood Rd	Copley Township Cleveland Massillon Rd at Ridgewood Rd (North Intersection)	New Eastbound Left Turn Lane on Ridgewood and Southbound Right Turn Lane on Cleveland Massillon Rd	Construction	2020
103293	SUM - Cleveland Massillon Rd (CR 17) - 16.51	Fairlawn IR 77 to North of Bywood Ave	Widen to 5 Lanes, Roundabout, Signal Reconstruct at Elgin, Multi-Use Path	Right Of Way	2019 / 2020
107797	SUM - CVNP Pedestrian Bridge and Trail	Boston Township Across Cuyahoga River South of Boston Mills Rd	Construction of New Pedestrian Connector from the New CVNP Vicistor Center to Boston Mills Trail Head	Engineering	2020
80684	SUM - Evans Ave Railroad Grade Separation	Akron At CSX Railroad	Realign Evans Ave, Construct Bridge over Railroad Tracks	Construction	2018
102796	SUM - Freedom Trail / Portage Hike and Bike Connector	Stow, Tallmadge and Kent End of Freedom Trail to Start of Portage Hike and Bike Trail	Asphalt Trail	Right Of Way	2019
107812	SUM - Graham Rd	Stow and Silver Lake METRO Railroad Tracks to Elm Rd	Resurfacing	Construction	2019

Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
93819	SUM - Howe Ave	Cuyahoga Falls Main St to Buchholzer Blvd	Reconstruction	Engineering Right of Way Construction	2018 2018 2019
104042	SUM - Main St Corridor	Akron State St to Mill St	Street ABD, Sidewalk Replacement, Dedicated Bike Lanes, Roundabout	Construction	2018
108164	SUM - Main St Corridor - Phase 2	Akron Mill St to SR 59 (MLK Jr Blvd)	Street ABD, Sidewalk Replacement, Dedicated Bike Lanes, Roundabout	Construction	2020
107794	SUM - CR 50 - 0.00 (S Main St)	New Franklin Mt. Pleasant Rd to South of W Caston Rd	Resurfacing	Construction	2020
107261	SUM - Medina Line Rd - Phase 1	Norton Eastern Rd to Greenwich Rd	Resurfacing	Construction	2020
103085	SUM - Medina Line Rd - Phase 2	Bath Township SR 18 to Granger Rd	Resurfacing	Construction	2019
99728	SUM - Moore Rd - Sidewalks	Green Arlington Rd to Charleston Dr	New Sidewalks	Construction	2020
98702	SUM - Olde Eight Rd - Phase 1	Boston Heights Boston Mills Rd to North Corp Line	Resurfacing	Construction	2018
98703	SUM - Olde Eight Rd - Phase 2	Boston Heights SR 303 to Boston Mills Rd	Resurfacing	Construction	2018
108084	SUM - Portage Lakes Dr	Coventry Township SR 93 to Cormany Rd	Resurfacing	Construction	2020
108084	SUM - Portage Trail Extension	Cuyahoga Falls Albertson Pkwy to State Rd	Add Two-Way Left Turn Lane	Engineering	2019 / 2020
107603	SUM - Ravenna Rd (CR 12) - 1.90	Twinsburg E Idlewood Dr to Richner Ct	Resurfacing	Construction	2018
107961	SUM - Sanitarium Rd	Lakemore Flickinger Rd to Pawnee Blvd	Resurfacing	Construction	2019
97856	SUM - Veterans Trail - Phase 1	Hudson Barlow Rd to Veterans Way Park	Multipurpose Trail	Construction	2020
108133	SUM - Waterloo Rd	Akron Manchester Rd to Kelly Ave	Resurfacing	Construction	2020
91710	SUM - SR 8 - 1.75	Akron SR 8 over Cuyahoga River Valley	Bridge Replacement	Engineering Right Of Way	2018 / 2019 2019
76721	SUM - SR 8 - 7.60	Stow and Hudson Graham Rd to North of SR 303	Total Pavement Replacement	Construction	2019
96562	SUM - SR 18 / SR 261 - Curb Ramps	Akron	Curb Ramps	Construction	2019
103028	SUM - SR 18 Sidewalk - Phase 1	Bath Township Driveway to Holiday Inn to Cleveland Massillon Rd	8' Wide Sidewalk	Engineering Construction	2018 2019
91071	SUM - SR 59 - 0.07	Akron SR 59 over IR 76	Bridge Maintenance	Construction	2019
96670	SUM - IR 76 - 5.53	Akron and Barberton Central Ave to 27th St	Reconstruction of IR 76 / Wooster Rd / East Ave Interchange, Extensive Ramp Realignments	Construction	2019
100713	SUM - IR 76 - 6.15	Akron IR 277 / US 224 to IR 77 (Kenmore Leg)	Improve Shoulders, Possible Pulloffs, Ramp Reconstruction at Both Ends	Engineering	2019
102329	SUM - IR 76 / 77 - 8.42 / 9.77	Akron IR 77 (South Leg) and IR 76 / 77 (West Leg) from Waterloo Rd to Vernon Odom Blvd	Pavement Replacement Including Work to Bridges	Engineering	2019
101402	SUM - IR 76 - Central Interchange	Akron Central Interchange (IR 76, IR 77, SR 8)	Reconstruction and Realign Westbound to Southbound Ramp, Eastbound to Northbound Ramp and Westbound to Northbound Ramp	Engineering Right Of Way	2018 2019
106002	SUM - IR 77 / IR 277 / US 224 Interchange	Akron and Coventry Township IR 77 / IR 277 / US 224 Interchange	Add Lanes on IR 77 from Arlington Rd to IR 277 / US 224, Widen Northbound to Westbound Ramp to 2 Lanes	Engineering	2018 - 2020
93433	SUM - SR 91 / SR 18 - 1.75	Akron Canton Rd / E Market St Intersection	Intersection Realignment with Roundabout	Engineering Right Of Way	2018 2019
107814	SUM - SR 91 - 9.96 Sidewalks	Stow South of Conwill Rd to South of Fishcreek Rd	New Sidewalks	Right Of Way	2020
106445	SUM - SR 91 - 13.45	Hudson Barlow Rd to Veterans Way	Add Two-Way Left Turn Lane, Bike Lane and Sidewalks	Engineering Right Of Way	2019 2020

Table 2-1
Highway Projects Sold or Obligated in FY 2018-2020

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	PHASE	SOLD OR OBLIGATED FISCAL YEAR
93822	SUM - SR 91 - 15.67	Hudson Turnpike Bridge to Middleton Rd	Turn Lanes and Sidewalks	Engineering Right Of Way Construction	2018 2019 2020
92032	SUM - SR 91 - Phase 2	Twinsburg Glenwood Dr to North Corp Line	Widen to 4 Lanes, Intersection Improvements	Construction	2018
103171	SUM - SR 162 - 2.24	Copley Township SR 162 at Cleveland Massillon Rd	New Eastbound Left and Eastbound Right Turn Lanes	Construction	2019
98486	SUM - US 224 - Various	Akron and Springfield Township Logpoint 11.25-12.70 and Logpoint 14.30-14.84	Milling, Resurfacing and Bridge Maintenance	Construction	2020
90415	SUM - SR 241 - 4.10	Green Raber Rd to SR 619	Widen to 5 Lanes, Bike Lanes and Sidewalks	Right Of Way Construction	2018 2020
88556	SUM - SR 261 - 11.33	Akron N Main St to Gorge Blvd Including Intersection with Dayton St	Reconstruct and Reduce to Three Lanes, Realign Dayton St, Signal and Sidewalk Upgrades	Construction	2020

Table 2-2
Highway Projects Delayed or Cancelled in FY 2018-2020

PID #	CO-RTE-SECTION	LOCATION & TERMINI	TYPE OF WORK	TIP PROJECT STATUS					
				FY 2018-2021			FY 2021-2024		
				PE	ROW	CONST	PE	ROW	CONST
93434	SUM - Waterloo Rd Signals	Akron Main St to Arlington St	Signal Coordination			2018			Cancelled
93437	SUM - E Exchange St Signals	Akron Main St to Fountain St	Signal Coordination			2018			Cancelled
93438	SUM - Darrow Rd	Akron Gilchrist Rd to Eastwood Ave	Signal Coordination			2018			Cancelled
99721	SUM - Canton Rd Sidewalks	Summit County Salmon Dr to Springfield Lake Dr	Sidewalks			2017 2020			Cancelled
102692	SUM - SR 91 / SR 303 - 14.58 / 13.13	Hudson SR 91 at SR 303	Turn Lanes, Intersection Improvements, Sidewalks			2020 2021			Cancelled
84397	SUM - Seiberling Way	Akron Eagle St to Englewood Ave	New Bridge over Little Cuyahoga River, Roundabout, Signs, Pavement Markings			2021			2024
93433	SUM - SR 91 / SR 18 - 1.75	Akron SR 91 (Canton Rd) / SR 18 (E Market St) Intersection	Roundabout			2020			2021
99729	SUM - Raber Rd	Green Troon Dr to Mayfair Rd	New Sidewalks			2020			2022
103173	SUM - SR 241 / Boettler Rd / Frank Pkwy - Phase 3	Green SR 241 (Massillon Rd) at Boettler Rd / Frank Pkwy	Roundabout			2020 2021			2021 2022

Table 2-3 and 2-4 - Highway Improvements Codes and Abbreviations

Map No. Number identifying project on map following Table 2-3.	Phase P - Preliminary Engineering R - Right of Way purchase C - Construction O - Other
PID No. The Project Identification (PID) Number assigned to a project by ODOT.	Total Cost (000's) Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Co-Rte-Section The official project title assigned by ODOT consisting of a three letter county abbreviation, the route number or street name, and for state routes, the straight line mileage from the county line to the project beginning point.	Project Sponsor The unit of government or agency that initiated the project, implementation responsibility and assigned local share.
Length The project length to the nearest hundredth of a mile.	TPM - Transportation Performance Measures Performance Measures Group One (PM1): Safety Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality, Time Travel Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions, and Non-Single Occupancy Vehicle (Non-SOV) Travel
Location & Termini Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.	
Type of Work A brief description of the type of work.	
FY State Fiscal Year (FY 2021 begins July 1, 2020)	
Funding Type CEAO - County Engineers Association of Ohio CMAQ - Congestion Mitigation / Air Quality FED - Various Federal Funding HSIP - Highway Safety Improvement Program LOCAL - Local Funding NHPP - National Highway Performance Program STATE - State / ODOT Funding NPS - National Park System STBG - Surface Transportation Block Grant TASA - Transportation Alternatives Set Aside	

**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
	107761	POR - Aurora Signals	N/A	Aurora Various Throughout the City	Upgrade / Interconnect Signals, Address ADA and Safe Routes to Schools Concerns	STBG LOCAL	C	3,458.0 864.5				5,370.1	Aurora	Exempt	PM1 PM3
1	112756	POR - S Chestnut St	0.67	Ravenna S Chestnut St from Lake Ave to Main St	Resurfacing	STBG LOCAL	C				192.0 48.0	244.3	Portage County Engineer	Exempt	PM2
2	107689	POR - S Diamond St / Mill Rd	1.41	Ravenna S Diamond St from Summit Rd to Mill St Mill St from S Diamond St to Sycamore St	Resurfacing and ADA Ramps	STBG LOCAL	C			268.0 67.0		338.0	Ravenna	Exempt	PM2
3	112755	POR - New Milford Rd - 8.01	3.50	Ravenna Township and Rootstown Township New Milford Rd from Tallmadge Rd to SR 5 / SR 44 Bypass	Resurfacing	STBG LOCAL	C				590.9 147.7	752.8	Portage County Engineer	Exempt	PM2
4	103834	POR - Portage - Brady's Leap Section	0.22	Kent W Main St to 0.1 South of Fairchild Ave	Construct Hike & Bike Trail from Main St to Existing Segment of the Portage Trail including Stairs to W Main St	TASA LOCAL	C	700.0 538.7				1,283.3	Kent	Exempt	PM3
5	105556	POR - Ravenna Rd (CR 145) Bridge	0.01	Portage County Ravenna Rd over Norfolk Southern Railroad	Bridge Replacement, Relocate Bike and Hike Trail	FED TASA LOCAL	C		1,067.0 313.6 78.4			1,512.1	Portage County Engineer	Exempt	PM2
6	112757	POR - Riddle St	0.74	Ravenna Riddle St from Meridian St to Liberty St	Resurfacing	STBG LOCAL	C				200.0 50.0	254.5	Portage County Engineer	Exempt	PM2
7	98585	POR - Tallmadge Rd (CR 18)	0.55	Brimfield Township Tallmadge Rd / IR 76 Interchange	Reconstruction of Tallmadge Rd at IR 76 Interchange and Relocation of Mogadore Rd	CMAQ FED CEAO STATE LOCAL	C	2,604.0 160.0 2,820.0 663.0 1,133.0				9,200.9	Portage County Engineer	Analyze	PM2 PM3
8	102234	POR - SR 14 - 3.65-5.36	1.71	Streetsboro SR 14 from Portage Pointe Dr to Diagonal Rd	Add Two-Way Left Turn Lane and Sidewalks	STBG HSIP FED STATE LOCAL	C	2,170.0 2,091.4 217.0 385.0 658.5				7,028.8	Streetsboro	Exempt	PM1 PM2 PM3
9	106416	POR - SR 43 - 18.23-19.70	1.47	Streetsboro SR 43 from SR 14 to Frost Rd	Add Two-Way Left Turn Lane and Add Additional Southbound Lane from Evergreen to IR 80	HSIP LOCAL CMAQ STBG HSIP LOCAL	R	510.3 56.7		3,300.8 858.7 979.4 1,148.7		7,754.8	Streetsboro	Analyze	PM1 PM3
10	112026	POR - SR 59 - 2.14 (E Main St)	0.80	Kent SR 59 (E Main St) from Willow St to Horning Rd	Reconstruction with Medians, Roundabouts, Bus Pull Offs, Replace Sidewalks and Lighting	HSIP LOCAL HSIP LOCAL	P			1,350.0 150.0 990.0 110.0		17,555.6	Kent	Exempt	PM1 PM2 PM3
	100692 111426 111428 111429	SUM - AMATS FY 21 AIR QUALITY SUM - AMATS FY 22 AIR QUALITY SUM - AMATS FY 23 AIR QUALITY SUM - AMATS FY 24 AIR QUALITY	N/A	Summit and Portage Counties, Chippewa and Milton Townships of Wayne County	Promotion of Activities to Improve Air Quality such as Biking and Walking	CMAQ	S	120.0	100.0	100.0	100.0	420.0	AMATS	Exempt	PM3
	100692 111426 111428 111429	SUM - AMATS FY 21 RIDESHARE SUM - AMATS FY 22 RIDESHARE SUM - AMATS FY 23 RIDESHARE SUM - AMATS FY 24 RIDESHARE	N/A	Summit and Portage Counties, Chippewa and Milton Townships of Wayne County	Promotion of Carpooling	CMAQ	S	80.0	80.0	80.0	80.0	320.0	AMATS	Exempt	PM3
11	105373	SUM - 2nd St SW / Wooster Rd	0.74	Barberton 2nd St from Hudson Run Rd to Wooster Rd Wooster Rd from 2nd St SW to 4th St NW	Resurfacing, Road Diet and Shared-Use Path along Wooster Rd	TASA STBG LOCAL	C		422.6 408.4 207.8			1,057.5	Barberton	Exempt	PM2
12	108453	SUM - Akron Cleveland Rd (CR 16) - 7.2 Part 1	1.43	Boston Township Akron Cleveland Rd from Cuyahoga Falls North Corp Limit to Boston Heights South Corp Limit	Resurfacing	STBG LOCAL	C			700.0 175.0		890.8	Summit County Engineer	Exempt	PM2
13	108098	SUM - Chestnut Blvd	1.10	Cuyahoga Falls Chestnut Blvd from State Rd to 2nd St	Resurfacing	STBG LOCAL	C			392.0 98.0		498.8	Cuyahoga Falls	Exempt	PM2

Table 2-3
Highway Improvements

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
14	108467	SUM - Cleveland Massillon Rd (CR 17) - 10.68 Part 1	1.77	Copley Township Cleveland Masillon Rd (CR 17) from Norton North Corp Limit to 0.4 Miles North of Minor Rd	Resurfacing	STBG LOCAL	C C		700.0 400.0			1,119.8	Summit County Engineer	Exempt	PM2
15	108468	SUM - Cleveland Massillon Rd (CR 17) - 12.79 Part 2	1.50	Copley Township Cleveland Masillon Rd (CR 17) from 0.4 Miles North of Minor Rd to Ridgewood Rd (South Intersection)	Resurfacing	STBG LOCAL	C C		700.0 446.5			1,167.1	Summit County Engineer	Exempt	PM3
16	112788	SUM - Cleveland Massillon Rd (CR 17) - 16.01	0.44	Bath Township Cleveland Masillon Rd (CR 17) from SR 18 to Spring-side Dr	Sidewalk	TASA LOCAL TASA LOCAL TASA LOCAL	P P E E R R			18.0 4.5 102.0 25.5	32.0 8.0	650.0	Summit County Engineer	Exempt	PM3
17	107797	SUM - CVNP Pedestrian Bridge and Trail	0.02	Boston Township Southeast of Boston Mills Rd and Riverview Rd	New Pedestrian Bridge over Cuyahoga River	TASA LOCAL	C C		700.0 17.5			975.8	Summit County Engineer	Exempt	PM3
18	102701	SUM - E Exchange St	0.92	Akron E Exchange St from Broadway St to Fountain St	Reduce Lanes, Add Bike Lanes, Install Median and Signal Interconnect	STBG LOCAL STBG LOCAL	R R C C	240.0 60.0	3,600.0 900.0			4,962.0	Akron	Exempt	PM3
19	102796	SUM - Freedom Trail - Middlebury	0.35	Tallmadge, Stow and Kent Freedom Trail from Portage Hike and Bike to Existing End Point of Freedom Trail	Multipurpose Trail	TASA LOCAL	C C		700.0 748.2			2,700.3	Summit Metroparks	Exempt	PM3
20	107930	SUM - Freedom Trail - Phase 4	1.30	Akron Freedom Trail from Mill St to Rosa Parks Blvd	Multipurpose Trail	TASA LOCAL	C C			700.0 3,428.7		4,277.4	Summit Metroparks	Exempt	PM3
21	112745	SUM - Gilchrist Rd - Phase 1	0.58	Mogadore Gilchrist Rd from Akron East Corp Limit to Mogadore Rd	Resurfacing	STBG LOCAL	C C				356.3 89.1	453.3	Mogadore	Exempt	PM2
22	108132	SUM - S Hawkins Ave	3.49	Akron S Hawkins Ave from East Ave to Mull Ave	Resurfacing	STBG LOCAL	C C	700.0 175.0				890.7	Akron	Exempt	PM2
23	112754	SUM - Johnson Rd	1.26	Norton Johnson Rd from Hametown Rd to Norton East Corp Limit	Resurfacing	STBG LOCAL	C C				443.9 111.0	564.8	Norton	Exempt	PM2
24	112741	SUM - Hopocan Ave	0.68	Barberton Hopocan Ave from Hillsdale Ave to 8th St NW	Resurfacing	STBG LOCAL	C C				281.7 70.4	358.5	Barberton	Exempt	PM2
25	107886	SUM - N River Rd	1.10	Munroe Falls N River Rd from SR 91 to Stow Corp Limit	Resurfacing	STBG LOCAL	C C			558.6 139.6		710.5	Munroe Falls	Exempt	PM2
26	112753	SUM - Norton Ave	0.69	Norton Norton Ave from Cleveland Massillon Rd to Norton East Corp Limit	Resurfacing	STBG LOCAL	C C				390.0 97.5	496.3	Norton	Exempt	PM2
27	108454	SUM - Olde Eight Rd (CR 16) - 12.70 Part 2	1.16	Northfield Center Township Olde Eight Rd (CR 16) from Boston Heights North Corp Limit to Highland Rd (South Intersection)	Resurfacing	STBG LOCAL	C C		700.0 175.0			890.8	Summit County Engineer	Exempt	PM2
28	108084	SUM - Portage Trail Extension	0.73	Cuyahoga Falls Portage Trail Extension from Albertson Pkwy to State Rd	Add Two-Way Left Turn Lane	HSIP LOCAL HSIP LOCAL STBG LOCAL HSIP LOCAL	P P R R C C C C	80.1 8.9 737.6 82.0			3,649.2 927.2 1,015.3	7,726.4	Cuyahoga Falls	Exempt	PM1 PM3
29	99729	SUM - Raber Rd Sidewalks	0.59	Green Raber Rd from Troon Dr to Mayfair Rd	Construct New Multipurpose 10' Trail (South Side)	TASA LOCAL	C C		500.0 825.0			1,372.7	Green	Exempt	PM3
30	108140	SUM - Ravenna Rd - Part 1	1.28	Twinsburg Township Ravenna Rd from Twinsburg South Corp Limit to Just North of Old Mill Rd	Resurfacing	STBG LOCAL	C C		700.0 225.0			941.6	Summit County Engineer	Exempt	PM2



Table 2-3
Highway Improvements

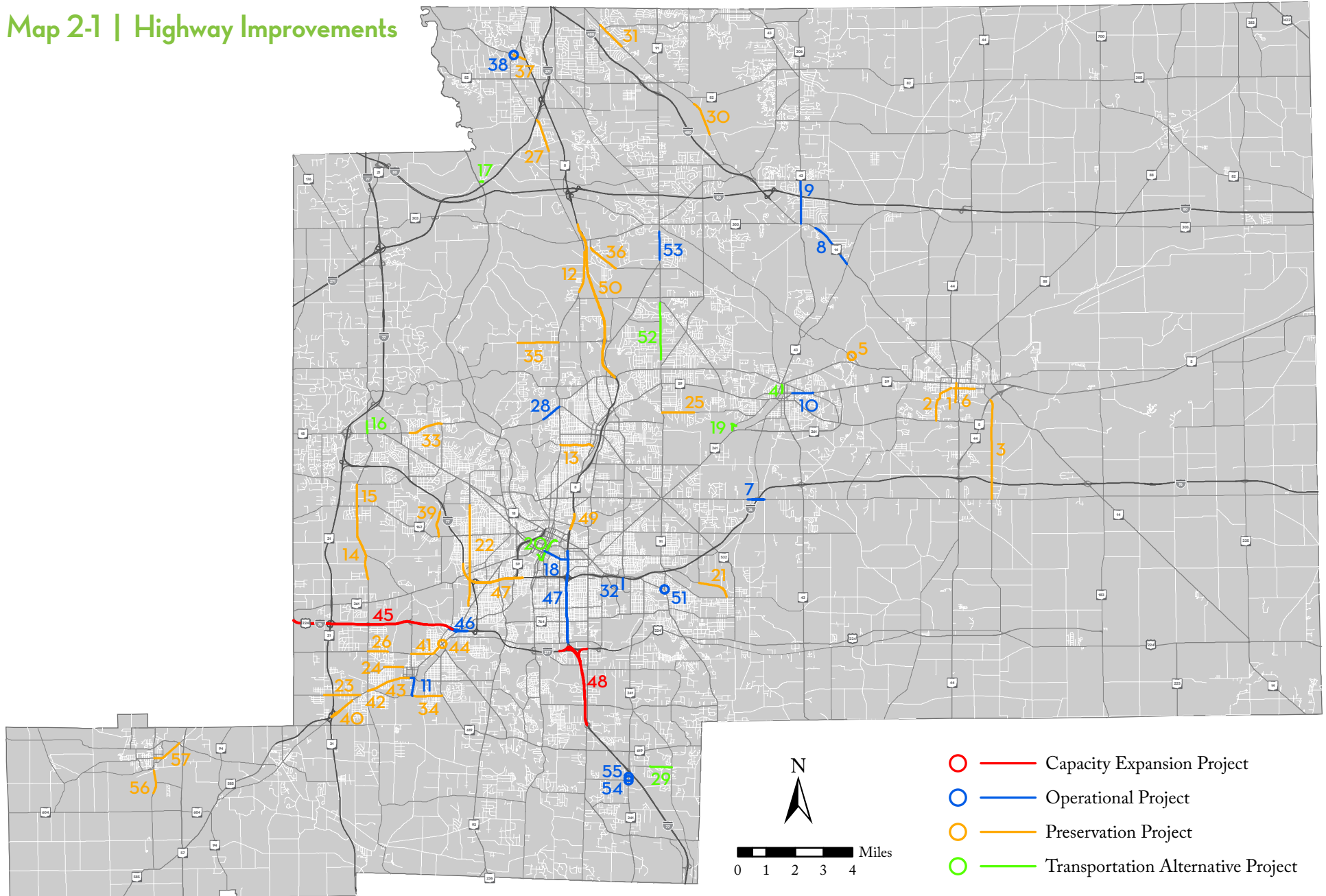
MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
31	112583	SUM - Ravenna Rd	1.10	Twinsburg Ravenna Rd from Chamberlin Rd to E Idlewood Dr	Resurfacing	STBG LOCAL	C C				432.0 108.0	549.8	Twinsburg	Exempt	PM2
32	84397	SUM - Seiberling Way - Phase 1	0.44	Akron Seiberling Way from Englewood St to Eagle St	New Road and New Bridge over Little Cuyahoga River	STBG LOCAL	C C				4,118.4 7,400.0	14,232.6	Akron	Analyze	PM2
33	108865	SUM - Smith Rd (CR 116) - 0.94	1.01	Bath Township Smith Rd (CR 116) from 900' West of Corunna to East Side of Sand Run Rd	Resurfacing	STBG LOCAL	C C		700.0 300.0			1,018.0	Summit County Engineer	Exempt	PM2
34	112735	SUM - Snyder Ave	1.04	Barberton Snyder Ave from 2nd St SW to 5th St SE	Resurfacing	STBG LOCAL	C C				612.0 153.0	778.8	Barberton	Exempt	PM2
35	102904	SUM - W Steels Corners Rd - Phase 1	2.40	Cuyahoga Falls W Steels Corners Rd from State Rd to Northampton Rd	Resurfacing	STBG LOCAL	C C	700.0 175.0				890.8	Cuyahoga Falls	Exempt	PM2
36	112743	SUM - Terex Rd	1.10	Hudson Terex Rd from Londonair Blvd to Barlow Rd (West)	Resurfacing	STBG LOCAL	C C				506.0 126.5	643.9	Hudson	Exempt	PM2
37	108141	SUM - Valley View Rd	0.45	Northfield Center Township Valley View Rd from SR 8 to Olde Eight Rd	Resurfacing	STBG LOCAL	C C			300.0 75.0		381.7	Summit County Engineer	Exempt	PM2
38	112797	SUM - Valley View Rd / Olde Eight Rd (CR 16) - 16.40	N/A	Northfield Center Township Valley View Rd / Olde Eight Rd Intersection	Intersection Improvements	CMAQ LOCAL CMAQ LOCAL	R R C C				32.0 8.0 228.0 57.0	333.2	Summit County Engineer	Exempt	PM2
39	108200	SUM - White Pond Dr	1.03	Copley Township White Pond Dr from Copley Rd to Akron South Corp Limit	Resurfacing	STBG LOCAL	C C		600.0 150.0			763.5	Summit County Engineer	Exempt	PM2
40	108498	SUM - Wooster Rd (CR 96) - 0.50	0.92	Norton Wooster Rd (CR 96) from SR 21 to Taylor Rd (Norton Corp Limit)	Resurfacing	STBG LOCAL	C C	767.2 291.8				1,065.7	Norton	Exempt	PM2
41	108372	SUM - Wooster Rd N / Norton Rd	1.00	Barberton Wooster Rd N from Norton Ave to Burt St Norton Rd from Barber Rd to Wooster Rd N	Resurfacing	STBG LOCAL	C C	76732 291.8				1,065.7	Barberton	Exempt	PM2
42	112740	SUM - Wooster Rd W	0.22	Barberton Wooster Rd W from 31st St SW to Hudson Run Rd	Resurfacing	STBG LOCAL	C C				231.8 58.0	295.0	Barberton	Exempt	PM2
43	108240	SUM - Wooster Rd W	2.15	Barberton Wooster Rd W from Hudson Run Rd to 2nd St NW	Reconstruction and Possible Road Diet	STBG LOCAL	C C			5,507.8 1,377.0		6,946.7	Barberton	Exempt	PM2
44	108370	SUM - Wooster Rd / State St	0.38	Barberton Wooster Rd / State St Intersection	Reconstruction of Concrete Pavement at Intersection	STBG LOCAL	C C		1,930.6 482.7			2,630.5	Barberton	Exempt	PM2
45	93501	SUM / MED - IR 76 - 00.00 / 11.43 DB	5.63	Norton and Barberton IR 76 from Medina County Line to Central Ave	Debt Service on Bonds Issued for Reconstruction Project	NHPP STATE	O O	7,661.0 1,915.2	7,259.3 1,882.3	7,397.7 1,849.4	7,266.1 1,816.5	89,048.4	ODOT	Analyze	PM2
46	96670	SUM - IR 76 - 5.53	5.62	Akron and Barberton IR 76 from Central Ave to 27th St	Debt Service on Bonds Issued for Reconstruction Project	NHPP	O	1,779.8	2,280.7	2,280.7	2,280.7	37,545.1	ODOT	Analyze	PM2
47	102329	SUM - IR 76 / IR 77 / SR 8 - 8.42 / 9.77 / 0.00	7.09	Akron IR 76 from Kenmore Leg to Princeton St and East of Grant St to School Rd IR 77 from Waterloo Rd to LaFollette St and Kenmore Leg to North of Vernon Odom Blvd SR 8 from IR 76 / IR 77 to Perkins St	Pavement Replacement and Additional Lane in Each Direction	FED STATE LOCAL NHPP STATE BONDS LOCAL	P P P C C C C	4,213.7 533.8 8.0 33,690.6 4,453.9 120,000.0 172.3				165,350.0	ODOT	Analyze	PM2
48	106002	SUM - IR 77 / IR 277 / US 224	2.73	Akron IR 77 from Arlington Rd to IR 277 / US 224	Provide 2 Lane Ramps at IR 77 / IR 277 Interchange and Additional Lanes on IR 77 from Arlington Rd to US 224	NHPP STATE NHPP STATE	P P C C	668.3 74.3 52,013.5 13,001.5				71,444.5	ODOT	Analyze	PM2
49	91710	SUM - SR 8 - 1.75	0.02	Akron SR 8 High Level Bridge over Cuyahoga River Valley	Replace 1 Major Bridge with 2 New Bridges (1 in Each Direction)	NHPP FED STATE	C C C		105,312.0 88.0 26,350.0			146,291.6	ODOT	Exempt	PM2
50	76721	SUM - SR 8 - 7.60-13.30	5.25	Stow and Hudson SR 8 from Graham Rd to Just North of SR 303	Debt Service on Bonds Issued for Reconstruction Project	NHPP	O	4,764.2	4,764.2	4,764.2	4,764.2	67,710.2	ODOT	Exempt	PM2



**Table 2-3
Highway Improvements**

MAP #	PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
51	93433	SUM - SR 91 / SR 18 - 1.75 (Canton Rd / E Market St)	0.01	Akron SR 91 (Canton Rd) at the Intersection with SR 18 (E Market St)	Intersection Realignment, New Roundabout	CMAQ HSIP LOCAL	C C C	788.3 2,000.0 433.9				4,300.5	Akron	Exempt	PM1 PM3
52	107814	SUM - SR 91 - 9.96 (Sidewalks)	1.91	Stow SR 91 from 500' S of Conwill Rd to Veterans Way	New Sidewalks	TASA LOCAL	C C	516.0 129.0				885.9	Stow	Exempt	PM1 PM3
53	106445	SUM - SR 91 - 13.45	1.14	Hudson SR 91 from Barlow Rd to Veterans Way	Add Two-Way Left Turn Lane, Bike Lanes and Sidewalk Improvements	HSIP LOCAL HSIP LOCAL HSIP CMAQ LOCAL	P P R R C C C	63.4 7.0 210.0 23.2 493.0 2,500.0 754.8				5,062.9	Hudson	Exempt	PM1 PM3
54	103173	SUM - SR 241 / Boettler Rd / Franks Pkwy	0.14	Green SR 241 at Boettler Rd / Franks Pkwy Intersection	Replace Signalized Intersection with Hybrid Roundabout	CMAQ LOCAL CMAQ LOCAL	R R C C	445.5 297.0 2,827.7 1,305.3				4,986.3	Green	Exempt	PM1 PM3
55	103172	SUM - SR 241 / Corporate Woods Cir - Phase 2	0.14	Green SR 241 at Corporate Woods Cir / Thorn Dr Intersection	Replace Signalized Intersection with Hybrid Roundabout	CMAQ LOCAL CMAQ LOCAL	R R C C	1,398.3 349.6 2,606.2 651.5				5,103.4	Green	Exempt	PM1 PM3
56	112549	WAY - CR 57 - 2.62 (S Main St)	1.18	Rittman S Main St from South Corp Line to Front St	Resurfacing and Minor Bridge Repairs	STBG LOCAL	C C				336.6 84.1	420.7	Rittman	Exempt	PM2
57	112543	WAY - CR 57 - 3.91 (E Ohio Ave)	1.01	Rittman E Ohio Ave from Main St to E Sunset Dr	Resurfacing and Minor Bridge Repairs	STBG LOCAL	C C				459.7 114.9	574.6	Rittman	Exempt	PM2

Map 2-1 | Highway Improvements



Statewide Line Items

Projects that meet certain criteria are not required to be listed in Table 2-3 of the Transportation Improvement Program (TIP) but still need to be recognized in the TIP. They may be grouped together by work type and/or geographic location and listed as statewide line items (SLI's). Table 2-4 is the current list and descriptions of the SLI's that are included in the 2021-2024 TIP. These projects all utilize federal funds but are not funded directly through AMATS funding sources.

The Ohio Department of Transportation (ODOT) provided the list of line item projects that need to be included in the 2021-2024 TIP. In most cases they are the project sponsor. This list provides important information to our transportation partners and well as the general public about projects scheduled during the TIP period. The use of statewide line items will significantly decrease the need for TIP amendments and provide more flexibility in the various programs.

When utilizing a statewide line item, the criteria below should be followed and met.

- Projects considered for a statewide line item must meet the following criteria:
 - Not regionally significant
 - Air quality status of exempt
 - Environmental document type of CE 2 or below
 - Non-capacity adding
 - Consistent with ODOT's and AMATS transportation plans
- An individual project utilizing a statewide line item does not require an amendment. However when a category of projects reaches a defined threshold then an amendment is required for that category.
- When requesting the use of a statewide line item on a phase of a project, the ODOT District is to coordinate the request with the Program Manager, AMATS, and the STIP Coordinator. Ellis will be updated by the STIP Coordinator.

Table 2-4
Highway Improvements (Statewide Line Items)

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
105550	POR - Silica Sand Rd (CR 253) Bridge	0.01	Portage County Silica Sand Rd Bridge over Eagle Creek	Bridge Replacement	FED LOCAL	C	935.8 49.3				1,029.2	Portage County Engineer	Exempt	PM2
109347	POR - N Water St (CR 502) - 0.18	0.29	Kent N Water St (CR 502) from Main St to Fairchild Ave	Resurfacing, Curb Extensions, Reconfigure On-Street Parking and Lighting	HSIP LOCAL	C	1,248.5 249.4				1,709.9	Kent	Exempt	PM1
101077	POR - IR 76 - 0.00-1.57	1.57	Brimfield Township IR 76 from Summit County Line to East of Tallmadge Rd	Concrete Pavement Repair	NHPP LOCAL	C			327.6 36.4		371.0	ODOT	Exempt	PM2
94009	POR - IR 76 - 1.57-9.53	7.96	Brimfield Township and Rootstown Township IR 76 from Tallmadge Rd to New Milford Rd	Resurfacing and Repairs to 14 Bridges	NHPP STATE	C			7,862.9 873.7		8,906.5	ODOT	Exempt	PM2
112778	POR - IR 76 - 9.73-13.55	3.82	Rootstown Township and Edinburg Township IR 76 from New Milford Rd to West of Rock Spring Rd	Resurfacing and Minor Bridge Rehab	NHPP STATE	C			1,804.6 200.5		2,035.1	ODOT	Exempt	PM2
102858	POR - IR 76 - 16.58 / 21.18	0.02	Palmyra Township IR 76 Bridges over John Thomas Rd and Mahoning Rd	Bridge Deck Replacement	NHPP STATE	C		2,407.5 267.5			3,375.2	ODOT	Exempt	PM2
105144	POR - IR 76 - 19.34-21.20	1.86	Palmyra Township IR 76 from Mahoning Rd to McClintocksborg Rd	Resurfacing and Bridge Repairs	NHPP STATE	C				2,273.6 252.6	2,576.2	ODOT	Exempt	PM2
109670	POR - IR 76 - 20.05 Slide	0.23	Palmyra Township IR 76 between McClintocksborg Rd and Jones Rd	Repair Slide Along IR 76	NHPP STATE	C			1,155.6 128.4		1,464.0	ODOT	Exempt	PM2
112776	POR - IR 480 - 0.00	1.45	Portage County	Minor Bridge Rehab on 3 Bridges	NHPP STATE	C				2,264.9 251.7	2,561.6	ODOT	Exempt	PM2
105860	POR - SR 14 - 12.96	0.01	Ravenna Township SR 14 Bridge over SR 5 / SR 44	Bridge Deck Replacement	NHPP STATE	C		2,208.8 552.2			3,440.0	ODOT	Exempt	PM2
110672	POR - SR 14 - 18.20-25.34 POR - SR 183 - 3.00-7.61 POR - SR 225 - 0.00-2.53	14.28	Edinburg Township, Deerfield Township and Atwater Township SR 14 from Rok Spring Rd to US 224 SR 183 from US 224 to SR 14 SR 225 from German Church Rd to US 224	Resurfacing	FED STATE	C			2,893.4 723.4		3,676.8	ODOT	Exempt	PM2
112808	POR - SR 43 - 7.51-9.89	2.38	Brimfield Township SR 43 from South of Tallmadge Rd to Kent Corp Limit	Resurfacing and Minor Bridge Rehab	NHPP STATE	C				624.0 156.0	802.5	ODOT	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
98377	POR - SR 43 / SR 43D - 11.78-12.19 / 12.28-13.21 POR - SR 43D - 0.00-0.35	0.76	Kent SR 43 from South of Main St to Mantua St SR 43 from Cuyahoga St to Kent North Corp Limit SR 43D from SR 43 to Main St and Bridge over CSX Railroad	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C		820.5 51.1 154.0			1,073.9	ODOT	Exempt	PM2
101270	POR - SR 43 - 12.28-13.21	0.93	Kent SR 43 from Cuyahoga St to Kent North Corp Limit	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C			742.6 80.5 105.2		971.8	ODOT	Exempt	PM2
96555	POR - SR 44 - 0.00-7.71 POR - SR 44 - 7.91-8.37	8.17	Randolph Township SR 44 from Stark County Line to Tallmadge Rd SR 44 from North of Tallmadge Rd to SR 5	Resurfacing and Minor Bridge Repairs	FED STATE	C C		2,800 700.0			3,589.8	ODOT	Exempt	PM2
102394	POR - SR 44 - 16.48-19.18	2.70	Shalersville Township SR 44 from North of Lake Rockwell Rd to North of SR 303	Resurfacing	FED STATE	C C		865.2 216.3			1,102.5	ODOT	Exempt	PM2
111007	POR - SR 82 - 6.14	0.25	Twinsburg SR 82 and Chamberlain Rd Intersection	Construct One Lane Roundabout at SR 82 and Chamberlain Rd	STATE STATE HSIP STATE	P R C C	13.5	173.8	2,118.6 235.4		3,054.0	ODOT	Exempt	PM1
110673	POR - SR 82 - 12.86-13.80 POR - SR 305 - 3.00-5.65	3.59	Hiram Township and Nelson Township SR 82 from Ryder Rd to East of SR 700 SR 305 from West of Brosius Rd to SR 282	Resurfacing	FED STATE	C C				1,254.4 313.6	1,589.1	ODOT	Exempt	PM2
105211	POR - SR 88 - 4.03-7.95 POR - SR 303 - 13.04-13.21	4.09	Ravenna Township and Freedom Township SR 88 from Cooley Rd to SR 303 SR 303 from SR 700 to SR 88 (East Junction)	Resurfacing and Minor Bridge Repairs	FED STATE	C C		1,242.2 310.5			1,607.0	ODOT	Exempt	PM2
110676	POR - SR 305 - 5.65-7.36 TRU - SR 305 - 0.00-1.57 TRU - SR 534 - 10.37-12.48	5.39	Nelson Township and Various Locations in Trumbull County SR 305 from SR 282 to Trumbull County Line	Resurfacing	FED STATE	C C	947.6 236.9				1,204.0	ODOT	Exempt	PM2
111661	SUM - Amazon	1.50	Akron Romig Rd from Vernon Odom Blvd to Kendale Rd	Full Depth Replacement and Widening of 7900' of Roadway	STATE LOCAL	C C	200.0 14,291.9				14,491.9	Akron	Exempt	PM2 PM3
110491	SUM - Bailey Rd / CSX	1.66	Cuyahoga Falls Bailey Rd at CSX Railroad Crossing	Modify / Upgrade Flashing Lights and Roadway Gates at CSX Railroad Crossing #142005B	FED	P	10				313.0	Ohio Rail Development Commission	Exempt	PM1
112085	SUM - Benner Rd (TR 236) - 0.01	0.01	New Franklin	Replace Bridge	FED LOCAL	C C		865.5 45.6			943.9	New Franklin	Exempt	PM2
107274	SUM - Boston Mills Rd - Phase 2	0.91	Boston Township Boston Mills Rd from Blue Hen Falls Driveway to 1200' West of Riverview Rd	Resurfacing	FED LOCAL	C C	286.0 263.5				569.4	Summit County Engineer	Exempt	PM2
112869	SUM - East Ave	2.20	Tallmadge East Ave from Community Rd to Portage County Line	Widen Roadway	HSIP STATE	P P				511.3 56.8	2,552.6	Tallmadge	Exempt	PM1
111728	SUM - Graham Rd (CR 29) - 5.72	0.02	Stow Graham Rd (CR 29) and Fishcreek Rd Intersection	Intersection Improvements	HSIP LOCAL HSIP LOCAL HSIP LOCAL	P P R R C C	47.8 5.3	45.0 5.0	791.0 176.4		1,135.3	Stow	Exempt	PM1 PM3
112467	SUM - Goodyear Blvd Bridge	0.01	Akron Goodyear Blvd Bridge over Wheeling & Lake Erie Railroad	Bridge Replacement	FED LOCAL	C C			2,000.0 1,200.0		3,315.2	Akron	Exempt	PM2
107018	SUM - Ingleside Dr Bridge	0.01	Hudson Ingleside Dr Bridge over Brandywine Creek	Bridge Replacement	FED LOCAL	C C	977.4 286.6				1,290.9	Hudson	Exempt	PM2
101636	SUM - Valley View Detention Pond	N/A	Hudson Valley View Rd approximately 1300' West of SR 91	Construct 2-3 Acre Detention Pond on North Side of IR 80	STATE LOCAL	C C	284.0 25.0				320.4	Hudson	Exempt	PM2



Table 2-4
Highway Improvements (Statewide Line Items)

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
106539	SUM - Wooster Rd / Robinson Ave	0.03	Barberton Wooster Rd W from Robinson Ave to 2nd St	Eliminate Westbound Outside Lane, Improve Intersection and Signal Coordination	HSIP LOCAL HSIP STATE LOCAL	P P C C C	48.0 5.3	793.0 150.0 88.1			1,247.0	Barberton	Exempt	PM1 PM3
111218	SUM - IR 76 - 6.40-6.57	0.17	Akron IR 76 from Kenmore Southbound Ramp to IR 277 Eastbound	Resurfacing	NHPP STATE	C C	360.0 40.0				525.7	ODOT	Exempt	PM2
88937	SUM - IR 77 - 15.87-19.51	3.64	Akron IR 77 from Vernon Odom Blvd to Akron West Corp Line	Resurfacing and Bridge Repairs	NHPP STATE	C C		5,414.6 601.6			6,129.4	ODOT	Exempt	PM2
105861	SUM - IR 77 - 22.30	0.02	Copley Township IR 77 Bridges over SR 21	Bridge Replacement	NHPP STATE NHPP STATE	P P C C	54.0 6.0		7,992.9 888.1		9,759.0	ODOT	Exempt	PM2
88939	SUM - IR 77 - 24.20-28.38	4.17	Bath Township IR 77 from Cleveland Massillon Rd to Everett Rd Overpass	Resurfacing and Bridge Repairs	NHPP STATE	C C			5,178.5 575.4		5,863.9	ODOT	Exempt	PM2
109076	SUM - IR 77 - 31.97	0.01	Richfield Township IR 77 at Furnace Run Structures	Stream Erosion Protection	NHPP STATE	C C	495.0 55.0				550.0	ODOT	Exempt	PM2
106885	SUM - IR 271 - 1.51	0.01	Richfield Township IR 271 over Southern Rd	Bridge Replacement	NHPP STATE NHPP STATE	P P C C		33.9 3.8		1,540.8 171.2	2,102.4	ODOT	Exempt	PM2
111417	SUM - IR 271 - 8.25	0.02	Boston Township Replace Bridges over Boston Mills Rd	Bridge Replacement	NHPP STATE NHPP STATE	E E P P	585.0 65.0		90.0 10.0		3,750.0	ODOT	Exempt	PM2
93101	SUM - IR 271 - 8.54-12.63	4.09	Boston Township and Northfield Center Township IR 271 from Boston Mills Rd Underpass to Aurora Rd	Resurfacing and Minor Bridge Repairs	NHPP STATE	C C				5,941.8 610.2	6,158.0	ODOT	Exempt	PM2
94016	SUM - IR 277 - 0.00-3.91 SUM - US 224 - 10.22	5.54	Akron IR 277 / US 224 from IR 76 (Kenmore Leg) to IR 77 US 224 from Arlington St to George Washington Blvd	Resurfacing, Minor Bridge Repairs and Culvert Repairs	NHPP STATE	C C			6,385.0 765.2		7,318.2	ODOT	Exempt	PM2
110698	SUM - IR 480 - 0.00-8.67 SUM - SR 91 - 19.07-19.33	8.93	Macedonia, Twinsburg, Twinsburg Township and Hudson IR 480 from Cuyahoga County Line to Portage County Line SR 91 from South of IR 480 to North of IR 480	Resurfacing and Minor Bridge Rehab	NHPP STATE	C C			8,629.7 958.9		9,746.1	ODOT	Exempt	PM2
110644	SUM - SR 18 - 0.00-2.64	2.64	Bath Township, Copley Township and Fairlawn SR 18 from Medina County Line to West of Fairlawn Corp Limit	Resurfacing	NHPP STATE	C C				1,112.4 278.1	1,417.5	ODOT	Exempt	PM2
101264	SUM - SR 18 - 4.91-6.56 SUM - SR 18 - 8.15-9.70	3.20	Akron SR 18 from Revere Rd to Westgate Cir SR 18 from East of Casterton Ave to SR 59	Resurfacing	NHPP LOCAL	C C	1,308.8 327.2				1,666.3	ODOT	Exempt	PM2
102744	SUM - SR 18 - 9.88-13.41	3.53	Akron SR 18 (E Market St) from Main St to IR 76	Resurfacing and Bridge Repairs	NHPP STATE LOCAL	C C C		1,990.6 64.0 433.7			2,576.8	ODOT	Exempt	PM2
112793	SUM - SR 21 - 5.14-7.41	2.27	Copley Township SR 21 from Norton Corp Limit to South of Wheeling and Lake Erie Railroad	Resurfacing and Minor Bridge Rehab on 3 Bridges	NHPP LOCAL	C C				1,648.0 412.0	2,100.0	ODOT	Exempt	PM2
110743	SUM - SR 59 - 7.83-12.67	1.57	Cuyahoga Falls, Silver Lake and Stow SR 59 from South of Front St to Portage County Line	Resurfacing and Minor Bridge Rehab	NHPP STATE LOCAL	C C C				2,152.1 40.8 497.2	2,714.0	ODOT	Exempt	PM2
102745	SUM - SR 91 - 8.01-11.86	3.85	Munroe Falls and Stow SR 91 (Darrow Rd) from South of N River Rd to South of Mac Dr	Resurfacing and Minor Bridge Repairs	NHPP STATE LOCAL	C C C				1,651.2 21.4 391.4	2,124.0	ODOT	Exempt	PM2

**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
106136	SUM - SR 91 - 14.54	0.01	Hudson SR 91 Bridge over Brandywine Creek	Bridge Replacement	NHPP STATE NHPP STATE LOCAL	P P C C C	32.1 8.0		452.0 113.0 200.0		1,210.5	ODOT	Exempt	PM2
102742	SUM - SR 93 - 9.10-11.40 SUM - SR 162 - 7.26-8.05 SUM - SR 162 - 8.56-8.83	1.78	Akron SR 93 from Wilbeth Rd to Vernon Odom Blvd SR 162 from West of Storer Ave to East of Diagonal Rd SR 162 from Crestwood Ave to East of Oviatt Pl	Resurfacing	FED LOCAL	C C		1,318.4 329.6			1,714.0	ODOT	Exempt	PM2
110668	SUM - SR 176 - 0.25-5.59 SUM - SR 303 - 0.00-5.49	10.83	Richfield and Richfield Township SR 176 from Wheatly Rd to Luther Rd SR 303 from Medina County Line to Peninsula Corp Limit	Resurfacing	FED STATE	C C			1,871.2 447.7		2,371.4	ODOT	Exempt	PM2
102737	SUM - SR 241 - 7.78-10.32 SUM - SR 764 - 2.20-3.00 SUM - SR 764 - 3.86-4.16	3.64	Akron SR 241 from Toombs Dr to Glaser Pa SR 764 from Allendale Ave to East of Triplett Blvd and West of Landon St to SR 241	Resurfacing	NHPP FED STATE LOCAL	C C C C			1,236.0 451.2 8.3 413.5		2,178.0	ODOT	Exempt	PM2
111012	SUM - SR 261 - 8.19-8.24	0.05	Akron SR 261 / Rand Ave and SR 261 / Dart Ave	Signal Upgrade / Replacement and New Pedestrian Buttons / Signals	HSIP STATE	C C	990.0 164.3				1,360.4	Akron	Exempt	PM2
106881	WAY - CR 133 (Black Diamond Rd) - 2.10	0.01	Chippewa Township CR 133 (Black Diamond Rd) 0.125 Miles North of Bieri Rd	Bridge Replacement	FED LOCAL FED LOCAL	P P C C			82.6 4.3 908.3 47.8		1,046.0	Wayne County Engineer	Exempt	PM2
101439	WAY - SR 21 - 0.00	5.86	Chippewa Township SR 21 from Stark County Line to Summit County Line	Major Roadway Rehabilitation	NHPP STATE	C C				20,861.5 5,215.4	26,374.8	ODOT	Exempt	PM2
110923	WAY - SR 21 - 1.86	N/A	Chippewa Township SR 21 North of Galehouse Rd	Culvert Lining	STATE	C		220.0			258.0	ODOT	Exempt	PM2
95581	WAY - SR 94 - 16.73	0.01	Chippewa Township SR 94 approximately 1200' South of Warwick Rd	Bridge Replacement	STATE FED STATE	R C C	80.0		640.0 160.0		1,157.1	ODOT	Exempt	PM2
110282	WAY - SR 94 - 18.76	N/A	Chippewa Township	Jack & Bore Culvert Replacement (Moved from PID# 101449)	FED STATE	C C	132.0 33.0				277.5	ODOT	Exempt	PM2
101380	D04 BH FY2021 (West)	N/A	Summit County	Deck Sealing of 39 Structures in Summit County	NHPP FED STATE	C C C	1,819.0 428.0 428.0				2,725.0	ODOT	Exempt	PM2
103024	D04 BH FY2022 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C		4,494.0 856.0			5,450.0	ODOT	Exempt	PM2
105170	D04 BH FY2023 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C			856.0 214.0		1,170.0	ODOT	Exempt	PM2
107247	D04 BH FY2024 (West)	N/A	Portage, Stark and Summit Counties	Bridge Maintenance of Structures in Portage, Stark and Summit Counties	FED STATE	C C				3,880.0 970.0	4,910.0	ODOT	Exempt	PM2
107249	D04 BP FY2024 (West)	N/A	Portage, Stark and Summit Counties	Bridge Painting	NHPP FED STATE	C C C				2,011.6 85.6 256.8	2,414.0	ODOT	Exempt	PM2
111632	D04 CS FY2021 (West)	N/A	Districtwide	Crack Sealing	STATE	C	1,030.0				1050.0	ODOT	Exempt	PM2
111633	D04 FEN FY2021 (West)	N/A	Districtwide	Fence Installation and Repair	STATE	C	192.5				195.3	ODOT	Exempt	PM2
111617	D04 GR FY2021 (West)	N/A	Districtwide	Guardrail Maintenance and Repair	STATE	C	1,236.0				1,260.0	ODOT	Exempt	PM2
103432	D04 GR FY2021 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C	770.0				780.0	ODOT	Exempt	PM2
103433	D04 GR FY2022 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C		770.0			780.0	ODOT	Exempt	PM2
106278	D04 GR FY2023 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C			770.0		780.0	ODOT	Exempt	PM2



**Table 2-4
Highway Improvements (Statewide Line Items)**

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS	TPM
107764	D04 GR FY2024 (Systematic)	N/A	Districtwide	Systematic Guardrail Maintenance and Repair	STATE	C				770.0	780.0	ODOT	Exempt	PM2
106204	D04 LG FY2022	N/A	Summit and Stark Counties SUM IR 271 Rest Area STA US 30 / Raff Rd / Whipple Ave	Lighting Improvements	STATE	C		1,070.0			1,090.0	ODOT	Exempt	PM2
111629	D04 LOOP FY2022	N/A	Districtwide	Loop Maintenance and Repair	STATE	C		165.0			168.0	ODOT	Exempt	PM2
111624	D04 PM FY2021 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C	1,280.0				1,300.0	ODOT	Exempt	PM2
106294	D04 PM FY2022 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C		1,030.0			1,050.0	ODOT	Exempt	PM2
106295	D04 PM FY2023 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C			1,030.0		1,050.0	ODOT	Exempt	PM2
109830	D04 PM FY2024 (West)	N/A	Portage, Stark and Summit Counties	Pavement Markings	STATE	C				1,030.0	1,050.0	ODOT	Exempt	PM2
106302	D04 PM FY2022 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C		520.0			530.0	ODOT	Exempt	PM2
106303	D04 PM FY2023 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C			520.0		530.0	ODOT	Exempt	PM2
109832	D04 PM FY2024 (WO)	N/A	Districtwide	Pavement Markings Work Order	STATE	C				520.0	530.0	ODOT	Exempt	PM2
106306	D04 RPM FY2021	N/A	Districtwide	Install Raised Pavement Markers	STATE	C	171.6				175.6	ODOT	Exempt	PM2
106307	D04 RPM FY2022	N/A	Districtwide	Install Raised Pavement Markers	STATE	C		220.0			224.0	ODOT	Exempt	PM2
106308	D04 RPM FY2023	N/A	Districtwide	Install Raised Pavement Markers	STATE	C			220.0		224.0	ODOT	Exempt	PM2
109828	D04 RPM FY2021	N/A	Districtwide	Install Raised Pavement Markers	STATE	C				220.0	224.0	ODOT	Exempt	PM2
110489	D04 SIGN FY2023 (Systematic)	N/A	Districtwide	Sign Upgrades	STATE	C			935.0		941.0	ODOT	Exempt	PM2
111620	D04 SP FY2021 (West)	N/A	Portage, Stark and Summit Counties	Pavement Preventative Maintenance	STATE	D	780.0				795.0	ODOT	Exempt	PM2
111645	D04 TSG FY2021	N/A	Districtwide	Replacement of Signals	FED STATE	C	218.0 54.5				328.7	ODOT	Exempt	PM2
112697	FACD04 POR IR 76 RA PARKING LOTS	N/A	Districtwide	Rest Area Parking Lots Eastbound and Westbound	STATE	C	4,280.0				4,680.0	ODOT	Exempt	PM2
105059	MAH / POR MCRO FY2023	N/A	Mahoning and Portage Counties MAH SR 45 - 11.77-14.15 POR SR 88 - 11.13-12.00 POR SR 88 - 12.63-13.70	Microsurfacing of Various Roadways	FED STATE	C			332.8 83.2		450.5	ODOT	Exempt	PM2
103275	MAH / POR SIGN FY2024 (Systematic)	N/A	Various Locations in Mahoning and Portage Counties	Systematic 2-Lane Sign Replacements	STATE	C				925.0	1,112.5	ODOT	Exempt	PM2
108828	POR / STA CULVERT FY2021	N/A	Portage and Stark Counties	Culvert Repair and Replacements	STATE	C	990.0				1,296.1	ODOT	Exempt	PM2
105120	POR / SUM MCRO FY2022	7.55	Mantua Township, Macedonia and Northfield POR SR 82 POR SR 183 SUM SR 8	Microsurfacing of Various Roadways	FED STATE	C		1,071.2 267.8			1,406.5	ODOT	Exempt	PM2
96560	POR / TRU MCRO FY2021	15.12	Various Locations POR SR 44 - 19.18-22.14 / 24.19-26.76 POR SR 82 13.80-17.89 POR SR 225 10.26-15.76	Microsurfacing	FED NHPP STATE	C	1,648.0 988.8 659.2				3,338.5	ODOT	Exempt	PM2
112261	POR - PAVEMENT MARKINGS FY2021	N/A	Various Locations in Portage County	Pavement Markings	FED LOCAL	C	150.0 6.0				158.7	Portage County Engineer	Exempt	PM2
103277	STA / SUM - SIGNS FY2021 (Systematic)	N/A	Stark and Summit Counties	Systematic 2-Lane Sign Replacements	STATE	C	1,100.0				1,350.0	ODOT	Exempt	PM2

Transit Improvements

The transit portion of the AMATS TIP FY 2021-2024 includes projects programmed for the area's transit operators, earmark projects administered through the Federal Transit Administration, and for projects associated with the coordination of public transit and human service agencies utilizing the Specialized Transportation (Enhanced Mobility for the Elderly and Disabled) Program. These projects use available federal, state, and local funds to subsidize expenditures for capital items, maintenance, planning, and operations. This chapter is organized by the following sections:

Summary of FY 2018-2020 Transit Project Activity

The following tables, labeled as 3-1, provide status reports for the transit projects that were programmed for the fiscal years 2018, 2019 and 2020 of the TIP. Most of these projects were sponsored by METRO RTA and PARTA, and utilized funding from the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program for the purchase of replacement buses and the capitalized costs of preventive maintenance.

In addition, METRO and PARTA are supplementing their purchase of replacement buses with funds from the Congestion Mitigation Air Quality Program. Furthermore, ODOT has awarded funds to METRO and PARTA from the state's share of Surface Transportation Block Program funds, administered through the Federal Highway Administration (FHWA). Recent awards to the area's transit agencies have also included funds through the Ohio Transit Partnership Program (OTP2). Presently, ODOT is utilizing state general revenue funds (GRF) to finance OTP2 projects.

Also shown in the tables are the projects that were awarded through the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program. This program is redundant to the Section 5307 Program and provides capital funding to replace, rehabilitate and purchase buses and related equipment, as well as to construct bus-related facilities.

**Table 3-1 (FY 2018)
Transit Projects Activity**

		Total Project Cost	Federal Transit Funding		Grant / Project Status
Project Description	PID #	Amount	Source		
METRO REGIONAL TRANSIT AUTHORITY					
Capital					
Local Capital Projects - Various	99094	\$8,500,000	\$0	N/A	N/A
10 Small Buses	99090	\$950,000	\$760,000	Sec. 5307	Awarded
6 Large Buses	99089	\$3,090,000	\$2,472,000	Sec. 5307	Awarded
2 Large Buses	99089	\$1,030,000	\$824,000	Sec. 5339	Awarded
6 Large Buses	94960	\$2,700,000	\$2,160,000	Sec. 5307	Awarded
2 Large Buses	94960	\$900,000	\$720,000	Sec. 5339	Awarded
Enhanced Mobility for the Elderly and Disabled	104055	\$1,162,893	\$930,314	Sec. 5310	Awarded
12 Small CNG Buses	94962	\$1,260,000	\$1,008,000	Sec. 5307	Awarded
Support Equipment - Shelters, Benches	94967	\$81,250	\$65,000	Sec. 5307	Awarded
Support Equipment - Shelters, Benches	99092	<u>\$81,250</u>	<u>\$65,000</u>	Sec. 5307	Awarded
		\$19,755,393	\$9,004,314		
Operating-Related					
Preventive Maintenance	94966	\$765,120	\$612,096	STP-S (UTP)	Awarded
Preventive Maintenance	94966	\$2,500,000	\$2,000,000	STP-S (OTPPP)	Awarded
Preventive Maintenance	94966	\$3,828,630	\$3,000,000	Sec. 5307	Awarded
Preventive Maintenance	99091	<u>\$5,443,750</u>	<u>\$3,680,000</u>	Sec. 5307	Awarded
		\$12,537,500	\$9,292,096		
Planning					
Operational Planning	99095	<u>\$740,000</u>	<u>\$0</u>	N/A	N/A
		\$740,000	\$0		
2018 METRO TOTALS		\$33,032,893	\$18,296,410		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
Capital					
Tranit Enhancements - Pedestrian Access	99294	\$41,250	\$33,000	Sec. 5307	Awarded
2 Large CNG Buses	102310	\$1,037,500	\$830,000	CMAQ-S (DERG)	Awarded
2 Large Buses	99823	\$1,000,000	\$800,000	CMAQ-S	Awarded
CNG Fueling Pump	106860	<u>\$89,274</u>	<u>\$89,274</u>	CMAQ-S (OTPPP)	Awarded
		\$2,168,024	\$1,752,274		
Operating-Related					
Preventive Maintenance	99295	<u>\$1,040,218</u>	<u>\$800,000</u>	STP-S (OTPPP)	Awarded
		\$1,040,218	\$800,000		
Planning					
Operational Planning	99310	<u>\$75,000</u>	<u>\$0</u>	N/A	N/A
		\$75,000	\$0		
2018 PARTA TOTALS		\$3,283,242	\$2,552,274		
TOTAL PROJECT COST		\$36,316,135	\$20,848,684		

Table 3-1 (FY 2019)
Transit Projects Activity

Project Description	PID #	Total Project Cost	Federal Transit Funding Amount	Source	Grant / Project Status
METRO REGIONAL TRANSIT AUTHORITY					
Capital					
Local Capital Projects - Rail Repairs, Building Renovation	99101	\$6,500,000	\$0	N/A	N/A
32 Small Buses	99097	\$3,450,000	\$2,760,000	Sec. 5307, CMAQ-S (TPPP)	Awarded
2 Large Buses	99096	\$1,030,000	\$824,000	Sec. 5307	Awarded
1 Large Bus	99096	\$515,000	\$412,000	Sec. 5339	Awarded
3 Small Buses	108907	\$341,162	\$272,930	Sec. 5339	Awarded
4 Large Buses	99826	\$2,750,000	\$2,200,000	CMAQ-S/A	Awarded
Enhanced Mobility for the Elderly and Disabled	108908	\$1,080,066	\$862,964	Sec. 5310	Awarded
Support Equipment - Shelters, Benches	99099	<u>\$81,250</u>	<u>\$65,000</u>	Sec. 5307	Awarded
		\$15,747,478	\$7,638,893		
Operating-Related					
Preventive Maintenance	99098	\$798,616	\$638,893	STBG-S (UTP)	Awarded
Preventive Maintenance	99098	<u>\$5,000,000</u>	<u>\$4,000,000</u>	Sec. 5307	Awarded
		\$5,798,616	\$4,638,893		
Planning					
Operational Planning	99102	<u>\$775,000</u>	<u>\$0</u>	N/A	N/A
		\$775,000	\$0		
2019 METRO TOTALS		\$22,321,094	\$12,035,787		
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY					
Capital					
Bus Storage Facility - CNG	104386	\$3,994,344	\$3,195,475	Sec. 5307, Sec. 5339-b	Awarded
2 Large Buses	99825	\$1,000,000	\$800,000	CMAQ-S/A	Awarded
5 Small Buses	99311	\$413,000	\$413,000	CMAQ-S (OTPPP)	Awarded
Enhanced Mobility for the Elderly and Disabled	108909	\$293,902	\$235,122	Sec. 5310	Awarded
On-Board Computers, NEORIDE Coordination	109552	\$265,053	\$212,050	STBG-S (OTPPP)	Awarded
Security Cameras and Networking Equipment	109590	<u>\$50,000</u>	<u>\$50,000</u>	STBG-S (OTPPP)	Awarded
		\$6,016,299	\$4,905,647		
Operating-Related					
Preventive Maintenance	99312	<u>\$1,243,703</u>	<u>\$1,000,000</u>	STBG-S (OTPPP)	Awarded
		\$1,243,703	\$1,000,000		
Planning					
Operational Planning	99314	<u>\$75,000</u>	<u>\$0</u>	N/A	N/A
		\$75,000	\$0		
2019 PARTA TOTALS		\$7,335,002	\$5,905,647		
TOTAL PROJECT COST		\$29,656,096	\$17,941,434		

Table 3-1 (FY 2020)
Transit Projects Activity

Project Description	PID #	Total Project Cost	Federal Transit Funding Amount	Source	State Funding	Grant / Project Status
METRO REGIONAL TRANSIT AUTHORITY						
Capital						
Local Capital Projects - Rail Repairs, Building Renovation	104359	\$6,000,000	\$0	N/A	\$0	N/A
10 Small Buses	104355	\$950,000	\$760,000	Sec. 5307	\$0	Awarded
6 Large Buses	104354	\$3,090,000	\$2,472,000	Sec. 5307	\$0	Awarded
2 Large Buses	104354	\$1,040,000	\$832,000	Sec. 5339	\$0	Awarded
2 Large Buses	109358	\$1,048,963	\$734,274	CMAQ-S (DERG)	\$0	Awarded
2 Non-Revenue Support Vehicles	111275	\$140,000	\$98,000	Sec. 5307	\$42,000	Awarded
Support Equipment - Shelters, Benches, Signs	104358	\$81,250	\$65,000	Sec. 5307	\$0	Awarded
Cameras / Surveillance Equipment	111275	\$1,200,000	\$410,000	Sec. 5307	\$790,000	Awarded
Admin Building & Transit Center - Maintenance & Rehab	111276	\$303,000	\$212,100	Sec. 5307	\$0	Awarded
Gent Rd Park and Ride Lot - Rehab	111276	\$30,000	\$21,000	Sec. 5307	\$0	Awarded
Radio Equipment Acquisition	111275	\$800,000	\$280,000	Sec. 5307	\$520,000	Awarded
IT Hardware Acquisition	111275	\$210,000	\$0	N/A	\$210,000	Awarded
Hybrid Bus Mid-Life Rehab	111277	\$240,000	\$168,000	Sec. 5307	\$0	Awarded
Bus Shelters - Design, Acquisition, Construction	111279	\$500,000	\$150,000	Sec. 5307	\$350,000	Awarded
NEORide Fare Validation Equipment	111499	\$847,855	\$0	N/A	\$847,855	Awarded
Downtown Transit Center Rehab - Siding	112804	<u>\$197,500</u>	<u>\$158,000</u>	Sec. 5339	\$0	Awarded
		\$16,678,568	\$6,360,374		\$2,759,855	
Operating-Related						
Preventive Maintenance	104357	<u>\$5,443,750</u>	<u>\$3,680,000</u>	Sec. 5307	<u>\$675,000</u>	Awarded
		\$5,443,750	\$3,680,000		\$675,000	
Planning						
Strategic Plan, Bus Rapid Transit Feasibility Study	111278	\$1,340,000	\$938,000	Sec. 5307	\$240,000	Awarded
Operational Planning	99095	<u>\$740,000</u>	<u>\$0</u>	N/A	<u>\$0</u>	N/A
		\$2,140,000	\$938,000		\$240,000	
2020 METRO TOTALS		\$24,262,318	\$10,978,374		\$3,674,855	
PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY						
Capital						
6 Small Buses	104391	\$41,250	\$33,000	Sec. 5307	\$33,000	Awarded
2 Large Buses	112319					
1 Large Bus	109540					
1 Large Bus	112479					
2 Non-Revenue Support Vehicles	111292	\$1,037,500	\$830,000	CMAQ-S (DERG)	\$830,000	Awarded
Maintenance KCG Parking Deck	111292					
Shop Maintenance Equipment	111292					
Transit Enhancements - Pedestrian Access	104392					
NEORide Fare Validation Equipment	111499	<u>\$89,274</u>	<u>\$89,274</u>	CMAQ-S (OTPPP)	<u>\$89,274</u>	Awarded
		\$2,168,024	\$1,752,274		\$1,752,274	
Operating-Related						
Preventive Maintenance	104390	<u>\$1,040,218</u>	<u>\$800,000</u>	STP-S (OTPPP)	<u>\$800,000</u>	Awarded
		\$1,040,218	\$800,000		\$800,000	
Planning						
Operational Planning	104388	<u>\$75,000</u>	<u>\$0</u>	N/A	<u>\$0</u>	N/A
		\$75,000	\$0		\$0	
2020 PARTA TOTALS		\$3,283,242	\$2,552,274		\$2,552,274	
TOTAL PROJECT COST		\$36,316,135	\$20,848,684		\$20,848,684	



FY 2021-2024 Transit Improvements

Project Priorities

As the Metropolitan Planning Organization (MPO) for the area, AMATS is responsible for programming public transportation projects for the two transit providers, METRO and PARTA. METRO and PARTA submit projects to AMATS for programming in the TIP. These projects are drawn from the AMATS Regional Transportation Plan. The submissions from METRO and PARTA are evaluated and prioritized as described in the AMATS Funding Policy Guidelines. Priorities are based on AMATS Regional Goals and Objectives. The projects are then programmed by year in the TIP based on the evaluations, timing of the projects, and the availability of funding. Most transit projects submitted to AMATS request funding through the FTA Section 5307 Urbanized Area Formula Program. The Akron Urbanized Area receives an annual apportionment from this program. In addition, METRO and PARTA receive, by agreement, a portion of the Cleveland Urbanized Area's Section 5307 funds for the northern part of their service area in each of their respective counties. The bulk of Section 5307 funds that METRO and PARTA utilize are derived from the Akron Urbanized Area's apportionment.

Medina County Public Transit (MCPT) receives a small portion of Section 5307 funds for serving portions of the Wadsworth area. Wadsworth is in Medina County, and thus falls under the purview of NOACA, the MPO serving the greater Cleveland area. MCPT projects are programmed in the NOACA TIP. The fiscal constraint analyses for METRO and PARTA contained in this TIP take into consideration the urbanized area allocation of federal funds and the incongruous and variable nature of urbanized areas and consequent MPO boundaries. Further discussions of these issues are contained in the attached AMATS Funding Policy Guidelines, as well as the Memorandum of Understanding (MOU) with MCPT (AMATS Resolution 2012-22; December 13, 2012). Because of these boundary variations, Greater Cleveland RTA (GCRTA) also receives a small portion of Akron Urbanized Area funds.

In addition, the FTA Section 5339 Bus and Bus Facilities Formula Program provides capital assistance for new and replacement buses and related equipment and facilities. Presently, METRO and PARTA are the only transit operators utilizing Section 5339 funds from the Akron Urbanized Area's apportionment.

Programmed Transit Projects for FY 2021-2024

The FY 2021-2024 TIP includes capital, maintenance, planning, and operating expenditures for METRO and PARTA. As discussed above, the primary source of federal funding for capital and maintenance projects is the FTA Section 5307 Program. Capital projects may also be funded through the FTA Section 5339 Program. Operating expenditures are funded mainly through the respective county-wide sales taxes and farebox returns.

Also included in the TIP are funds for the Specialized Transportation (FTA Section 5310 Enhanced Mobility for the Elderly and Disabled) Program, formerly administered by ODOT. These funds are awarded on a biennial basis as part of the implementation of the area's Coordinated Public Transit / Human Services Transportation Plan to provide transportation services that meet the special needs of elderly persons and persons with disabilities. These funds may be used for capital or operating expenses. Project selection is administered by AMATS.

The tables labeled as 3-2 list all of the transit projects that are programmed for implementation for the FYs 2021 through 2024. A summary table follows. The FY TIP 2021-2024 includes \$40.6 million in federal funds for capital projects, and \$17.9 million in federal funds for preventive maintenance expenditures. No Section 5307 or 5339 funds are programmed for planning activities. Planning activities for both METRO and PARTA are presently being funded through local sources.

**Table 3-2 (METRO Regional Transit Authority)
Transit Improvements**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
METRO	30.09.00	Operating	104367			Exempt	Operating	2021					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2021					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2021	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2021			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Transit Buses	104363	20	Replacement	Exempt	Capital	2021	\$1,600,000	5307			\$400,000	Dedicated Local Tax	\$2,000,000
METRO	11.12.01	Large Transit Buses	104362	4	Replacement	Exempt	Capital	2021	\$1,800,000	5307 / 5339			\$450,000	Dedicated Local Tax	\$2,250,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2021	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2021	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2022					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2022					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2022	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2022			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Transit Buses	104363	20	Replacement	Exempt	Capital	2022	\$1,600,000	5307			\$400,000	Dedicated Local Tax	\$2,000,000
METRO	11.12.01	Large Transit Buses	104362	11	Replacement	Exempt	Capital	2022	\$4,900,000	5307 / 5339			\$1,200,000	Dedicated Local Tax	\$6,100,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2022	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2022	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	11.12.07	Commuter Buses	112221	2	Replacement	Exempt	Capital	2022	\$1,120,000	5307			\$280,000	Dedicated Local Tax	\$1,400,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2023					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2023					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2023	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2023			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Buses (LTVs) - <30'	104363	10	Replacement	Exempt	Capital	2023	\$800,000	5307			\$200,000	Dedicated Local Tax	\$1,000,000
METRO	11.12.01	Large Transit Buses	104362	13	Replacement	Exempt	Capital	2023	\$5,800,000	5307 / 5339			\$1,450,000	Dedicated Local Tax	\$7,250,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2023	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2023	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	11.12.07	Commuter Buses	112221	6	Replacement	Exempt	Capital	2023	\$3,360,000	5307			\$840,000	Dedicated Local Tax	\$4,200,000
METRO	11.12.01	Large Transit Buses - CNG	112270	3	Replacement	Exempt	Capital	2023	\$1,560,000	CMAQ			\$390,000	Dedicated Local Tax	\$1,950,000
METRO	30.09.00	Operating	104367			Exempt	Operating	2024					\$55,600,000	Dedicated Local Tax	\$55,600,000
METRO	44.22.00	Planning	104368			Exempt	Planning	2024					\$825,000	Operating Revenue	\$825,000
METRO	11.7A.00	Preventive Maintenance	104364			Exempt	Capital	2024	\$3,680,000	5307	\$675,000	UTP (GRF)	\$1,088,750	Dedicated Local Tax	\$5,433,750
METRO	11.42.20	Capital Equipment	112220			Exempt	Capital	2024			\$1,500,000	OTP2 (GRF)	\$375,000	Dedicated Local Tax	\$1,875,000
METRO	11.12.04	Small Buses (LTVs) - <30'	104363	18	Replacement	Exempt	Capital	2024	\$1,440,000	5307			\$360,000	Dedicated Local Tax	\$1,800,000
METRO	11.12.01	Large Transit Buses	104362	16	Replacement	Exempt	Capital	2024	\$7,040,000	5307 / 5339			\$1,760,000	Dedicated Local Tax	\$8,800,000
METRO	11.92.02	Bus Shelters, Bus Stops	104365			Exempt	Capital	2024	\$160,000	5307			\$40,000	Dedicated Local Tax	\$200,000
METRO	11.44.03	Capital Projects - Building Rehab	104366			Exempt	Capital	2024	\$500,000	5307			\$4,500,000	Dedicated Local Tax	\$5,000,000
METRO	44.23.02	Bus Rapid Transit Feasibility Study	112487			Exempt	Planning	2024	\$80,000	STBC-A			\$20,000	Dedicated Local Tax	\$100,000
METRO	11.12.01	Large Transit Buses - CNG	112245	3	Replacement	Exempt	Capital	2024	\$1,260,000	CMAQ			\$315,000	Dedicated Local Tax	\$1,575,000
		TOTALS							\$49,720,000		\$8,700,000		\$257,780,000		\$316,200,000

**Table 3-2 (Portage Area Regional Transportation Authority)
Transit Improvements**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
METRO	30.09.00	Operating	104393			Exempt	Operating	2021			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
METRO	44.22.00	Planning	104395			Exempt	Planning	2021					\$65,000	Operating Revenue	\$65,000
METRO	11.7A.00	Preventive Maintenance	104396			Exempt	Capital	2021	\$800,000	5307	\$230,000	UTP (GRF)			\$1,030,000
METRO	11.12.04	Small Buses (LTVs) - <30'	104397	6	Replacement	Exempt	Capital	2021	\$312,000	5307			\$78,000	Dedicated Local Tax	\$390,000
METRO	11.12.02	Large CNG Transit Buses - 35'	102992	2	Replacement	Exempt	Capital	2021	\$832,000	CMAQ			\$208,000	Dedicated Local Tax	\$1,040,000
METRO	30.09.00	Operating	111771			Exempt	Operating	2022			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
METRO	44.22.00	Planning	111772			Exempt	Planning	2022					\$65,000	Operating Revenue	\$65,000
METRO	11.7A.00	Preventive Maintenance	111774			Exempt	Capital	2022	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
METRO	11.12.15	Small Transit Vans	111781	6	Replacement	Exempt	Capital	2022	\$320,000	5339			\$80,000	Dedicated Local Tax	\$400,000
METRO	11.12.02	Large CNG Transit Buses - 35'	111777	2	Replacement	Exempt	Capital	2022	\$920,000	CMAQ			\$230,000	Dedicated Local Tax	\$1,150,000
METRO	30.09.00	Operating	111790			Exempt	Operating	2023			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
METRO	44.22.00	Planning	111791			Exempt	Planning	2023					\$65,000	Operating Revenue	\$65,000
METRO	11.7A.00	Preventive Maintenance	111792			Exempt	Capital	2023	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
METRO	11.12.04	Small Buses (LTVs) - <30'	111794	3	Replacement	Exempt	Capital	2023	\$206,400	5307			\$51,600	Dedicated Local Tax	\$258,000
METRO	11.12.15	Small Transit Vans	111795	4	Replacement	Exempt	Capital	2023	\$214,400	5339			\$53,600	Dedicated Local Tax	\$268,000
METRO	11.92.05	Transit Enhancements - Pedestrian Access	111798			Exempt	Capital	2023	\$45,000	5307			\$11,250	Dedicated Local Tax	\$56,250
METRO	11.12.02	Large Diesel Transit Buses - 35'	111799	2	Replacement	Exempt	Capital	2023	\$830,000	5307			\$207,500	Dedicated Local Tax	\$1,037,500
METRO	30.09.00	Operating	111800			Exempt	Operating	2024			\$100,000	E & D Fare Assist (GRF)	\$5,000,000	Dedicated Local Tax	\$5,100,000
METRO	44.22.00	Planning	111801			Exempt	Planning	2024					\$65,000	Operating Revenue	\$65,000
METRO	11.7A.00	Preventive Maintenance	111802			Exempt	Capital	2024	\$800,000	5307	\$200,000	UTP (GRF)			\$1,000,000
METRO	11.12.04	Small Buses (LTVs) - <30'	111803	5	Replacement	Exempt	Capital	2024	\$348,000	5339			\$87,000	Dedicated Local Tax	\$435,000
METRO	11.12.02	Large Diesel Transit Buses - 35'	111805	2	Replacement	Exempt	Capital	2024	\$779,253	5307			\$194,813	Dedicated Local Tax	\$974,066
METRO	11.12.01	Large Diesel Transit Buses - 40'	112244	2	Replacement	Exempt	Capital	2024	\$779,253	CMAQ			\$194,813	Dedicated Local Tax	\$974,066
		TOTALS							\$8,786,306		\$1,230,000		\$21,656,576		\$31,672,882

**Table 3-2 (Specialized Transportation Program)
FTA 5310 Enhanced Mobility for the Elderly and Disabled**

Transit System Name	FTA ALI Code	Project Description	PID #	Qty	Expansion or Replacement	Air Quality	Type	State FY	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Project Cost \$
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111808					2021	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111811					2022	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111814					2023	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
Specialized	11.12.04	Vehicle Replacement for 5310 Program	111815					2024	\$564,914	5310	\$0		\$141,249	Other	\$706,143
PARTA	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$141,229				\$35,307		
METRO	11.12.04	Vehicle Replacement for 5310 Program				Exempt	Capital		\$423,686				\$105,921		
		TOTALS							\$2,259,656		\$0		\$564,914		\$2,824,570

Federal funding estimates based on the allocation presented in the December 20, 2019, Federal Register for FY 2020.

Elderly and Disabled projects are competitively selected biennially by the AMATS Policy Committee. The RTAs and eligible social service agencies may apply for funds.



Table 3-2 (Summary)
Transit Projects Summary Sheet

METRO RTA
(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital ¹	Operating	Planning	Capital ²	Operating	Planning	Capital	Operating	Planning
2021	\$16,769	\$55,600	\$825	\$7,740	\$0	\$0	\$2,175	\$0	\$0	\$6,854	\$55,600	\$825
2022	\$22,019	\$55,600	\$825	\$11,960	\$0	\$0	\$2,175	\$0	\$0	\$7,884	\$55,600	\$825
2023	\$26,919	\$55,600	\$825	\$15,860	\$0	\$0	\$2,175	\$0	\$0	\$8,884	\$55,600	\$825
2024	\$24,694	\$55,600	\$925	\$14,080	\$0	\$80	\$2,175	\$0	\$0	\$8,439	\$55,600	\$845
Total	\$90,400	\$222,400	\$3,400	\$49,640	\$0	\$80	\$8,700	\$0	\$0	\$32,060	\$222,400	\$3,320

¹Figures shown in this column include Section 5307 Capital Funds programmed for subsidizing Preventive Maintenance expenses.

²State UTP funds are derived from state General Revenue Funds (GRF)

PARTA

(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital ¹	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2021	\$2,460	\$5,100	\$65	\$1,944	\$0	\$0	\$230	\$100	\$0	\$286	\$5,000	\$65
2022	\$2,550	\$5,100	\$65	\$2,040	\$0	\$0	\$200	\$100	\$0	\$310	\$5,000	\$65
2023	\$2,620	\$5,100	\$65	\$2,096	\$0	\$0	\$200	\$100	\$0	\$324	\$5,000	\$65
2024	\$3,383	\$5,100	\$65	\$2,707	\$0	\$80	\$200	\$100	\$0	\$477	\$5,000	\$65
Total	\$11,013	\$20,400	\$260	\$8,786	\$0	\$80	\$830	\$400	\$0	\$1,397	\$20,000	\$260

¹Figures shown in this column include Section 5307 Capital Funds programmed for subsidizing Preventive Maintenance expenses.

Specialized Transportation Program - Enhanced Mobility for the Elderly and Disabled

(In Thousands of Dollars)

FY	TOTAL EXPENDITURES			FEDERAL FUNDING			STATE FUNDING			LOCAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning	Capital	Operating	Planning
2021	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2022	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2023	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
2024	\$706	\$0	\$0	\$565	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$0
Total	\$2,825	\$0	\$0	\$2,260	\$0	\$0	\$0	\$0	\$0	\$565	\$0	\$0



Fiscal Assessment

The FAST Act requires that the Transportation Improvement Program include a financial plan demonstrating that the TIP can be implemented with the financial resources that are expected to be available to the AMATS area. The development of this financial component is based on a comprehensive, cooperative and continuing planning process that involves ODOT, AMATS and area transit operators. Federal funding for transportation projects and programs are channeled through this planning process.

This chapter summarizes highway and transit revenues anticipated to be available and compares them to the estimated project costs for the FY 2021-2024 TIP. Highway cost information has been drawn from Table 2-3 in Chapter 2 and transit cost information has been drawn from Table 3-2 in Chapter 3. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are updated using ODOT cost inflation factors which account for year of expenditure dollars. Specifically, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

ODOT Allocated Funds

The majority of the projects listed in the highway portion of the TIP are financed through ODOT-managed funding sources. The fiscal constraint analysis for these projects are recorded in the Financial Analysis chapter of the State Transportation Improvement Program for FY 2021-2024 and also included in Table 4-1.

AMATS Allocated Funds

ODOT suballocates federal funding to AMATS for the STBG, CMAQ and TASA funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2021 through 2024. Per ODOT's guidance, it has been assumed that there will be no annual increase for the STBG and TASA funding programs. Revenue from the statewide CMAQ funding program is adequate to cover project costs in the AMATS area.

AMATS uses a competitive application process to award these funds to project sponsors as outlined in the Funding Policy Guidelines. It should be noted that these funds are not subject to an additional inflation factor because AMATS caps the amount of federal funds a project is to receive.

Table 4-1 compares forecasted annual revenues with expenditures for highway funding programs controlled by the AMATS Policy Committee (STBG and TASA) and the Ohio MPOs (Statewide CMAQ). Due to the nature of project programming and development, it can be seen that, in any particular year, project costs may exceed available revenue in a particular funding program. The resulting negative funding balance is corrected by trading available funds among funding programs.

The local match component is provided by the various local governments that have been awarded AMATS funds. Prior to being awarded these funds, local sponsors must pass specific legislation indicating that they have the capability and will provide the required local match in the year in which their project is scheduled.

The AMATS forecasted revenues, as shown in Table 4-1, and the aforementioned local match demonstrates the financial capability of covering the cost of project expenditures through AMATS funding programs as required by federal legislation.

Transit Allocated Funds

Funds for the FTA Section 5310 Enhanced Mobility for the Elderly and Disabled Program have been programmed in each year of the TIP based on estimates derived from the federal fiscal year 2020 allocations. Eligible agencies may apply for this funding as part of the Coordinated Public Transit / Human Services Transportation Plan process. The fiscal constraint analysis for Enhanced Mobility Program projects is recorded in the project listings in table 3-2. Projects are awarded biennially following the FTA publication of area allocations.

The forecast of FTA Section 5307 funds managed by AMATS is based on FTA's actual allocations for the program for federal FY 2020. Per ODOT's guidance, it has been assumed that there will be no increase in Section 5307 funds for FY 2021 through 2024. The forecast of Section 5339 funds is also based on FTA's allocations for FY 2020, and remains constant through the four-year TIP period. Both FTA programs are urban formula based capital programs generally used for bus replacement procurement and capitalized preventive maintenance.

Table 4-1 compares forecasted revenues for all federal funds with the federal cost of the transit projects listed in the TIP. No fiscal year is over-programmed.

Total TIP Revenues and Costs

Table 4-1 also summarizes the total estimated revenue amount available by funding source and year and compares it to all highway and transit projects programmed in the TIP. Based on these figures, it can be seen that in all cases projected federal, state and local revenues are adequate to cover project costs for the life of the TIP.

Table 4-1
AMATS Fiscal Constraint Analysis (FY 2021-2024)
Funding \$(000)

HIGHWAYS - Federal Highway Administration (FHWA)													
Funding Category	FY 2020	FY 2021			FY 2022			FY 2023			FY 2024		
	Carry Forward	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance
STBG	\$ 1,119,618	\$ 10,001,751	\$ 11,165,085	\$ 2,282,952	\$ 10,039,066	\$ 11,165,085	\$ 1,126,018	\$ 12,234,280	\$ 11,165,085	(\$ 1,069,196)	\$ 4,914,640	\$ 11,165,085	\$ 6,250,444
CMAQ	\$ 5,643,897	\$ 8,476,744	\$ 5,870,683	\$ 3,037,837	\$ 8,113,874	\$ 5,870,683	(\$ 2,243,191)	\$ 3,480,775	\$ 5,870,683	\$ 2,389,908	\$ 180,000	\$ 5,870,683	\$ 5,690,683
TASA	\$ 355,345	\$ 1,216,050	\$ 1,116,509	\$ 255,804	\$ 2,636,240	\$ 1,116,509	(\$ 1,519,731)	\$ 1,000,000	\$ 1,116,509	\$ 116,509	\$ 0	\$ 1,116,509	\$ 1,116,509
HIGHWAY TOTALS	\$ 7,118,860	\$ 19,694,545	\$ 18,152,277	\$ 1,542,267	\$ 20,789,180	\$ 18,152,277	(\$ 2,636,903)	\$ 16,715,055	\$ 18,152,277	\$ 1,437,222	\$ 5,094,640	\$ 18,152,277	\$ 13,057,637
PUBLIC TRANSPORTATION - Federal Transit Administration (FTA)													
Funding Category	FY 2020	FY 2021			FY 2022			FY 2023			FY 2024		
	Carry Forward	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance	Estimate	Budget	Balance
FTA 5307	\$ 15,284	\$ 8,052	\$ 8,445	\$ 15,677	\$ 11,960	\$ 8,445	\$ 12,162	\$ 15,381	\$ 8,445	\$ 5,226	\$ 13,599	\$ 8,445	\$ 71
FTA 5310	\$ 565	\$ 1,130	\$ 565	\$ 0	\$ 0	\$ 565	\$ 565	\$ 1,130	\$ 565	\$ 0	\$ 0	\$ 565	\$ 565
FTA 5339	\$ 1,772	\$ 800	\$ 1,083	\$ 2,055	\$ 1,120	\$ 1,083	\$ 2,018	\$ 1,014	\$ 1,083	\$ 2,087	\$ 1,148	\$ 1,083	\$ 2,023
CMAQ (Flex)	\$ -	\$ 832	\$ 832	\$ 0	\$ 920	\$ 920	\$ 0	\$ 1,560	\$ 1,560	\$ 0	\$ 2,087	\$ 2,039	\$ 0
STBG (Flex)	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80	\$ 80	\$ 0
Total Federal			\$ 10,925			\$ 11,013			\$ 11,653			\$ 12,213	
<i>Funding Match</i>													
STATE	\$ -	\$ 2,505	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0	\$ 2,475	\$ 2,475	\$ 0
LOCAL	\$ -	\$ 68,771	\$ 68,771	\$ 0	\$ 69,825	\$ 69,825	\$ 0	\$ 70,839	\$ 70,839	\$ 0	\$ 70,567	\$ 70,567	\$ 0
TRANSIT TOTALS	\$ 82,090	\$ 93,127	\$ 11,037	\$ 86,300	\$ 94,327	\$ 8,027	\$ 92,400	\$ 96,621	\$ 4,221	\$ 89,908	\$ 97,467	\$ 7,559	

ODOT and AMATS have collaborated on the project selection process for ODOT controlled funding and have confirmed the availability of adequate revenue.



Table 4-2A
Forecasted Revenues and Project Costs (FTA 5307)
AMATS Funded Transit Improvements

FTA Section 5307 Urbanized Area Formula Grant Program					
	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
CARRYOVER BALANCE	\$ 15,283,847	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	
REVENUE					
FTA 5307 (A)	\$ 7,887,777	\$ 7,877,777	\$ 7,887,777	\$ 7,887,777	\$ 31,551,109
FTA 5307 (C)	\$ 557,282	\$ 557,282	\$ 557,282	\$ 557,282	\$ 2,229,128
TOTAL	\$ 23,728,906	\$ 24,121,965	\$ 5,225,625	\$ 13,670,684	\$ 33,780,237
PROJECT EXPENDITURES					
METRO	\$ 6,940,000	\$ 11,160,000	\$ 13,500,000	\$ 12,020,000	\$ 43,620,000
PARTA	\$ 1,112,000	\$ 800,000	\$ 1,881,400	\$ 1,579,253	\$ 5,372,653
TOTAL	\$ 8,052,000	\$ 11,960,000	\$ 15,381,400	\$ 13,599,253	\$ 48,992,653
ENDING YEAR BALANCE	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	\$ 71,431	

FTA 5307 (A) - Section 5307 Formula Grant Program (Akron Urbanized Area)
 FTA 5307 (C) - Section 5307 Formula Grant Program (Cleveland Urbanized Area)
 Projected Revenue based on FY 2020 Allocations

FTA Section 5307						
PROJECTED REVENUE	Estimated Carryover Balance	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
METRO RTA	\$ 11,160,408	\$ 6,592,970	\$ 6,952,970	\$ 6,952,970	\$ 6,952,970	\$ 38,972,286
PARTA	\$ 4,123,440	\$ 1,492,090	\$ 1,492,090	\$ 1,492,090	\$ 1,492,090	\$ 10,091,798
		\$ 8,445,059	\$ 8,445,059	\$ 8,445,059	\$ 8,445,059	\$ 49,064,084

Table 4-2B
Forecasted Revenues and Project Costs (FTA 5339)
AMATS Funded Transit Improvements

FTA Section 5339 Bus and Bus Facilities Formula Grant Program					
	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
CARRYOVER BALANCE	\$ 1,771,505	\$ 2,054,901	\$ 2,018,297	\$ 2,087,293	
REVENUE					
FTA 5339 (A)	\$ 1,012,016	\$ 1,012,016	\$ 1,012,016	\$ 1,012,016	\$ 4,048,064
FTA 5339 (C)	\$ 71,380	\$ 71,380	\$ 71,380	\$ 71,380	\$ 285,520
TOTAL	\$ 2,854,901	\$ 3,138,297	\$ 3,101,693	\$ 3,170,689	\$ 4,333,584
PROJECT EXPENDITURES					
METRO	\$ 6,940,000	\$ 11,160,000	\$ 13,500,000	\$ 12,020,000	\$ 43,620,000
PARTA	\$ 1,112,000	\$ 800,000	\$ 1,881,400	\$ 1,579,253	\$ 5,372,653
TOTAL	\$ 8,052,000	\$ 11,960,000	\$ 15,381,400	\$ 13,599,253	\$ 48,992,653
ENDING YEAR BALANCE	\$ 15,676,906	\$ 12,161,965	\$ 5,225,625	\$ 71,431	

FTA 5339 (A) - Section 5339 Formula Grant Program (Akron Urbanized Area)
 FTA 5339 (C) - Section 5339 Formula Grant Program (Cleveland Urbanized Area)
 Projected Revenue based on FY 2020 Allocations

FTA Section 5339						
PROJECTED REVENUE	Estimated Carryover Balance	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
METRO RTA	\$ 1,592,585	\$ 899,359	\$ 899,359	\$ 899,359	\$ 899,359	\$ 5,190,021
PARTA	\$ 178,920	\$ 184,037	\$ 184,037	\$ 184,037	\$ 184,037	\$ 915,068
		\$ 1,083,396	\$ 1,083,396	\$ 1,083,396	\$ 1,083,396	\$ 6,105,089

Maintaining and Operating the Existing Transportation System

Through the TIP, the AMATS Policy Committee has made a commitment to maintain and operate the existing transportation system as well as provide for new capacity improvements. A total of \$993.1 million in highway and transit projects is listed in the four years of the TIP. Of this total, \$564.1 million are for projects designed for the maintenance and operation of the highway and public transportation systems.

Federal funds are not the only source of revenue for implementing transportation projects in the AMATS area. ODOT, municipalities, counties, townships and regional transit authorities also initiate transportation projects with funding received from other programs.

ODOT implements many transportation projects through state funding programs. ODOT, in an effort to emphasize the commitment being made to maintain the existing transportation system, has identified projects and the amount of funding set aside for various maintenance-type activities. These projects are included in Table 2-3.

Municipalities, counties, and townships also initiate transportation improvements with local funds. The major source of revenues for these projects is local permissive taxes, motor fuel taxes and license plate registration fees. The revenues received from these sources are used to plan, construct, reconstruct, repair and maintain highways and bridges as defined in the Ohio Revised Code. Another source of funding comes from the Ohio Public Works Commission, known as State Issue II funds, which focuses on repairing and maintaining local infrastructure. These sources of revenue provide approximately \$60 million annually for transportation improvements in the AMATS area.

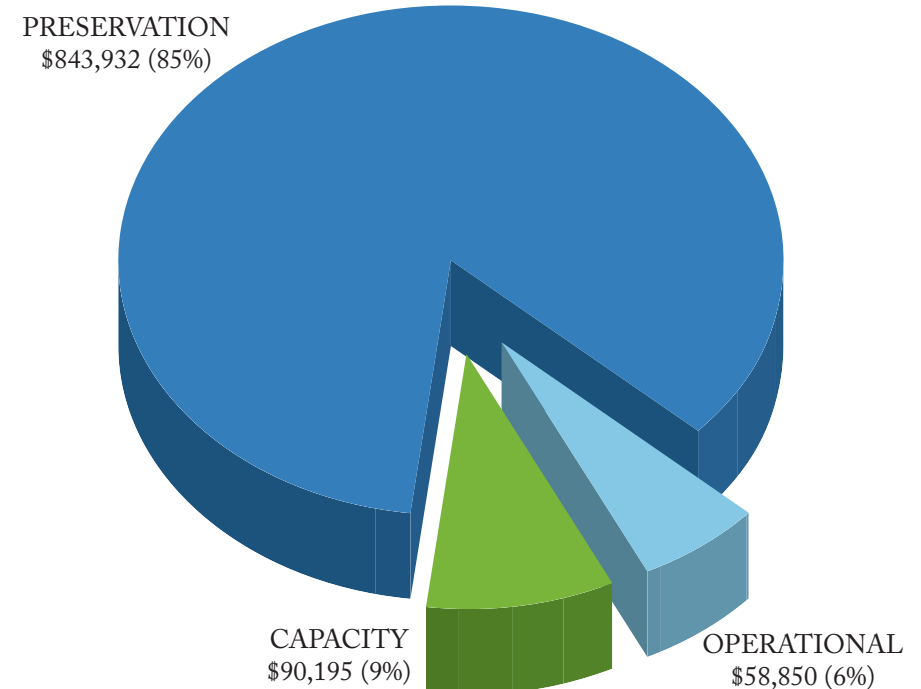
The services operated by the AMATS area's two transit authorities (METRO RTA and PARTA), and the services provided by agencies utilizing funds through the Coordinated Human Services Public Transportation Plan, are an important part of the region's transportation system. Their services provide basic mobility and an alternative to auto usage for many area residents. Thus, the maintenance and operation of the area's transit service is vital. All of the transit projects programmed in the TIP are related to either:

1. the continued operation of METRO's and PARTA's services,
2. the replacement of expended rolling stock and equipment,
3. the maintenance and rehabilitation of existing equipment, facilities, and rolling stock; or
4. the Coordinated Human Services Public Transportation Plan.

The total cost for all of these expenditures is \$350.7 million. These expenses are paid for by a combination of grants from the State of Ohio, local transit sales taxes, federal funds, passenger fare revenues and other local funds.

In summary, the AMATS area has demonstrated its financial commitment to maintaining and operating the existing transportation system. Approximately 91% of the funding allocated to transportation improvements in the AMATS area is directed in this manner. Table 5-1 demonstrates which funding sources and their amounts are being used to preserve/maintain, operate or expand the federal-aid highway, public transit and bike and pedestrian transportation systems.

2021-2024 TIP Expenditures by Type of Project



Capacity projects are those that add additional travel lanes to a highway. These are the most expensive projects to construct since they require more up front engineering and often involve right of way acquisition. However they only account for 9% of the

expenditures in the 2021-2024 TIP because there are only a couple projects that fall into this category.

Operational projects are those that improve the movement of traffic without adding more travel lanes. The improvement is usually achieved by updating traffic signals, adding turn lanes, and constructing roundabouts. These projects account for 6% of the expenditures in the TIP.

Preservation projects account for 85% of the expenditures in the TIP and are all the projects that do not fall into the other two project types. The majority of these projects are pavement resurfacing and reconstruction and bridge repairs.

Table 5-1
Funding Sources by Type of Project
FY 2021-2024
Funds \$(x1000)

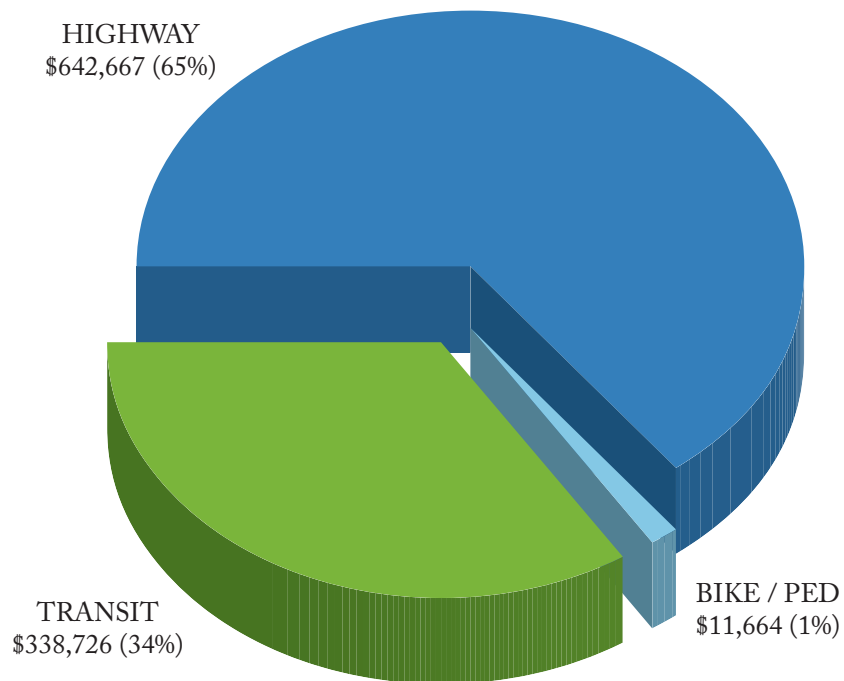
Funding Source	Preservation	Operational Improvements	Capacity or Expansion	Total
Federal-Aid Highways				
CMAQ	\$0	\$21,650	\$0	\$21,650
CEAO	\$0	\$2,820	\$0	\$2,820
HSIP	\$6,026	\$11,579	\$1,500	\$19,105
NHPP	\$341,691	\$0	\$52,000	\$393,691
NHS	\$0	\$0	\$0	\$0
STBG	\$16,624	\$10,518	\$4,395	\$31,537
TASA	\$0	\$0	\$0	\$0
OTHER FEDERAL	\$35,175	\$377	\$0	\$35,552
STATE	\$80,863	\$1,048	\$13,000	\$94,911
LOCAL	\$24,907	\$10,858	\$7,636	\$43,401
HIGHWAY TOTALS	\$505,286	\$58,850	\$78,531	\$642,667
Federal-Aid Public Transportation				
FTA 5307 - Urban Formula	\$33,780	\$0	\$0	\$33,780
	\$0	\$0	\$0	\$0
FTA 5310 - Specialized	\$2,260	\$0	\$0	\$2,260
FTA 5330 - Bus / Bus Facilities	\$4,334	\$0	\$0	\$4,334
CMAQ	\$5,351	\$0	\$0	\$5,351
STBG	\$0	\$0	\$80	\$80
STATE	\$9,930	\$0	\$0	\$9,930
LOCAL	\$282,991	\$0	\$0	\$282,991
TRANSIT TOTALS	\$338,646	\$0	\$80	\$338,726
Bicycle and Pedestrian				
TASA	\$0	\$0	\$5,252	\$5,252
LOCAL	\$0	\$0	\$6,412	\$6,412
BIKE / PED TOTALS	\$0	\$0	\$11,664	\$11,664
TIP Totals				
Federal	\$445,241	\$46,944	\$63,227	\$555,412
State	\$90,793	\$1,048	\$13,000	\$104,841
Local	\$307,898	\$10,858	\$14,048	\$332,804
GRAND TOTAL	\$843,932	\$58,850	\$90,275	\$993,057

Summary

Transportation improvements require substantial investments in time and resources. The AMATS Policy Committee has endorsed many highway, transit and bicycle/pedestrian projects which provide federal funding for maintaining the existing transportation system, as well as those improvements which will add new capacity. These projects are sponsored by local communities, transit operators and ODOT and are consistent with the “fix-it-first” priority of the AMATS Regional Transportation Plan.

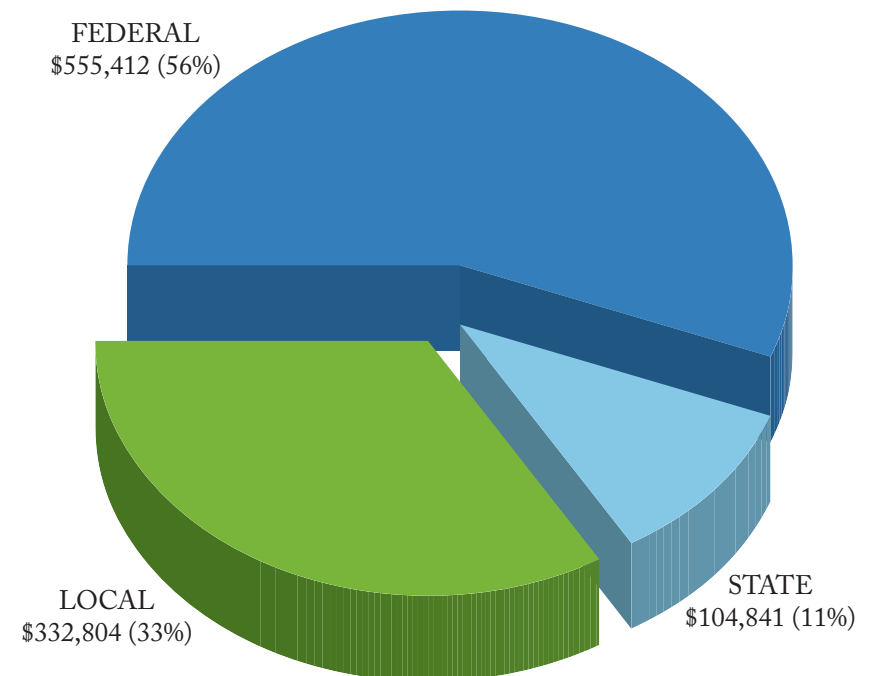
Highway, transit and bike and pedestrian projects requiring expenditures that total \$993.1 million have been programmed for fiscal years 2021 through 2024. The following pie chart shows this area’s financial commitment to the different modes of travel. Please note that some highway projects include bike and pedestrian type improvements as a component of the project.

2021-2024 TIP Expenditures by Mode of Travel



In the AMATS area, transportation projects are implemented not only with federal funds but also through local funding programs. Many of these local funding programs address maintenance type transportation improvements. Regional projects, which are usually larger and more complex in nature, are implemented with federal funding made available through action by the Policy Committee. The following pie chart depicts the total TIP expenditure by funding source.

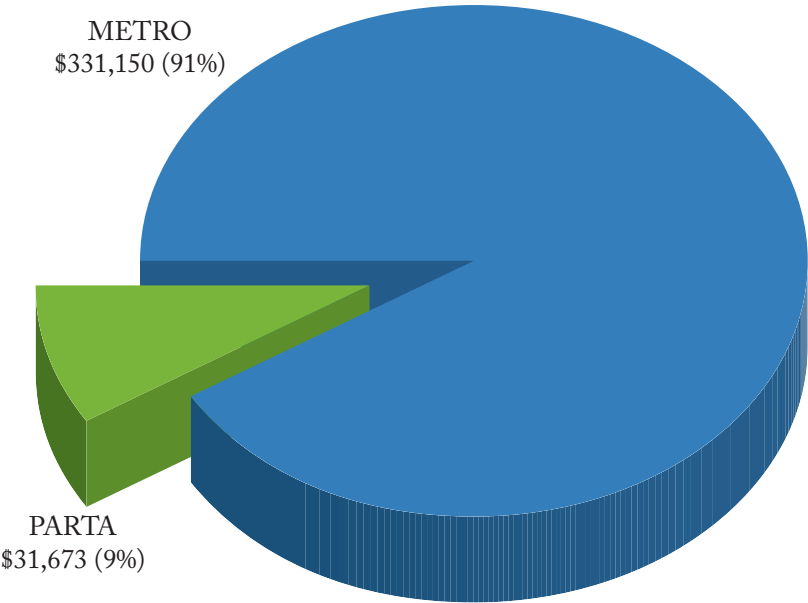
2021-2024 TIP Expenditures by Funding Source



Transit in the AMATS area receives a considerable amount of revenue (34%) during the life of the TIP with \$242.8 million for transit operations and \$107.9 million for transit capital, maintenance, and planning projects.

METRO RTA operates in Summit County and PARTA operates in Portage County. Total expenditures by transit operator can be seen below.

Transit Expenditures by Operator



Funding Policy Guidelines

FUNDING POLICY GUIDELINES

Revised June, 2019

Akron Metropolitan Area Transportation Study
Suite 201
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This document was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and a portion of Wayne County.

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

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SECTION 1

INTRODUCTION

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

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

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

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

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

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

SECTION 2

POLICY GUIDELINES

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

PROGRAM ADMINISTRATION

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

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

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

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

GENERAL PROJECT ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures, including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2018-17 (approved September 20, 2018).

3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.

If a project sponsor feels that their project can not wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.

4. Maximum Projects Awarded per Sponsor – The number of projects awarded to one sponsor shall be three projects per funding category. There is no limit to the number of project applications that a sponsor may submit.

5. Application Legislation – Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STBG or TASA funding. This ensures that Councils and Boards recognize that the project is being submitted for federal funding and that a local funding match is required. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand AMATS Funding Policy Guidelines, and that the sponsor and co-sponsor(s) are aware a local match is required. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.

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

SURFACE TRANSPORTATION BLOCK GRANT

Description

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

Eligibility

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

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

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

Program Policies

1. Federal Participation

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

2. Local Participation

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

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

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

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

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

TRANSPORTATION ALTERNATIVES SET ASIDE

Description

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

Eligibility

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

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

Feasibility study must include the following:

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

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

Program Policies

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

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

5. Federal Participation

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

6. Local Participation

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

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

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

9. Right-of-Way

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

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

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

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

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

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

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

AMATS RESURFACING PROGRAM

Description

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

Eligibility

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

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

Program Policies

1. **Resurfacing** – Resurfacing is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. Geofabric is eligible. Concrete roadways are not eligible unless being overlaid with asphalt.
2. **Reconstruction** – Pavements in need of reconstruction are not eligible for AMATS Resurfacing Program funds. A project is considered roadway reconstruction and not resurfacing when over 25% of the pavement surface area within the project limits needs repaired or replaced.
3. **Structures** – Any work on structures beyond the asphalt type overlay as mentioned above is not eligible for funding.
4. **Frequency of Resurfacing** – Sponsors are responsible for maintaining their roadways so that the pavement does not deteriorate prematurely. AMATS will only provide funding for resurfacing at a minimum of 10-year intervals if the previous resurfacing involved federal funds. The 10-year interval begins on the date the last resurfacing was completed and does not include temporary overlays.
5. **Federal Participation**
 - a. The maximum federal share for projects under the Resurfacing program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding participation for Resurfacing projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.

- c. A minimum of 20% of the annual STBG allocation will be set aside as a target budget to fund this program.

6. Local Participation

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

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

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

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

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

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

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

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

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

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

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

PAVEMENT REPAIR & SIDEWALK RAMP PROGRAM

Description:

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

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

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

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

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

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

Eligibility

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

Program Policies

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

FTA URBANIZED AREA FORMULA (SECTION 5307) PROGRAM

Description

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

Eligibility

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

Program Policies

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

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

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

Description

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

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

Eligible Projects

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

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

Program Policies

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

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

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

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

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

FTA BUS AND BUS FACILITIES (SECTION 5339) PROGRAM

Description

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

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

Eligibility

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

Program Policies

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

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

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

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

DUTIES OF THE TECHNICAL ADVISORY COMMITTEE

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

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

DUTIES OF THE TAC TIP SUBCOMMITTEE

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

Public Participation Plan



3P

Public Participation Plan

December 2018



3P Public Participation Plan



December 2018

Akron Metropolitan Area Transportation Study
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Phone: 330-375-2436
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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.



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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 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.

“Planning is bringing the future into the present so that you can do something about it now.”

- Alan Lakein, author



3P- Public Participation Plan

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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

Policy Committee

Currently, there are 45 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.

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- 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. 22).
- 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 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, which is centrally located and transit accessible in the Greater Akron area. 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* (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
161 S. High Street | Suite 201
Akron, Ohio 44308

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* (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.



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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. 22) 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 website - 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 website - 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 website 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](https://twitter.com/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 - **AMATSPlanning** - the agency presents many special video features highlighting transportation topics. Topics range from meeting summaries to informative features.

"Social media is the ultimate equalizer. It gives a voice and a platform to anyone willing to engage."

- Amy Jo Martin, author, speaker, entrepreneur, and founder and CEO of Digital Royalty



NEW APPROACHES

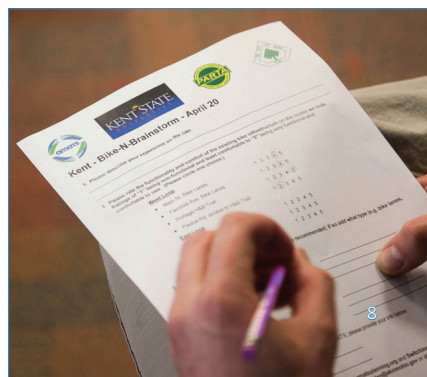
AMATS continually seeks new approaches to engage the public throughout the transportation planning process. Below are descriptions of some of the newer strategies that our agency has embraced in recent years.

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.



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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,



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 website. 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 website. The staff is available to answer questions regarding information that is not readily available on the site.

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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. 13](#) 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. 8](#)) 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. 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 Urban League
- Asian Services in Action, Inc.
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Torchbearers
- 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 youth of the community, persons with disabilities, senior persons and others who may be too busy or unable to attend public meetings.

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.

“Where you see wrong or inequality or injustice, speak out, because this is your country. This is your democracy. Make it. Protect it. Pass it on.”
- Thurgood Marshall, U.S. Supreme Court Justice

Executive Order 13166 - Improving Access to Services for Patrons 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. 23 - p. 27) 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.

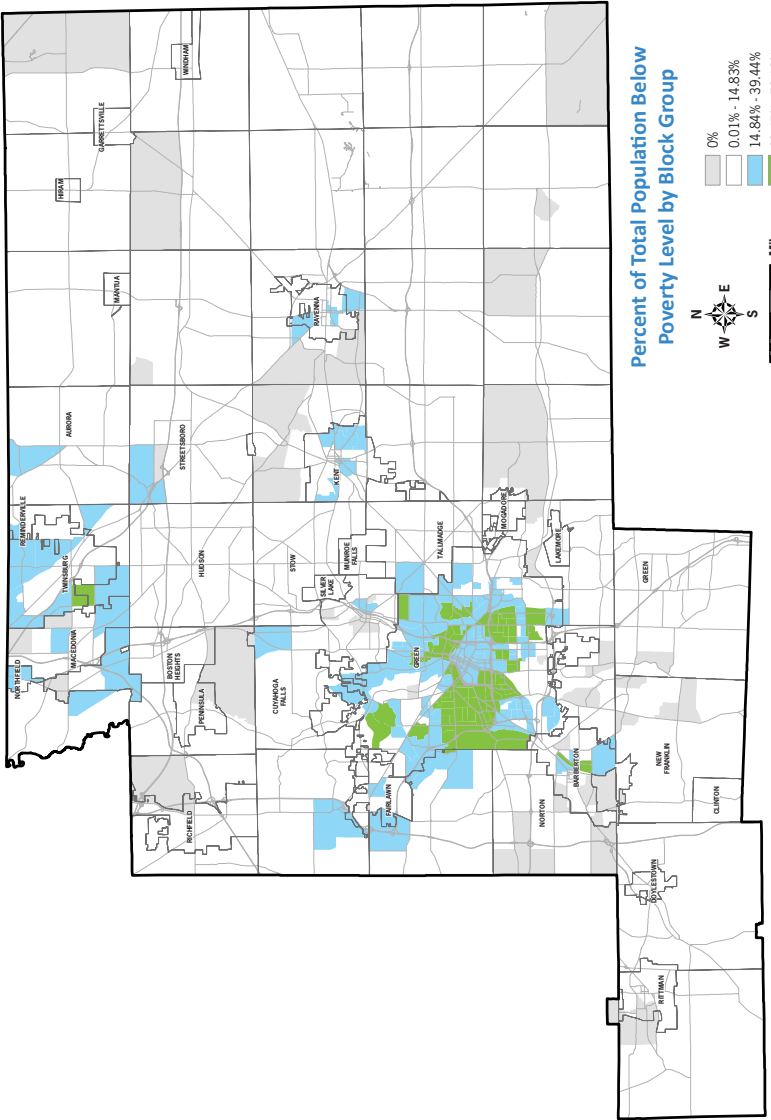
In addition, our agency website - amatsplanning.org - includes a link to language interpretation software to assist those for whom English is not the first language. The AMATS Title VI - Program Procedures and Documentation Plan outlines other steps to include limited-English proficient persons in the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

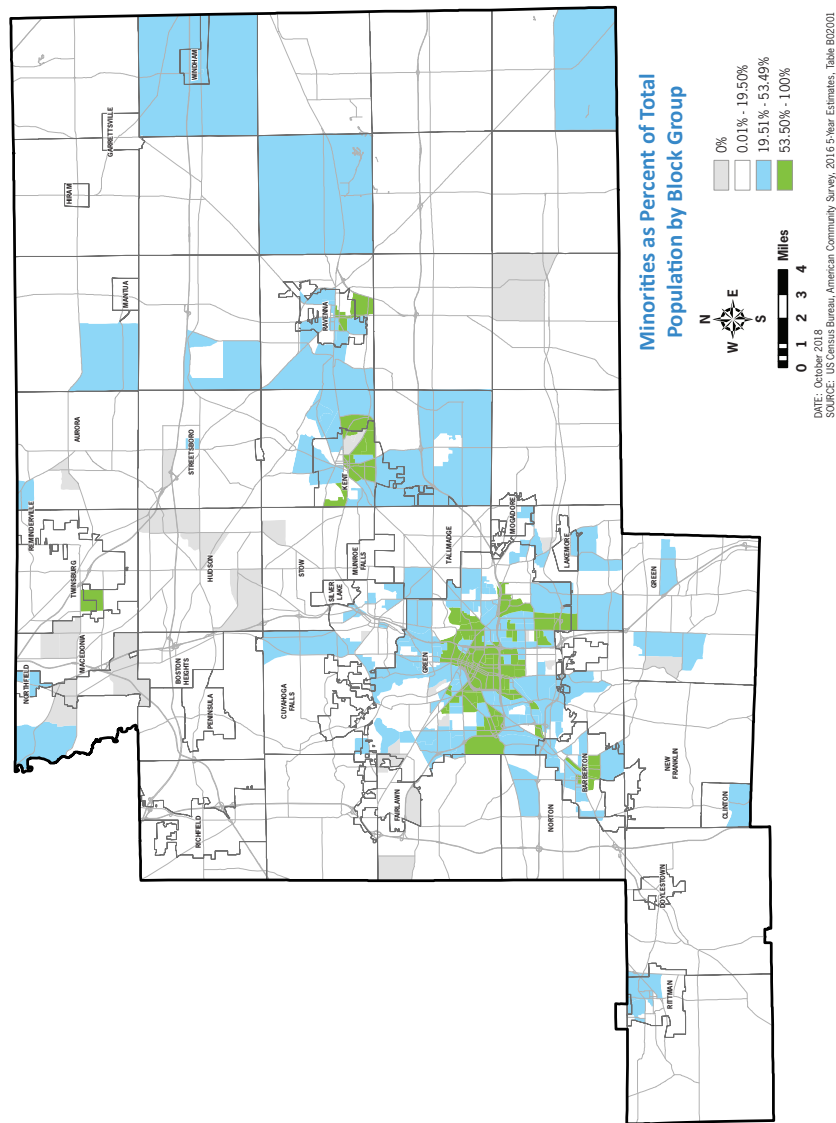


3P- Public Participation Plan

Low-Income Population

3P- Public Participation Plan





CONCLUSION

Our agency aims to be as open as possible when it come 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.

“Plans are nothing; planning is everything.”

- Dwight D. Eisenhower,
34th President of the United States



APPENDIX A

Regional Transportation Plan

A primary responsibility of AMATS is to prepare and maintain a long-term *Regional Transportation Plan* that meets the travel needs of the region. The *Regional Transportation Plan* 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 *Regional Transportation Plan*. This is your chance for your voice to be heard! Comments received during the review of the Draft *Regional Transportation Plan* will be presented to the Policy Committee and other stakeholder planning agencies for consideration before final adoption of the *Regional Transportation Plan* by the Policy Committee.

Once a *Draft Regional Transportation Plan* has been created, AMATS will:

- Make copies of the draft available to the public at:
 - AMATS website - amatsplanning.org
 - AMATS office
- Tweet on [@amatsplanning](https://twitter.com/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 Regional Transportation Plan* and will actively pursue additional opportunities to do so.

Amending the Plan

Periodically, local or state officials request that the approved *Regional Transportation Plan* 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 Regional Transportation Plan*.

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 *Regional Transportation Plan* and will be posted on the website.

APPENDIX B

Transportation Improvement Program

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*. 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](https://twitter.com/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 Regional Transportation Plan* and will actively pursue additional opportunities to do so.

Amending the TIP

Periodically, local or state 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*, 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 2018 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 2015 Public Participation Plan and will be an input into the upcoming Regional Transportation Plan 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 Regional Transportation Plan 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 Regional Transportation Plan and the TIP.

The Draft 3P was available for public comment for 45 days beginning on **October 12, 2018** through **November 26, 2018**. A Public Comment Form for the Draft 3P was available as a pdf for downloading through the agency web site - [amatsplanning.org](#) - and is presented as part of Appendix D (p. 21) with this draft document. The Draft 3P was also presented to the public for review and comment during the 6:30 p.m. meeting of the AMATS Citizens Involvement Committee (CIC) on **December 6, 2018** at the Akron-Summit County Public Library - Main Library located at 60 South Main Street in Akron. During this meeting, the Staff was informed by a CIC member that the Draft 3P incorrectly stated in the first sentence of the tenth paragraph on page 3 that the committee meets four times a year. The member noted that the CIC meets six times a year. The Staff has corrected this item.


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
161 S. High Street | Suite 201
Akron, Ohio 44308

APPENDIX D

Comment Forms

Draft Public Participation Plan - “3P” Comment Form



Comment Form - 2018

Draft Public Participation Plan - “3P”

Name: _____

Email Address: _____

Comments: _____

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

Audience Participation Form



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
 806 CitiCenter | 145 S High Street | Akron, Ohio 44308
 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 website - 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) - 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 website - 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 website 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
161 S. High Street / Suite 201
Akron, Ohio 44308

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

Air Quality Analysis

AIR QUALITY ANALYSIS

C-1

Introduction

The purpose of this appendix is to document the manner in which transportation conformity is demonstrated for AMATS' *Transportation Improvement Program FY 2021-2024* and *AMATS Transportation Outlook 2040 Plan Amendment*.

Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). This area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties. Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as marginal non-attainment for the 2015 8-hour ozone standard, except for Ashtabula County which is a maintenance area. This area is designated as a maintenance area for the 2008 8-hour ozone standard.

USEPA also designated several of the counties in this area (including Summit and Portage) as maintenance for PM_{2.5} (particulate matter) under the 2006 standard. These areas include Cuyahoga, Lake, Lorain, Medina, Portage, and Summit Counties, and Ashtabula Township in Ashtabula County.

Two Metropolitan Planning Organizations (MPOs) serve seven of these counties. The Northeast Ohio Areawide Coordinating Agency (NOACA) serves Cuyahoga, Geauga, Lake, Lorain, and Medina counties. The Akron Metropolitan Area Transportation Study (AMATS) serves Summit and Portage counties. The Erie Regional Planning Commission (ERPC) serves the City of Vermilion in Lorain County. Ashtabula County is not part of a Metropolitan Planning Organization.

New United States Department of Transportation (USDOT) conformity determinations are required every time a new Transportation Improvement Program (TIP) or Regional Transportation Plan is completed or updated. New emissions analyses are required to meet the conformity rule requirement of using the latest planning assumptions. AMATS has updated its travel demand model to conduct this analysis taking into account the latest planning assumptions.

This conformity analysis reflects the aggregate regional mobile emissions generated by vehicles using the transportation system recommended in the Regional Transportation Plan and TIP. Conformity is demonstrated when the forecasted regional emissions are below the applicable State Implementation Plan (SIP) budgets that have been established by Ohio EPA.

Before analysis began an interagency consultation call took place on October 31, 2019 and on February 4, 2020. The notes from this call are listed beginning on page C-8.

Methodology

In order for the Cleveland-Akron-Lorain area to complete the regional emissions analysis, the overall level of pollution (both ozone and PM_{2.5}) resulting from mobile sources must be forecasted.

The ozone-related portion of this air quality analysis has to demonstrate that daily Volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those established in the budget contained in the SIP for ozone, which sets the allowable limits for each pollutant in the Cleveland-Akron-Lorain area. The budgets for the 2015 ozone standard are from the 2008 SIP, which were set on January 6, 2017. The budgets for the 2008

C-2

ozone standard are from the 1997 SIP and were set on March 19, 2013. The ozone analysis is shown in **Tables 1 and 2**.

Similarly, the PM_{2.5}-related portion of this air quality analysis has to demonstrate that annual direct PM_{2.5} and nitrogen oxides (NO_x) emissions from mobile sources will not exceed those found in the budget established by the Ohio Environmental Protection Agency (OEPA). The budgets for the 2006 PM_{2.5} standard were set on July 26, 2013 and are shown in **Table 3**.

The AMATS and ODOT are jointly responsible for travel demand modeling and air quality analysis for the Akron area. In May 2015, forecasted variables were approved as inputs to the model. In January 2020, AMATS updated its travel demand model. The air quality analyses documented in this appendix involve the use of the travel demand and emissions models to analyze future regional mobile source emissions. Trip tables have been created using the latest planning assumptions and are based on the most recent forecasts of land use and socioeconomic data produced by AMATS.

NOACA and ODOT are jointly responsible for travel demand modeling and air quality analysis for its area. Emissions for Ashtabula County are generated using current ODOT traffic volume data and growth rates.

In order to determine mobile source impacts on regional ozone and PM_{2.5} levels, all non-exempt (in keeping with 40 CFR 93) TIP projects have been coded into the travel demand model for the analysis years of 2021, 2030, and 2040 for ozone and 2022, 2030, and 2040 for PM_{2.5}. The projects coded in each network are listed in Exhibit C-1 through C-4. Once the AMATS travel demand model was run for each of the analysis years described above, the traffic assignment results were post-processed and input into MOVES2014a. The output from MOVES2014a includes VOC and NO_x for ozone and direct PM_{2.5} and NO_x for PM_{2.5}.

The AMATS area results have been combined with the NOACA and Ashtabula County results to complete the conformity analysis for the entire Cleveland-Akron-Lorain ozone and PM_{2.5} non-attainment area. The conformity analysis results for the entire region are available for public comment at the April 2, 2020 Transportation Improvement Program public meeting.

Results

Table 1 shows the results of the MOVES2014a analysis for the 2015 8-Hour ozone standard for the Cleveland-Akron-Lorain non-attainment area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 1 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 1
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2015 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
TOTALS	25.31	30.80	13.99	10.34
Nitrogen oxides (NO _x) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
TOTALS	34.34	43.82	16.19	11.68

Table 2 shows the results of the MOVES2014a analysis for the 2008 8-Hour ozone standard for the Cleveland-Akron-Lorain maintenance area. This analysis must show that VOC and NO_x emissions from mobile sources will not exceed those established in the budget contained in the SIP, which sets the allowable limits for each pollutant. Table 2 confirms ozone precursor emissions do not exceed the budgets for either VOC or NO_x.

TABLE 2
Cleveland-Akron-Lorain Mobile Source
Ozone Precursor Emissions Forecasts

Volatile Organic Compounds (VOC) (tons/day)				
2008 8-Hour Ozone Test	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	16.20		9.77	6.58
AMATS	9.11		4.22	3.76
Ashtabula County	1.26		0.58	0.54
TOTAL	26.57	30.80	14.57	10.88
Nitrogen oxides (NO _x) (tons/day)				
	2021 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions
NOACA	22.13		10.90	7.47
AMATS	12.21		5.29	4.21
Ashtabula County	1.87		0.84	0.72
TOTAL	36.21	43.82	17.03	12.40

Table 3 shows the results of the MOVES2014a analysis for the Cleveland-Akron-Lorain PM_{2.5} maintenance area. This analysis must show that direct PM_{2.5} and NO_x emissions from mobile sources will not exceed those found in the 2022 budget. Table 2 confirms emissions do not exceed the budgets for both direct PM_{2.5} and NO_x.

TABLE 3
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Direct PM _{2.5} Emissions (Annual Tons)				
PM _{2.5} 2006 Standard Test	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		343.76	264.33	224.07
AMATS		133.88	108.62	108.04
Ashtabula County		2.19	1.68	1.68
TOTALS	880.89	479.83	374.63	333.79
Nitrogen oxides (NOx) Precursor (Annual Tons)				
	2022 Budget	2022 Emissions	2030 Emissions	2040 Emissions
NOACA		9,977.68	5,457.77	3,787.06
AMATS		2,736.88	1,872.30	1,664.22
Ashtabula County		50.33	35.26	32.81
TOTALS	17,263.65	12,764.89	7,365.33	5,484.09

TABLE 4
Northeast Ohio Mobile Source PM_{2.5} and Precursor Emissions Forecasts

Attainment status: 2012 Annual PM_{2.5} Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM_{2.5} MVEB

Geography: Cuyahoga and Lorain County, OH *Summit and Portage Counties are in attainment

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2022 PM_{2.5} Budget year
2030 Interim and PM_{2.5} Budget year
2040 Plan(s) horizon year

Direct PM _{2.5} Emissions (Annual Tons)					
PM _{2.5} 2012 Standard Test	2022 Budget	2022 Emissions	2030 Budget	2030 Emissions	2040 Emissions
Direct PM _{2.5}	406.79	243.93	270.57	192.28	162.50
NOx	9,432.04	7,093.52	4,907.54	3,721.28	2,561.28

For additional detail on these topics, visit the following USEPA websites:

<http://www.epa.gov/air/ozonepollution/> (general ozone information)
<http://www.epa.gov/ttn/naaqs/ozone/ozoneotech/> (technical ozone information)
<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)
<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)
http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html (technical particulate matter information)

EXHIBIT C-1 2021 NETWORK

The 2021 Network includes all existing facilities plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	NORTON - Weber Dr to I-76	Median turn lane
Evans Ave	AKRON - CSX Rail Line	RR Grade separation
Massillon Rd (SR 241)	GREEN - Raber Rd to SR 619	Widen to 5 lanes, Improve Safety
SR 91	TWINSBURG - North of Glenwood Blvd to Cuyahoga County Line	Widen to 4 lanes and roundabout at Meadowood/Ethan
Tailmadge Ave (SR 261)	AKRON - N. Main St to SR 8	Road diet and realign Dayton

Note: All of these projects are assumed 2021 for ozone; however for PM_{2.5} they would move to 2022.

Please note that the following locations were added to all networks due to maintenance of traffic stripping

I-76	AKRON - US 224 to I-77 (Kenmore Leg)	6 lanes w/ interchange modifications from MOT
I-77	SPRINGFIELD TWP/AKRON - Arlington Rd to I-277	Widen to 8 lanes and interchange modifications from MOT

EXHIBIT C-2
2022 NETWORK

The 2022 Network includes those projects in the 2021 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Cleveland-Massillon Rd	COPLEY TWP/FAIRLAWN - I-77 to Bywood Ave	Widen to 4 lanes and roundabout
I-76/US224	BARBERTON - State Rd/Wooster Rd Interchanges and widening	Reconfigure Interchanges and widen I-76 to 3 lanes
SR 14	STREETSBORO - Portage Pointe to Diagonal Rd	Median turn lane
Tallmadge Rd	BRIMFIELD TWP - At I-76 Interchange	Reconfigure Interchange

Note: All of these projects are assumed 2022 for PM2.5; however they would move to 2030 for ozone.

Please note the following location was added to 2022, 2030, and 2040 networks as a plan amendment to be approved May 2020

SR 8/I-77	AKRON - US 224 to Carroll St	Add an additional lane in each direction
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EXHIBIT C-3
2030 NETWORK

The 2030 Network includes those projects in the 2022 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Arlington Rd	GREEN - Boettler Rd to September Dr	Widen to 4 lanes with intersection improvements
E Main St	KENT - Main/SR 59/Willow to Horning	Roundabouts, raised median, remove Terrace, Horning realignment, complete streets
I-76/I-77	AKRON - Central Interchange	Reconfigure Interchange
I-77	BATH TWP/RICHFIELD/RICHFIELD TWP - Ghent Rd to Cuyahoga County Line	Widen to 6 lanes
Massillon Rd (SR 241)	GREEN - At Corporate Woods Circle	Roundabout
Massillon Rd (SR 241)	GREEN - At Boettler Rd/Franks Pkwy	Roundabout
N Main St	AKRON - north of Y-bridge to north corp limit	Road diet, complete streets
SR 8	AKRON - Perkins St to Glenwood Ave	Reconstruct bridge, Improve Perkins St ramp operation

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EXHIBIT C-4
2040 NETWORK

The 2040 Network includes those projects in the 2030 network plus the following projects:

PROJECT	LOCATION & TERMINI	TYPE OF WORK
Darrow Rd (SR 91)	TWINSBURG - At I-480 Interchange	Reconfigure Interchange
Howe Rd	CUYAHOGA FALLS - At SR 8 Interchange	Reconfigure Interchange
Kent Rd (SR 59)	STOW - At Darrow Rd (SR 91)	Additional capacity, operational improvements, traffic study, enhance transit
Oviatt St	HUDSON - SR 91 to Ravenna Rd	Add a Bypass
Town Park Blvd	GREEN - Massillon Rd to Wise Rd	New Roadway
Town Park Blvd	GREEN - Lauby Rd to Wise Rd	New Roadway

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**FY2021-2024 Transportation Improvement Program (TIP)
Air Quality Conformity Interagency Consultation Conference Call Minutes**

Present: Akron Metropolitan Area Transportation Study (AMATS)
Erie County Regional Planning Commission (ERPC)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Federal Highway Administration, Ohio Division (FHWA)
Ohio Department of Transportation, Statewide Planning (ODOT)
Ohio Environmental Protection Agency (Ohio EPA)
United States Environmental Protection Agency (U.S. EPA)

Logistics: October 31, 2019, 2:00 p.m., Conference Call

Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their FY2021-2024 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs), for which the horizon year is 2040.

Discussion

- The IAC call began at 2:00 p.m.
- All parties agreed on the geographic scope of the analysis, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit), and Ashtabula County
 - Ashtabula County not included in the nonattainment area for the 2015 ozone National Ambient Air Quality Standard (NAAQS), but it is part of the maintenance area for the 2008 NAAQS
 - All eight counties part of maintenance area for 2006 fine particulate matter (PM_{2.5}) NAAQS, but only Cuyahoga and Lorain are part of maintenance area for 2012 PM_{2.5} NAAQS
- Parties agreed on the applicable conformity tests and budgets
 - Ohio has not completed the State Implementation Plan (SIP) for the 2015 ozone
 - Based on U.S. EPA guidance, the MPOs will use the 2008 ozone budgets to analyze both the 2008 and 2015 ozone NAAQS
 - MPOs will use the budgets for the 2006 and 2012 PM_{2.5} NAAQS for those analyses
- Parties settled upon the analysis years
 - NOACA recommended the following analysis years
 - Ozone: 2021 (attainment year for the 2015 NAAQS), 2030 (budget year for 2008 NAAQS), and 2040 (horizon year for LRTP)
 - 2006 PM_{2.5} NAAQS: 2022 (budget year), 2030 (interim year), and 2040 (horizon year)
 - 2012 PM_{2.5} NAAQS: 2022 (budget year), 2030 (budget year), and 2040 (horizon year)
 - All parties agreed that these are the appropriate analysis years

- Parties confirmed the geographic division for the analysis
 - NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
 - ODOT and AMATS would work together to run the analysis for Portage and Summit Counties
 - ODOT will also do the additional analysis for Ashtabula County
 - NOACA asked if ODOT will continue to do the post-processing for the NOACA region, and both agencies agreed to this
 - NOACA added that once post-processing is completed, ODOT will provide the final emissions totals to NOACA, and it will complete the conformity documentation
- U.S. EPA confirmed that MOVES2014a is the version of record, and the MPOs/ODOT will use it to complete the emissions modeling
- There was a discussion about the networks for the analysis
 - NOACA noted that it is processing two ODOT sponsored major rehabilitation projects along IR-77 and IR-90 through its project review. The projects are currently scoped as major rehabilitation projects for construction in 2021 and 2024, respectively.
 - ODOT is evaluating the feasibility of incorporating hard shoulder running into each project. Based on NOACA's review of the guidance, if hard shoulder running is determined to be feasible and is incorporated into the project scopes, the projects will have to be analyzed for air quality conformity impacts.
 - This would trigger another conformity analysis if they are amended to the TIP later on
 - ODOT proposed conducting further research and holding additional discussions to determine whether or not they would be exempt; however, they will not be analyzed until next year, regardless
 - NOACA and ODOT agreed to proceed with the conformity analysis, as planned, and table this issue until later on
 - AMATS and ODOT explained that they are finalizing their travel demand model, and it will not be validated until around Thanksgiving (week of November 25, 2019)
 - NOACA explained the tight timeline for the conformity determination, given the need to get approval from the NOACA Board of Directors at their March 13, 2020 meeting
 - MPOs and ODOT need to complete emissions modeling mid-January, at the latest
 - ODOT proposed that AMATS use its existing model in order to stick to this timeline, and all parties agreed
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval
- NOACA explained that it needs to get approval from its Board of Directors at its March 13, 2020 meeting
 - This is earlier than previous TIPs, when NOACA had gotten approval at the June Board meeting

- o In order to meet this timeline, NOACA needs to get a recommendation for approval from its Planning and Programming Committee at its January 2020 meeting
- AMATS, and ERPC will pass resolutions to adopt the conformity determination after NOACA
 - o ODOT advised AMATS and/or ERPC to wait until April or May to approve the conformity determination in order to abide by the public involvement process for the State TIP (STIP), which ends on April 10
 - o AMATS indicated they can get approval from their Technical Advisory and Policy Committees on May 14
 - o ERPC stated they can either get approval from their Technical Advisory and Policy Committees on April 23 or May 21, as appropriate
 - o NOACA added that it will have its Board of Directors approve a draft TIP at its March meeting, pending major comments from the public
 - If there are major comments, NOACA would need to get approval on the revised, final TIP at the June Board of Directors meeting
 - All parties agreed to this process
- NOACA asked U.S. EPA about whether the Lake Michigan Air Directors Consortium (LADCO) had made progress on updating the model inputs for MOVES. U.S. EPA indicated they were not sure of the status of that update but would inquire
- The IAC call concluded at 2:30 p.m.

Table 1. FY2021-2024 TIP Conformity Determination Timeline

Organization	Activity	Date(s)
NOACA	Public Involvement Process	January 10-April 10
NOACA	Planning & Programming Committee Meeting	January 17
NOACA	Board of Directors Meeting	March 13
NOACA	Board of Directors Meeting (if necessary to approve changes based on major comments)	June 12
AMATS	Public Involvement Process	In accordance with AMATS PI process
AMATS	Technical Advisory & Policy Committee Meetings	May 14
ERPC	Public Involvement Process	In accordance with ERPC PI process
ERPC	Technical Advisory & Policy Committee Meetings	April 23 or May 21
ODOT	STIP Public Involvement Process	March 30-April 10
ODOT	Final S/TIPs Due (ODOT, MPOs, RTPs to post final S/TIPs to ODOT STIP extranet)	April 30
ODOT	S/TIPs Submitted to USDOT (USDOT 45 day review period. Approval anticipated July 1)	May 1
U.S. DOT	Approved S/TIPs Posted to Web	July 1

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FY2021-2024 Transportation Improvement Program (TIP) Air Quality Conformity Interagency Consultation Conference Call Minutes Including AMATS 2040 Plan Amendment

Present: Curtis Baker – AMATS
Phyllis Jividen – AMATS
Dave Pulay – AMATS
Amy Prater – AMATS
Carrie Whitaker – ERPC
Tim Kovach – NOACA
Nino Brunello – ODOT Central Office
Dave Moore – ODOT Central Office
Lauren Phillis – ODOT District 4
Steve Rebillot – ODOT District 4

Logistics: February 4, 2020, 1:30 p.m., Conference Call

Purpose

This interagency consultation call was held to clarify what conformity determination and documentation would be needed to include a minor revision to the AMATS 2040 Regional Transportation Plan.

Discussion

- The interagency consultation call began at 1:30 p.m.
- Dave Moore described that recently ODOT District 4 decided to add a capacity adding alternative to PID 102329; which would be a minor revision to the AMATS 2040 Regional Transportation Plan. The project would basically add an additional through lane in each direction on IR 77 from US 224/IR 277 to SR 8 and SR 8 from IR 77 to Perkins St in Akron.
- A new air quality conformity determination is required to include this project alternative so that the project could sell in FY 2021.
- After much discussion, it was decided that the project will be included in the AMATS 2021-2024 TIP air quality conformity determination and that the AMATS 2040 Regional Transportation Plan will be revised to include this minor revision.
- All parties agreed that the analysis years and geographic division previously determined on the last interagency call (October 31, 2019) would remain as agreed upon:
 - o 2021, 2030, 2040 for Ozone
 - o 2022, 2030, 2040 for PM_{2.5}
- MOVES2014a is still the version of record, and the MPOs/ODOT will use it to complete the emissions modeling.
- ODOT District 4 agreed to send out slides of the proposed improvements to use for public involvement components.
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, so they can bring it to their Technical Advisory and Policy Committees for approval.

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- AMATS plans to take the project slides to their March 11th Policy committee meeting for review. Then, AMATS will take the 2021-2024 TIP, including air quality conformity determination, and plan amendment to their May 14th Policy committee meeting.
- NOACA plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their March 13th Board of Directors meeting.
 - NOACA stipulated that approvals may be delayed until their June 12th Board of Directors meeting if significant changes need to be made to their TIP based on public comment.
- ERPC plans to take 2021-2024 TIP including air quality conformity determination and concurrence with AMATS plan amendment to their May 21st Policy Committee meeting
- The interagency consultation call concluded approximately 2:00 p.m.

After the meeting an email was sent to all participants as well as FHWA, EPA, and OEPA. FTA was accidentally omitted but later added by FHWA. All four agencies not on the call concurred via email with the approach outlined in the meeting. Email concurrences are shown below including date and time information.

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Sent: Wednesday, February 05, 2020 11:42 AM
To: Prater, Amy <APrater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino Brunello <Nino.Brunello@dot.ohio.gov> <Nino.Brunello@dot.ohio.gov>; Lauren Phillis <Lauren.Phillis@dot.ohio.gov> <Lauren.Phillis@dot.ohio.gov>; Steve Rebillot <Steve.Rebillot@dot.ohio.gov> <Steve.Rebillot@dot.ohio.gov>; Paul Braun <paul.braun@epa.ohio.gov> <paul.braun@epa.ohio.gov>; Maietta, Anthony <maietta.anthony@epa.gov> <maietta.anthony@epa.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov> <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov> <Noel.Mehlo@dot.gov>
Subject: RE: Updated AQ Conformity Determination conference call minutes

All,

I have contacted US EPA, OEPA and FTA (you forgot to include Mark Kane on the e-mail below) and they are going to let me know if they concur with this approach or if they feel they need a call. If they do not need a call, I would add text to the meeting summary to the effect that "the other agencies concurred via e-mail with the approach outlined in the meeting."

In the future, please include all the agencies that should be on an IAC call so we can all be on the same page together and can document, in good faith, the outcomes of the meeting.

FHWA concurs with the outlined approach. Below is FTA's concurrence. Thanks. -Carmen

Carmen M. Stemen
 Carmen M. Stemen, MUP
 Planning and Environment Specialist
 FHWA Ohio Division
 200 N. High St., Rm. 328
 Columbus, OH 43215
 (614) 280-6848

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Wednesday, February 5, 2020 12:30 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Subject: RE: [External]RE: Updated AQ Conformity Determination conference call minutes

Hi Carmen,

FTA concurs with the approach.

Thanks.

Mark

Mark Kane
 Community Planner
 Federal Transit Administration
 200 West Adams Street, Suite 320
 Chicago, IL 60606
 312.353.1552

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Wednesday, February 5, 2020 1:13 PM
To: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>; Prater, Amy <APrater@akronohio.gov>; Baker, Curtis <CBaker@akronohio.gov>; Jividen, Phyllis <PJividen@akronohio.gov>; Pulay, Dave <DPulay@akronohio.gov>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov> <CWhitaker@eriecounty.oh.gov>; Tim Kovach <TKovach@mpo.noaca.org> <TKovach@mpo.noaca.org>; Nino Brunello <Nino.Brunello@dot.ohio.gov> <Nino.Brunello@dot.ohio.gov>; Lauren Phillis <Lauren.Phillis@dot.ohio.gov> <Lauren.Phillis@dot.ohio.gov>; Steve Rebillot <Steve.Rebillot@dot.ohio.gov> <Steve.Rebillot@dot.ohio.gov>; Paul Braun <paul.braun@epa.ohio.gov> <paul.braun@epa.ohio.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov> <Mark.Kane@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov> <Noel.Mehlo@dot.gov>
Subject: RE: Updated AQ Conformity Determination conference call minutes

Thanks Carmen,

EPA is ok with this approach but as a reminder to everyone the full Cleveland/Akron/Erie IAC list is in the Ohio SIP (I've attached the relevant appendix to this email) and the group consists of:

Environmental Justice Analysis

Appendix D

ENVIRONMENTAL JUSTICE ANALYSIS

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APPENDIX D

ENVIRONMENTAL JUSTICE ANALYSIS

INTRODUCTION

According to the Goals and Objectives of the AMATS Regional Transportation Plan, *Transportation Outlook*, the transportation system should reflect and support the values and planning objectives of area communities and neighborhoods by ensuring that the planning process is conducted in conformance with Title VI of the Civil Rights Act of 1964 and the environmental justice requirements of Presidential Executive Order #12898 of 1994.

The United States Environmental Protection Agency (EPA) Office of Environmental Justice defines environmental justice as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

Consequently, programs or activities that use federal funds must make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds. It also means that agencies using federal funds must attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs.

Meaningful involvement means that people have an opportunity to participate in decisions about activities that may affect their environment or health; the public's contribution can influence the decision-making process; their concerns will be considered in the decision making process; and the decision-makers seek out and facilitate the involvement of those potentially affected.

According to Presidential Executive Order #12898, disproportionately high and adverse effects are those that will be predominately borne by minority or low-income groups; or those which will be suffered by minority and low-income groups in a manner that is appreciably more severe or greater in magnitude than those which will be suffered by non-minority and non-low-income groups.

In keeping with the environmental justice requirements that the recipients of federal funds make greater efforts to involve low-income and minority populations in the decision-making process, the public involvement activities conducted by AMATS ensure that low-income, minority

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individuals, and community groups have the opportunity to participate in the transportation planning process. Community groups and social service agencies representing minority and low-income populations are included on the AMATS notifications list. These groups are made aware of opportunities to participate in the planning process by advertising public meetings in three newspapers: 1) The Akron Beacon Journal; 2) The Kent-Ravenna Record Courier; and 3) The Reporter (a publication that serves the black community). Draft planning documents are provided directly to AMATS members and social service agencies, and are made available on the AMATS website, www.amatsplanning.org. In addition, the AMATS website can be viewed in a number of different languages.

The purpose of environmental justice principles and procedures is to improve all levels of transportation decision making. This approach hopes to:

- make better transportation decisions that meet the needs of all people;
- design transportation facilities that fit more harmoniously into communities;
- enhance the public-involvement process; and provide minority and low-income populations with opportunities to learn about and improve transportation
- improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations;
- cooperate with other public and private programs on a continuous basis in order to achieve a comprehensive vision for communities;
- avoid disproportionately high and adverse impacts on minority and low-income populations; and
- minimize or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Current efforts to support environmental justice are a consequence of Title VI of the Civil Rights Act as amended, and subsequent statutes, executive orders and federal and state guidance to promote and enforce non-discrimination and the fair distribution of benefits and burdens associated with federal programs, policies and activities. Both Title VI and environmental justice aim to ensure full and fair participation and integration of the public into the planning process. The Federal Transit Administration's (FTA) most recent release of guidance found in Circular 4703.1 (August 2012) reiterates the federal government's long-standing principles of environmental justice:

- To avoid, minimize, and mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

METHODOLOGY

In addition to involving low-income and minority populations in the planning process, environmental justice also means assessing the impact of transportation plans, programs, and policies on low-income and minority populations. In order to accomplish this, the following questions must be considered:

- What are low-income and minority populations?
- How should these populations be identified?
- Which environmental impacts should be considered?
- What are the potential impacts of recommended projects on low-income and minority populations?
- What is the overall level of accessibility in low-income and minority neighborhoods?
- What is the overall level of investment in transportation infrastructure in areas with above average concentrations of minority and low-income populations?

Definitions

According to the latest 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 Department of Health and Human Services (HHS) poverty guidelines. The Federal Highway Administration (FHWA) reiterates this definition with Order 6640.23A (issued in June 2012). The *low-income population* means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed project, program, policy or activity.

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 or Latin (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) American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; or 5) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). *Minority population* means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed project, program, policy or activity.

Adverse effects is defined as the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a

community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of US DOT programs, policies, or activities.

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that is predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Programs, policies, and/or activities mean all projects, programs, policies, and activities that affect human health or the environment, and which are undertaken or approved by the US DOT. These include, but are not limited to, permits, licenses, and financial assistance provided by the US DOT. Interrelated projects within a system may be considered to be a single project, program, policy or activity for purposes of this Order. *Regulations* and *guidance* refer to regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by the US DOT.

Identifying Concentrations of Low-Income and Minority Population

Although low-income and minority persons live throughout the AMATS area, many are concentrated in specific locations and neighborhoods. The following methodology was used to identify above average concentrations of low-income and minority groups:

- Concentrations of low-income population were identified by comparing the percentage of the population at or below the poverty level in each Census block group to the percentage of the population in the entire AMATS area. The data used in this analysis were obtained from the 2017 American Community Survey (ACS) 5-year estimates. Census block groups with a percentage of population considered low-income that were at least the regional rate of 25.50% were considered to be above average concentrations of low-income populations. These Census block groups are shown on Map D-1.
- Concentrations of minority population were identified by comparing the percentage of minorities living in each Census block group to the percentage of such persons living in the entire AMATS area. The data used in this analysis were obtained from the 2017 American Community Survey (ACS) 5-year estimates. Census block groups with a percentage of minorities that were at least the regional rate of 35.66% were considered to be above average concentrations of minority population. These census block groups are shown on Map D-2.

Environmental Impacts

According to the U.S. Department of Transportation, adverse impacts are defined as significant individual or cumulative negative human health or environmental effects, resulting from the implementation of federal, state, or local transportation policies, plans, or projects.

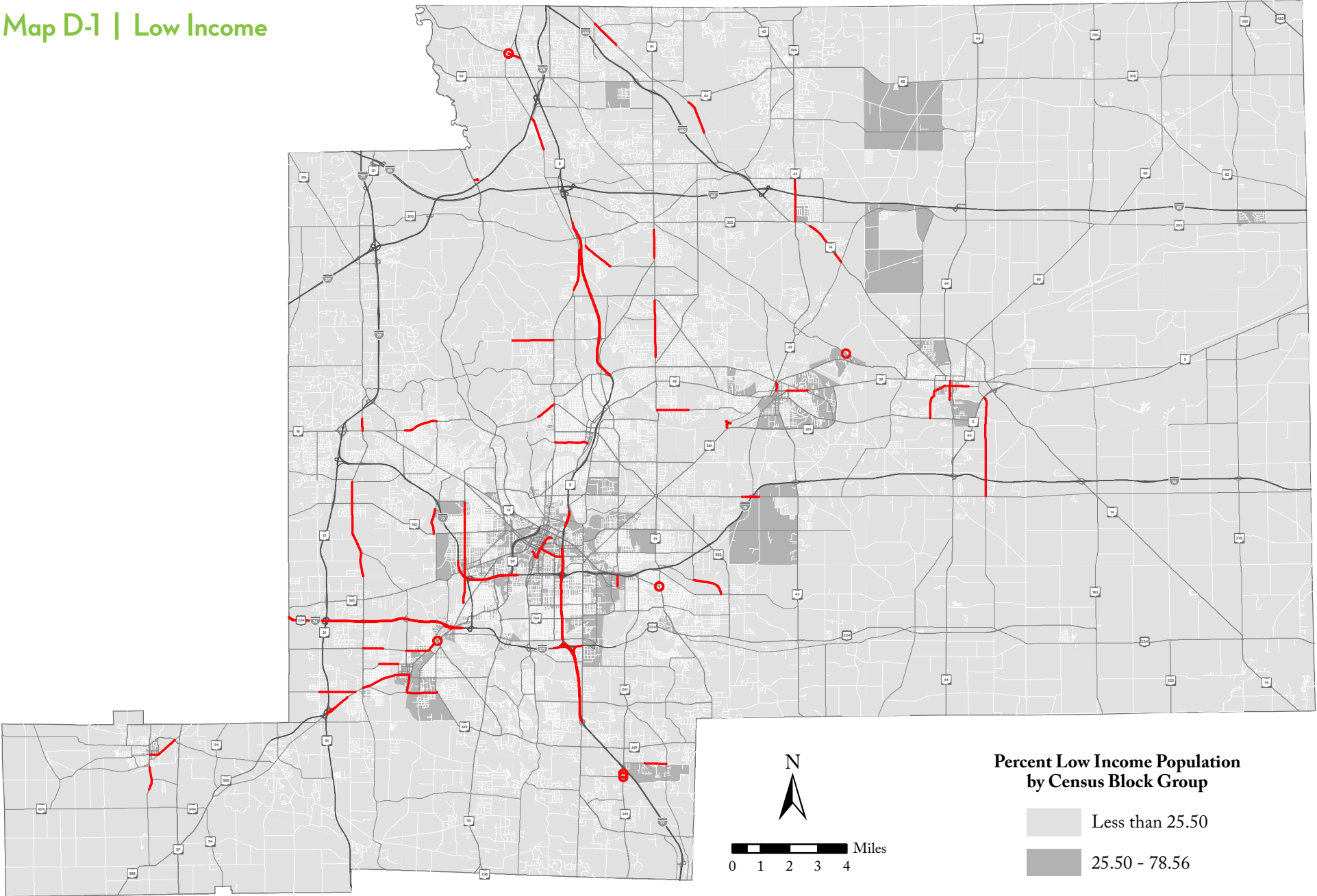
By reviewing environmental justice guidance developed by ODOT, the following ten variables have been identified as a means of qualitatively evaluating the environmental impacts of projects in the AMATS Fiscal Year 2021-2024 Transportation Improvement Program (TIP) that are located in low-income or minority areas:

- 1) *Safety* - How will the project affect the relative safety of those using the facility and living in the target area?
- 2) *Pollution* - How will the project affect the overall air quality, water quality, noise level or soil quality of the target area?
- 3) *Natural Resources* - How will the project affect vegetation, streams, parks or other aspects of the natural environment in the target area?
- 4) *Aesthetics* - How will the project affect the appearance and physical attractiveness of the target area?
- 5) *Community Cohesion* - How will the project affect the identity and cohesiveness of the target area?
- 6) *Economic Vitality* - How will the project affect the economic health of the target area?
- 7) *Accessibility* - How will the project affect the level of access to, or from, the target area?
- 8) *Displacement of Businesses or Residents* - How will the project affect businesses, residents and institutions in the target area? Will it displace any of them?
- 9) *Traffic Congestion* - How will the project affect existing levels of traffic congestion?
- 10) *Equal Access to Improvement* - Will the overall benefits of the project be as available to residents of the target area as they will be to the region as a whole?

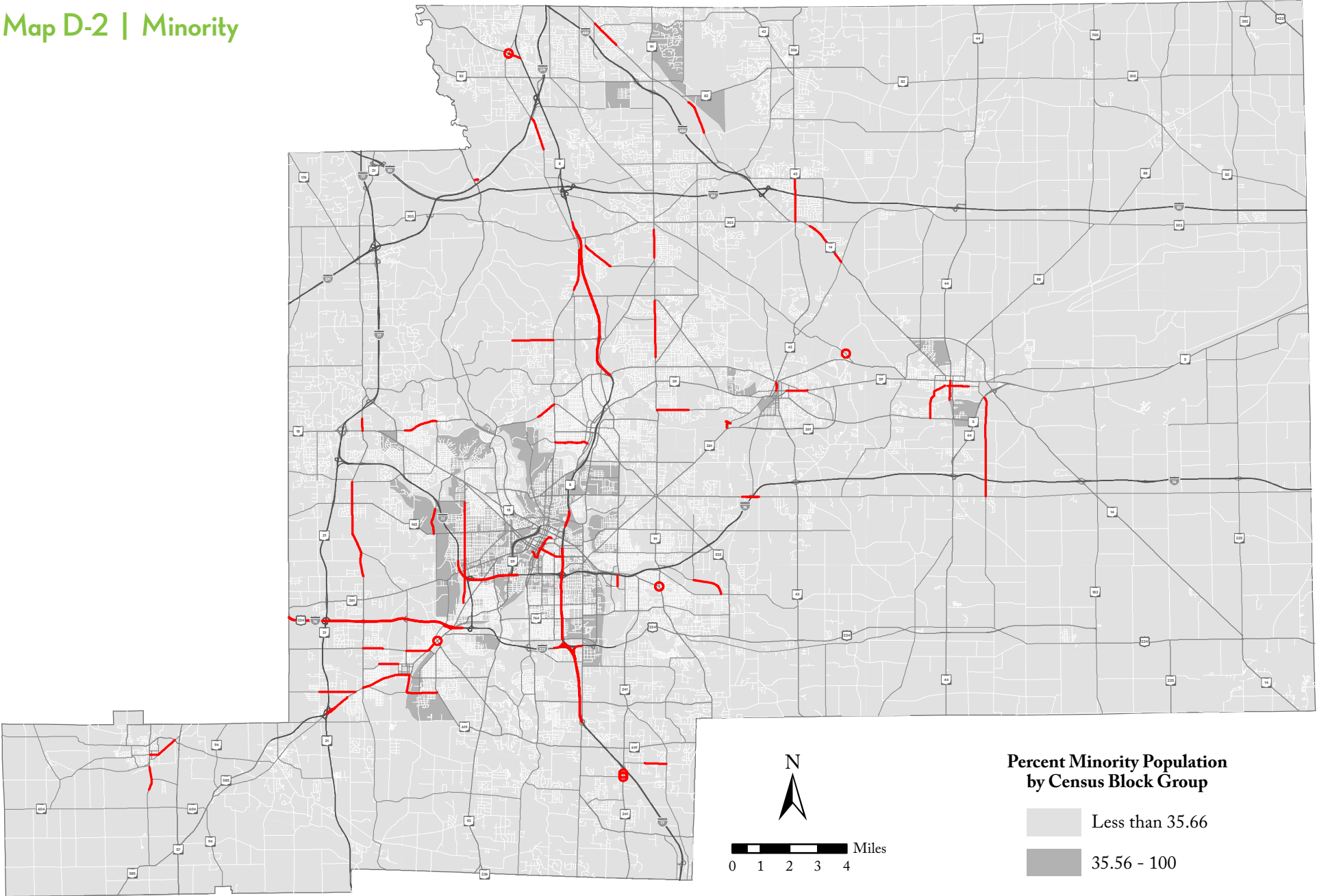
ANALYSES

Three analyses were developed to evaluate the potential adverse human health or environmental impacts of projects in the FY 2021-2024 TIP based upon minority population and low-income populations. These analyses examine: 1) the potential environmental impacts of projects; 2) transportation accessibility in low-income and minority neighborhoods; and 3) transportation investment in low-income and minority areas.

Map D-1 | Low Income



Map D-2 | Minority



Potential Environmental Impacts of Projects

Highway, public transportation, and transportation enhancement projects in this TIP were analyzed in order to determine potential impacts on low-income population and minority population. This analysis was completed according to the following procedure:

Step 1 - Projects were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income population or minority population. Projects that were not located in or bordering on these areas were exempted from further analysis.

Step 2 - The remaining projects were divided into eight categories: 1) major capacity improvements; 2) realignment or reconfiguration; 3) highway operational improvements; 4) public transportation system preservation; 5) public transportation system expansion; 6) bikeway facilities; 7) pedestrian facilities; and 8) scenic/environmental enhancements.

The following project categories were exempted from further analysis because they are not expected to have any disproportionately high and adverse human health and environmental effects on minority and low-income groups:

- Highway operational improvements
- Public transportation system preservation
- Pedestrian facilities / bicycle lanes
- Scenic/environmental enhancements

Step 3 - The remaining categories were qualitatively evaluated as to their environmental impacts because they have the potential of disproportionately high and adverse human health and environmental effects on minority and low-income groups:

- Major capacity improvements
- Realignment or reconfiguration
- Public transportation system expansion
- Bikeway/Multi-purpose facilities

The potential environmental impacts of highway, public transportation and transportation enhancement projects are displayed in Table D-1. Projects that are expected to impact a variable in a positive manner are indicated by a "+." Projects that are expected to impact a variable in a neutral manner are indicated by an "n." Projects that could impact a variable in a negative manner are indicated by a "-."

All of the projects shown in Table D-1 should be analyzed more closely as they move into the stages of development. Projects with potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed. A determination can then be made as to whether negative impacts will be disproportionately borne by low-income or minority individuals or communities.

Table D-1
POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECTS

Project	From	To	Category	Location	POTENTIAL IMPACTS*									
					Safety	Pollution	Natural Resources	Aesthetics	Community Cohesion	Economic Vitality	Accessibility	Displacement of Residents/Businesses	Traffic Congestion	Equal Access to Improvement
HIGHWAY PROJECTS														
Exchange St	Broadway St	Fountain St	Reconfiguration	Low Income	+	n	n	+	+	n	n	n	n	n
I-76/77/SR 8	I-76 Kenmore leg to Princeton and Grant to School; I-77 from Waterloo to Lafayette and Kenmore leg to Vernon Odom; SR 8 from I-76 to Perkins		Reconfiguration/Capacity	Low Income/Minority	+	-	n	+		+	+	n	+	n
Seiberling Way	Eagle St	Englewood Ave	New roadway	Low Income	n	-	n	+	n	+	+	n	n	n
SR 8 High Bridge	Perkins St	Glenwood Ave	Reconfiguration	Low Income/Minority	+	n	n	+		n	+	-	+	n
SR 43	SR 14	Frost Rd	Reconfiguration/Capacity	Low Income	+	-	n	+	+	+	+	n	+	n
SR 59	Willow St	Horning Rd	Reconfiguration	Low Income	+	+	n	+	+	+	n	n	+	n
Tallmadge Rd Interchange	At I-76		Reconfiguration	Low Income	+	n	n	+	n	+	+	n	+	n
TRANSPORTATION ENHANCEMENT PROJECTS														
Freedom Trail PH 4	Rosa Parks Blvd	Mill St	Bikeway/Multi-purpose Facilities	Low Income/Minority	+	+	n	+	+	+	+	n	+	n
Raber Rd	Troon Dr	Mayfair Rd	Bikeway/Multi-purpose Facilities	Low Income	+	+	n	+	+	+	+	n	+	n
Wooster Rd	2nd St SW	4th St NW	Bikeway/Multi-purpose Facilities	Low Income	+	+	n	+	+	+	+	n	+	n
The Portage Hike & Bike Trail - Brady's Leap Segment	W. Main St	South of Fairchild Ave	Bikeway/Multi-purpose Facilities	Low Income/Minority	+	+	n	+	+	+	+	n	+	n

* KEY:

- + denotes Positive Impact
- n denotes Neutral Impact
- denotes Negative Impact

Transportation Accessibility in Low-Income and Minority Neighborhoods

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), signed into law on December 4, 2015, provides provisions that support transportation programming, planning and funding. These provisions provide increased opportunities to enhance pedestrian and bicycle safety and mobility, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity and create more complete transportation systems that foster healthier, more livable communities. This is especially crucial in low-income and minority communities, which sometimes lack adequate access and mobility to recreational, shopping, and employment opportunities.

Two analyses have been completed in order to determine the overall level of accessibility in low-income and minority neighborhoods. The first analysis focuses on the TIP highway projects. The second analysis focuses on the existing public transportation system. Transportation enhancement projects were exempted from the transportation accessibility analysis because these projects are used mostly for recreational purposes and are difficult to analyze quantitatively.

Highway Accessibility Analysis

The first step in the highway accessibility analysis was to identify a sample of six traffic analysis zones that represent low-income and minority neighborhoods: 1) East Akron; 2) West Akron; 3) North Akron; 4) Barberton; 5) Kent; and 6) Twinsburg.

The second step in the analysis was to identify traffic analysis zones that contain major activity centers. Altogether, 13 traffic analysis zones containing major commercial, industrial, medical, educational, transportation and recreational facilities were identified:

- | | |
|--------------------------------------|------------------------------|
| 1) Akron-Canton Airport | 8) Chapel Hill Shopping Area |
| 2) Downtown Akron Transit Center | 9) Summit Mall |
| 3) Akron Central Business District | 10) Montrose Shopping Area |
| 4) Akron City Hospital | 11) Macedonia Commons |
| 5) Akron General Hospital | 12) University of Akron |
| 6) Goodyear | 13) Kent State University |
| 7) Northeast Ohio Medical University | |

In the third step, the AMATS travel-demand model network, representing the highway system as it is planned to operate in 2024, was used to estimate the average travel time from each low-income and minority neighborhood to each of the 13 major activity centers. In order to provide a valid comparison, a similar analysis was conducted to estimate the average travel time to each major activity center from a sample of six traffic analysis zones, representing neighborhoods below average concentrations of low-income and minority population:

- 1) Cuyahoga Falls; 2) Hudson; 3) Stow; 4) Green; 5) Macedonia; and 6) Aurora.

The results of the highway accessibility analysis are shown in Table D-2. According to this analysis, the highway projects in the FY 2021-2024 TIP provide low-income and minority neighborhoods with slightly better accessibility to major activity centers located throughout the AMATS area, than non-low-income and non-minority neighborhoods. The average travel time to major activity centers is 17 minutes for low-income and minority neighborhoods, versus 22 minutes for non-low-income and non-minority neighborhoods.

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Table D-2
HIGHWAY ACCESSIBILITY ANALYSIS
AVERAGE TRAVEL TIME TO MAJOR ACTIVITY CENTERS
(in minutes)

Traffic Zone Number	AKRON-CANTON AIRPORT 452	DOWNTOWN AKRON TRANSIT CENTER 46	AKRON CBD 21	AKRON CITY SUMMIT HOSPITAL 8	AKRON GENERAL HOSPITAL 43	GOODYEAR 96	NORTHEAST OHIO MEDICAL UNIVERSITY 749	CHapel Hill Shopping 274	SUMMIT MALL 522	MONTROSE SHOPPING 39	MACEDONIA COMMONS 566	UNIVERSITY OF AKRON 32	Kent State 720	OVERALL AVERAGE (minutes)
Low Income or Minority Zones	22	14	14	14	15	14	22	15	19	19	24	14	21	17
East Akron (zone 93)	14	7	8	6	10	4	17	10	16	16	25	7	19	12
West Akron (zone 181)	20	7	7	10	5	11	24	13	9	9	24	8	25	13
North Akron (zone 222)	17	7	4	5	6	8	21	6	15	16	21	7	22	12
Barberton (zone 259)	19	16	16	18	15	17	30	20	19	19	34	17	31	21
Kent (zone 711)	26	18	19	17	20	15	13	15	26	26	29	18	3	19
Twinsburg Twp (343)	39	30	29	27	31	30	30	25	27	25	9	29	27	27
Non-Low Income and Non-Minority Zones	27	22	20	19	22	21	29	17	26	25	18	20	24	22
Cuyahoga Falls (zone 302)	20	12	10	9	12	12	24	6	17	19	19	10	22	15
Hudson (zone 368)	31	23	21	20	23	23	29	17	29	27	14	21	22	23
Stow (zone 375)	24	16	14	13	16	16	24	10	25	25	19	15	12	18
Green (zone 447)	9	15	16	15	17	15	27	17	24	24	33	16	29	20
Macedonia (zone 568)	35	27	25	24	27	27	35	21	22	21	3	26	32	25
Aurora (zone 612)	45	37	35	33	37	36	32	31	38	36	19	35	29	34

Analysis uses 2030 AQ network

Public Transportation Accessibility Analysis

The first step in the public transportation accessibility analysis determined the percentage of the total population in Summit and Portage counties living within a 0.25 mile walking distance of existing fixed route transit service. The second step of the analysis determined the percentage of minority population and low-income population living within a 0.25 mile walking distance of existing fixed route transit service. The third step compared the percentage of minority population and low-income population to the percentage of the total population having access to fixed route transit service.

The results of the transit accessibility analysis are shown in Table D-3. According to this analysis, a greater percentage of minority and low-income groups in both Summit County and Portage County have access to fixed route transit service than the general population.

In Summit County, 72.6% of the minority population lives within walking distance to fixed route transit service, as compared to 50.9% of the total population. The total number of low-income population in Summit County within walking distance of fixed route transit service is 72.9%.

In Portage County, 47.4% of the minority population lives within walking distance of fixed route transit service, as compared to 25.0% of the total population. The total number of low-income population in Portage County that lives within walking distance of fixed route transit service is 43.1%.

Table D-3
TRANSIT ACCESSIBILITY ANALYSIS
FIXED ROUTE TRANSIT COVERAGE IN THE AMATS AREA

Population Group	Summit County			Portage County		
	Total	Total Covered by Transit	% Covered by Transit	Total	Total Covered by Transit	% Covered by Transit
Total Population	544,868	277,360	50.9%	162,080	40,499	25.0%
Minority Population	113,171	82,146	72.6%	14,607	6,924	47.4%
Low Income Population	72,350	52,723	72.9%	22,493	9,690	43.1%

Source: 2017 American Community Survey (ACS)

Notes:

Percentage covered by transit includes all people within a 0.25 mile walking distance of existing fixed route transit service.

Fixed Route Transit Service in Summit County is provided by METRO RTA.

Fixed Route Transit Service in Portage County is provided by PARTA.

Transportation Investment in Low-Income and Minority Areas

The overall level of investment in transportation facilities, by geographic area, was examined in order to determine whether areas with above average concentrations of low-income and minority groups would receive an equitable share of the benefits from planned transportation improvements. The transportation facilities that have been examined in this analysis include all highway, public transportation and transportation enhancement projects in the FY 2021-2024

TIP. The results of the analysis of transportation investment in low-income and minority areas are shown in Table D-4 and described in the following section.

Table D-4
TRANSPORTATION INVESTMENTS IN LOW INCOME AND MINORITY AREAS

	Low-Income and/or Minority Areas	Non-Low-Income or Non-Minority Areas	Total	Pct. LI & Min.
Highway Expenditures	\$343,679,100	\$110,589,100	\$454,268,200	76%
-Debt Service Expenditures	\$45,939,400	\$19,056,800	\$64,996,200	71%
Public Transportation Expenditures	\$281,256,363	\$69,441,089	\$350,697,452	80%
Transportation Enhancement Expenditures	\$7,215,000	\$3,000,700	\$10,215,700	71%
Total Expenditures	\$678,089,863	\$202,087,689	\$880,177,552	77%
Other Misc. Expenditures*	N/A	N/A	\$740,000	N/A
Population	115,701	607,422	723,123	16%
Land Area (sq. miles)	163.8	832.8	996.6	16%

* These expenditures include the OhioRideshare program, air quality advocacy program and pavement repair/sidewalk ramp funding.

Population figures are from the 2017 American Community Survey (ACS)

Highway Investment Analysis

Highway projects analyzed in this analysis include specified projects, which have a fixed location. These projects were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income population or minority population.

The highway expenditures are based on the funding allocated between FYs 2021 and 2024. In all, \$343.67 million, or 76%, of the total TIP highway expenditures will benefit areas with above average concentrations of low-income or minority groups. This does not include \$65.0 million in debt services, which are used to repay previous construction projects.

Public Transportation Investment Analysis

Public transportation includes preservation, operational and expansion projects. These projects are estimated based on what it will cost to preserve and maintain the existing transportation system between FYs 2021 and 2024.

In all, \$281.3 million, or 80%, of the total public transportation expenditures in the FY 2021-2024 TIP will benefit areas with above average concentrations of low-income and minority groups.

Transportation Enhancement Investment Analysis

Transportation enhancement expenditures were examined to determine whether they were located in, or bordering on, an area that was identified as an above average concentration of low-income households or minority population. The total cost of the transportation enhancement expenditures recommended in low-income and minority areas is \$7.2 million, or 72% of the total.

Summary

The analysis indicates that \$678.1 million, or 77% of the total project expenditures in the FY 2021-2024 TIP are located in areas with above average concentrations of low-income or minority groups. Other miscellaneous expenditures totaling \$740,000, include the OhioRideshare program and pavement repair/sidewalk ramp funding. This analysis also demonstrates that low-income and minority areas, which comprise 16% of the total population, and 16% of the total land area in the AMATS area, will receive an equitable share of the benefits from planned transportation improvements.

CONCLUSION

In keeping with the environmental justice requirements of Presidential Executive Order #12898, the FY 2021-2024 TIP has been thoroughly analyzed to ensure that the projects will not have disproportionately high and adverse effects on low-income and minority groups.

The three analyses completed for this Environmental Justice Analysis are summarized below:

Potential Environmental Impacts of Projects

- None of the projects in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program* appear to have any fatal flaws from an environmental justice standpoint.
- It is recommended that all of the projects shown in Table D-1, be analyzed more closely as they move into future stages of development.
- Projects which were shown to have potential negative impacts should be closely scrutinized as more detailed environmental analyses are completed, in order to determine whether these negative impacts will be disproportionately borne by low-income or minority individuals or communities.

Transportation Accessibility in Low-Income and Minority Neighborhoods

- Highway projects in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program* provide low-income and minority neighborhoods with adequate and equitable accessibility to major activity centers located throughout the AMATS area.
- Low-income and minority groups in both Summit and Portage counties are well served by public transportation, having greater access to fixed route transit service than the general population.

Transportation Investment in Low-Income and Minority Areas

- Low-income and minority areas will receive an equitable share of the benefits from planned transportation improvements recommended in the AMATS *Fiscal Year 2021-2024 Transportation Improvement Program*.
- It is likely that a much greater percentage of public transportation expenditures actually benefit low-income and minority persons than the analysis indicates, because the amount of route miles does not accurately reflect the actual amount of service being provided. Specifically, trips to suburban employment centers also benefit low-income and minority persons.

References:

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; *Federal Register*, vol. 59 no. 32, February 16, 1994.

DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)); May 2, 2012.

FHWA, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (Order 6640.23A); June 14, 2012

FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012

ODOT, Guidance and Best Practices for Incorporating Environmental Justice into Ohio Transportation Planning and Environmental Processes, June 2016

ODOT Office of Environmental Services (OES), Underserved Populations Guidance, July 2019

Title VI Requirements in Metropolitan and Statewide Planning

Title VI of the 1964 Civil Rights Act

Title 23 of the U.S. Code (U.S.C.), Section 109(h)

Title 49 of the U.S. Code of Federal Regulations, part 21 (Department of Transportation Regulations for the implementation of Title VI of the Civil Rights Act of 1964

The Americans with Disabilities Act (ADA) of 1990, as amended

Title 29 of the U.S. Code of Federal Regulations, parts 1600-1699

Ohio Administrative Code § 123:1-49-02

Ohio Revised Code § 4112.02

Public Review of the TIP FY 2021-2024

Public Comments from the Citizen's Involvement Committee

The following pages are comments received from Citizen's Involvement Committee member, Mr. Carson Barnes at the March 5th, 2020 CIC Meeting.

Comments on AMATS Transportation Improvement Program STBG Funding Program

In reviewing the total number of projects listed and proposed by the Akron Metropolitan Transportation Study (AMATS), the number of jurisdictions involved and affected, along with several transit agencies involved, I respectfully request an Environmental Impact Statement and/or report of the proposed projects and their anticipated effects. Additionally, included in the report should be of possible mitigation measures addressing the anticipated outcomes that are seen as adverse.

In keeping with Federal requirements of Public participation I am offering an overall evaluation of all projects that have been programmed under the STIP, the FY 2021-2024 First Draft Projects List. In as much as this project list is specific to an area and location, and is a source of information for the public. I am viewing them in their totality as far as their contribution to the region's overall transportation and transit network.

These projects, in my view and from one who worked for a state transportation agency is an ideal jobs program that will add to the region's employment of highway engineers, construction workers, electrical contractors, hydrologists, and soils engineers. This program while comprehensive, falls short of realizing your description of all modes of transportation, omitting, paratransit such as vanpools, jitneys taxis, rail (high speed) or water or ferry service.

The absence of any park and ride lots, either built or shared-use is obvious. These facilities could be included as Air Quality Improvements. Employer-sponsored ridesharing programs are a possibility for the reduction of vehicle miles traveled and increased vehicle occupancy, particularly for the journey to and from employment centers like Akron.

Air Quality can be improved by providing electric vehicle charging kiosks at transit hubs at park and ride lots. (Please read the last two paragraphs of this report for marketing information about electric vehicles). The following locations are suggested sites for the park and ride lots in the jurisdictions covered by AMATS. Additionally, these suggestions are made from visual observations of congestion throughout a given weekday;

1. The area at the intersection of Federal Highway 77, and State Route 241 in Green.
2. The area near the intersection of Federal Highway 76 or (SR224), and State Route 21 or possibly Cleveland Massillon Road, and Greenwich Road, at the site of the old Norton High School. Bus service is provided there presently.

Comments on AMATS Transportation Improvement Program STBG Funding Program

3. The area near the intersection of State Route 8 and Seasons Road in Stow. Ideally express bus service could be provided for the a.m. and p.m. commuters.
4. The area near the intersection of Federal Highway 76, and State Route 43 in Brimfield. A one-hundred car capacity should be provided at each of the park and ride lots listed based upon the congestion of the highways near them in the morning and evening commutes, i.e., peak periods. Electric car charging stations could be provided at these park and ride lots.
5. Shared-use park and ride lots have not been included in the Transportation Improvement Program for FY 2021-2024. Carpooling and vanpooling are encouraged by these lots having a designated ridesharing area. Necessary for this program to succeed is the provision of liability insurance and security cameras. Virtually all Walmart stores in the region should be approached and presented with marketing information that will show the benefits of them sharing their parking facilities with commuters.

In the traditional approach to traffic planning, engineers expand the capacity of a given road or highway as the answer to problem. Using a more holistic approach to the problem of congestion in my view is to provide a level of service to the individuals who are using the given highway, therefore; in the case of each park and ride lot and the highway corridor that it services, high occupancy vehicle (h.o.v.) lanes should be provided, i.e.;

1. On Federal Highway 77 northbound in the a.m. and southbound in the p.m., designate one lane to be used exclusively for buses, vanpools, carpools and autos with two or more people.
2. On Federal Highway 76 at State Route 21 from Cleveland-Massillon Road heading eastbound to the 77 south, Canton interchange, designate a h.o.v. lane this lane to be used from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.
3. On State Route 8, heading southbound and beginning at Seasons Road in Stow ending at the Exchange Street off ramp in Akron, designate an h.o.v. lane for vanpools, buses, carpools and autos with two or more passengers per car. This lane should be used in the morning from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. weekdays.

Comments on AMATS Transportation Improvement Program
STBG Funding Program

4. On Federal Highway 76 beginning at State Route 43 in Brimfield ending at Carroll Street St. 8 in Akron, on state Route 8, in the northbound lane designate an h.o.v. lane to be used exclusively by carpools, vanpools and buses.

In an effort to somewhat address the region's need for paratransit, the mobility of the elderly and handicapped are of concern. A competitive application process could be established to provide vans 15-passenger or smaller to nursing homes, and schools for the handicapped. Field trips for the elderly in nursing homes could be provided by these vans. Commute service could be provided to the small number of schools for handicapped and mentally disabled children.

Presently there are approximately twenty nursing homes in Summit County and approximately fifteen in Portage County.

John Kosich of Cleveland News 5 "for years to come the combustion engine will be a fixture at the Cleveland Auto Show, but to be clear, it will be sharing an increasing amount of space with its battery powered counterpart Ford by 2025, with options like the Ford Mustang Mach E that will carry prices in line with other new vehicles. The price starts at \$44,000 and that is before a federal tax credit of \$7,500. General Motors has promised a new line of 20 electric vehicles by 2023".

In the meantime, Lordstown Motors plans to begin production of its electric pickup truck this year with a debut in June at the Detroit Auto Show. First Energy this week placed an order for 250 of them. They got orders from other companies from across the country.

Public Comments from Facebook



On Thursday, April 2, 2020, AMATS hosted a Virtual Public Meeting on Facebook Live regarding the Draft FY 2021-2024 TIP along with a Plan Amendment to AMATS' Transportation Outlook 2040. This Virtual Public Meeting was, and will continue to be available at facebook.com/AMATSPPlanning. As of April 14th, this meeting has been viewed 163 times and received ten comments, within which the following question was asked of and answered by AMATS.



Donnie Snam Throwback · 23:03 Do you plan to use more concrete on the roads so they last longer? If not why not?

Like · Reply · 1w



Akron Metropolitan Area Transportation Study · 0:06 Thank you for your question. AMATS projects are managed by local communities, each community chooses the best pavement for their specific project. We asked ODOT to respond on their process. Here is the response we received:
The Concrete vs. Asphalt pavement decision is only appropriate for new pavements or projects where the existing pavement is being replaced. The vast majority of ODOT and local government pavement projects are rehabilitation of existing pavements.

When new pavements are being constructed, ODOT has a detailed pavement selection process. Local governments are free to use their own process for pavement selection.

The ODOT process includes many factors, including a life cycle cost analysis. It is important to note that concrete pavements can be much more expensive and difficult to repair than asphalt, especially when maintenance of traffic is considered. ODOT frequently bids new pavements using dual designs, meaning contractors can bid either concrete or asphalt. Details regarding the ODOT pavement selection process can be found in section 104 of the ODOT Pavement Design Manual. A link to the manual can be found below.

http://www.dot.state.oh.us/.../Complete_PDM_2020-01-17...

Like · Reply · 1w · Edited



Public Comments from E-Mail

The following are comments or questions received via E-Mail.

On April 3, 2020, the following question was received via E-Mail from Ms. Cindy Christman:

Will the new Rt. 8 bridge be completely fenced on both sides to prevent suicides? It is also important to have adequate fencing at both ends to prevent access to the exterior part of the fence.

On April 6, 2020, AMATS Director, Curtis Baker replied to Ms. Christman as follows:

Hello Ms. Christman,

I apologize on the delay in answering your questions. I needed to reach out to ODOT to get an answer on the bridge design. Here is the answer regarding your question:

The new structures will have Fence on both sides that will prohibit climbing/ jumping. We also will be removing the catwalks from the outside of the parapets, that are currently there today, so there will not be any access to the exterior part of the fence.

So short answer is yes – it will be fenced on both sides.

Thanks for your comment.

*Sincerely,
Curtis Baker
AMATS*

*161 S High St. Suite 201
P: 330.375.2436 ext 4891
C: 330.283.4933*

On April 9, 2020, the following comment was received via E-Mail from Ms. April Eaton:

Not sure where this applies, but it would be great if St rt 88 between Garrettsville and Freedom township was wide enough for 2 vehicles. Often larger vehicles, like semis, buses, rvs, and trucks are barely able to fit in their lane and drift left of center. It would be greatly appreciated by residents to not have this road be unnecessarily dangerous, especially during the winter months when the center and sides of the road are not always visible. Simply measuring the lanes and comparing it to those north of Garrettsville & south of the turnpike will show how this section is much more narrow than other areas. Just driving behind a semi you're able to see the road is not wide enough.

On April 15, 2020, ODOT District 4 Planning Manager, Steve Rebillot replied to Ms. Eaton as follows:

Ms. Eaton,

Thank you for your inquiry through Natasha Turner related to POR State Route 88.

After some initial desktop investigation, this segment of rural State Route 88 does warrant some type of field verification.

This will have to be put on hold until the COVID-19 shelter at home order expires. We at ODOT are currently working remotely.

Keep in mind that there are instances where our overall roadway widths are constrained by deep ditches and steep drop-offs.

If wider lanes are warranted, and can be incorporated within the current roadway footprint, we can do so with our next resurfacing project, which is a few years out.

The good news is that this three mile section is safe.

It is not listed on ODOT's Highway Safety list in either 2017 or 2018.

Also, it is not listed on the 2016-18 AMATS (Akron Metropolitan Area Transportation Study) list of high crash locations in Portage & Summit Counties.

Thank you for your interest in transportation.

Be safe.

*Steve J. Rebillot
Planning Manager
ODOT District 4
2088 South Arlington Road, Akron, Ohio 44306
330.786.4921
transportation.ohio.gov*

Media Coverage

The AMATS FY 2021-2024 TIP received the following media coverage:

March 23, 2020, the Akron Beacon Journal ran the following ad on page B4:

AMATS and ODOT present the next four years

If you're interested in what the future holds for transportation in the Greater Akron area, then mark **March 30** on your calendar. That's the day that the Akron Metropolitan Area Transportation Study (AMATS) will unveil the area's *Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024* (TIP) for a two-week public comment period.

The TIP is the area's program of highway, public transit, bike and pedestrian projects that are scheduled to receive federal funds over the next four years. AMATS is reaching out to the public for their thoughts on the newest program.

The new TIP will be available for online public comments from **March 30** through **April 10** at amatsplanning.org and the AMATS Twitter and Facebook pages - @AMATSPPlanning. Please call **330-375-2436** for more information.

Because the AMATS TIP is one of 17 such programs from metropolitan planning organizations across Ohio that will comprise the four-year state TIP, you are also invited to view and comment on the Ohio Department of Transportation's Draft State TIP by visiting transportation.ohio.gov/stip.

The City of Akron is committed to ensuring that individuals with disabilities are able to fully participate in public programs, services, and activities. Anyone who is in need of an accommodation from any City department is invited to contact Donald Rice, Director of Human Resources, 166 South High Street, Room 103, Akron, Ohio 44308, (voice) 330-375-2780 as soon as possible. If you require TDD phone service call Ohio Relay at 800-750-0750 and they will assist in contacting the Department of Human Resources at (330) 375-2780.

AK000088591401



April 1, 2020, BeaconJournal.com



Coronavirus impact: Traffic down, big road projects still being planned

Traffic on the state's roads has declined precipitously since the start of the coronavirus crisis, the director of the region's transportation planning agency said Wednesday.

Traffic on some sections of Ohio's interstates has declined as much as 50%, said Curtis Baker, director of the Akron Metropolitan Area Transportation Study.

"I think it's accurate to say that most professionals have never seen anything like this for a prolonged period of time," Baker said.

Those professionals remain busy planning future transportation projects, including a virtual public meeting Thursday on nearly \$1 billion in transportation projects planned for the next three years. AMATS covers Summit and Portage counties and a portion of Wayne County.

On Monday, the agency released its draft plan for \$993 million in highway, public transit, bike and pedestrian projects throughout the Greater Akron area.

Among those is a \$120 million Ohio Department of Transportation project to replace the state Route 8 bridge over the Little Cuyahoga River valley. Construction is expected to start in late summer of next year.

The bridge is expected to take four years to complete, and three lanes of traffic will be maintained most of the time. An ODOT daily traffic count in 2016 showed more than 100,000 vehicles per day used that section of Route 8.

Baker said the meeting will also cover a \$160 million project at the Central Interchange in Akron, beginning in spring of next year.

That project — involving Interstates 76, 77 and Route 8 — includes reconstruction and realignment of the westbound to southbound ramp, the eastbound to northbound ramp and the westbound to northbound ramp.

Baker said three local projects in the agency's three-year Transportation Improvement Program study will probably receive attention during the meeting.

- In Kent, a \$17.5 million project on East Main Street from Willow Street to Horning Road will add a roundabout, medians and new sidewalks in front of Kent State University.
- In Cuyahoga Falls, a \$7.7 million project will add a two-way turn lane on Portage Trails Extension.
- A \$1 million pedestrian bridge will be built southeast of Boston Mills Road and Riverview Road. The bridge will connect the Towpath Trail to the Boston Mill Visitor Center, Baker said.

Baker said the virtual meeting will be a first for the agency, but it provides an opportunity for more public input on projects.

"In some ways, I think we are becoming more accessible," Baker said. "This is our first one, so bear with us."

The agency is taking comments on the three-year traffic study through the month of April.

Alan Ashworth can be reached at 330-996-3859 or emailed at aashworth@thebeaconjournal.com. Follow him on Twitter at @newsalanbeaconj.



April 2, 2020, Akron.com



AMATS accepting comments on draft improvements plan

GREATER AKRON — The Akron Metropolitan Area Transportation Study (AMATS), one of 17 regional transportation planning agencies, will offer the area's Draft Transportation Improvement Program for Fiscal Years 2021 Through 2024 (TIP) for public comment through April 10 at amatsplanning.org.

According to AMATS officials, the Draft TIP encompasses more than \$993 million in highway, public transit, bike and pedestrian projects throughout the Greater Akron area. The program includes more than \$642.7 million for highway projects, \$338.7 million for public transit needs and almost \$12 million for bike and pedestrian projects, which are scheduled to receive federal funds for fiscal years 2021 through 2024.

TIP Coordinator David Pulay stated that a number of significant improvements are included in the new program.

"The \$164 million project to repave portions of state Route 8 and interstates 76 and 77 and the \$146 million state Route 8 bridge replacement over the Cuyahoga River Valley are some of the major improvements planned for the next four years," he added. "Other major projects planned throughout the region include the more than \$12 million widening of Cleveland-Massillon Road in Fairlawn."

Online public comments on the TIP also are being accepted on AMATS' Facebook page and at transportation.ohio.gov/stip. No comments will be accepted in person due to the COVID-19 outbreak, officials said.

In addition, AMATS will host a virtual public meeting today, April 2, at 6:30 p.m. through its Facebook page, with more details to be announced on its website.

April 2-3, 2020, BeaconJournal.com



Agencies detail Route 8 bridge plans in virtual public meeting

The agencies that together plan much of the roadwork in Summit, Portage and Wayne counties took to the internet Thursday to present \$993 million worth of road projects.

Akron Metropolitan Area Transportation Study director Curtis Baker and Ohio Department of Transportation Capital Programs Administrator Chad Root highlighted several projects during the half-hour presentation.

A \$120 million project to replace the state Route 8 bridge over the Little Cuyahoga River valley is expected to start late next year, Root said.

The four-year project runs from Glenwood Avenue to Perkins Street on Route 8 in Akron and includes an auxiliary lane to give drivers more time to merge into traffic.

A second bridge will be built to the west of the existing 1,582-foot bridge that was built in 1953. After the new bridge is complete, the old bridge will be demolished, Root said.

One of the challenges of the project, Root said, is what lies beneath the bridge.

"It crosses over the Little Cuyahoga River, six sets of railroad tracks and North Street," he said.

Root said the project will feature construction methods that are new to Ohio. A camera will be positioned so viewers can watch the construction progress.

Root said the age of the bridge made it a candidate for replacement.

"The bridge was built in 1953; structurally, it is time, condition wise, it is time with the amount of maintenance work we've had to do on this structure," Root said. "It's had its useful life and now is the time to replace this bridge."

Another project will replace two bridges designed to accommodate speeds up to 25 mph. The new bridges will have a top speed of 45 mph.

AMATS Director Curtis Baker said that the presentation was made to give the public an idea of what's coming up on area roads.

"Public input is a big part of the TIP [Transportation Improvement Program]," he said. "That's why we're doing what we're doing tonight."

Baker listed several local projects AMATS is undertaking, including:

- Bike lanes from Broad Street to Fountain Street in Akron.
- A \$17.5 million project in Kent that includes a roundabout near the university.
- A resurfacing project in Barberton.
- A couple of roundabout projects — \$4.9 million and \$5.1 — in Green.

AMATS is soliciting public comment on the plans until April 29. To comment, go to amatsplanning.org/tip/. Alan Ashworth can be reached at 330-996-3859 or emailed at aashworth@thebeaconjournal.com.

April 3, 2020, Record-Courier.com



City, Kent State agree to share local cost of East Main Street Project

The city of Kent and Kent State University recently agreed to split costs associated with the multi-million dollar improvement of the East Main Street corridor.

Akron Metropolitan Area Transportation Study (AMATS) director Curtis Baker addressed the project during a recent virtual meeting. It was briefly discussed during a portion that outlined several road projects that will be constructed in the Greater Akron Area during the 2021-24 fiscal years. Baker described the planned improvement as a "very large" project that will be developed on the part of East Main Street that stretches from Willow Street to Horning Road.

"This project will include complete reconstruction with medians, roundabouts, sidewalk replacement and a lot of future development on the university side," Baker said.

The total project cost, he said, is approximately \$17.5 million. Kent City Engineer Jim Bowling clarified that the cost will be approximately \$20 million. The price Baker mentioned during the virtual meeting, Bowling said, was a "conceptual funding alternate." It is being continually refined and used to continually develop the project's cost. The local share for the project is around 10%.

In March, Kent City Council and the Kent State University Board of Trustees approved paperwork that allowed those entities to evenly split the local share of design costs up to a maximum of \$125,000 per entity. The local share of construction costs, which will also be divided between the two, is estimated in the agreement to be around \$2.2 million. The trustees agreed to split 50% of that cost with the city. Any additional funds needed for the local construction cost match must be authorized by the trustees prior to entering into contracts.

The PARTA Board of Trustees also approved the agreement.

The city has received commitments and grants totaling \$14.6 million currently, Bowling said. It will continue to pursue additional grant funding during the next appropriate application period.

A purpose and needs statement about the East Main Street area improvements laid out the project's goals. It said the project will be considered successful if it jointly improves safety and aesthetics (as a function of safety) for all users; balances vehicular congestion with improvements to other modes of transportation; enhances the adjacent neighborhoods; integrates with KSU's 2018 Gateway Master Plan; and provides reasonable access to adjacent properties and side streets.

According to a previous report, city council was informed that from 2016 to 2018, 12% of all crashes citywide happened on the 0.8 mile of road that makes up the corridor that fronts Kent State University.

Bowling said he is currently working with a citizen's advisory group, Kent State University and PARTA to devise solutions and solve the corridor's problems. Bowling said that plans for what will be built, specifically, have not been outlined yet.

Construction is anticipated to begin in 2024 and is anticipated to extend over multiple years. Traffic issues that will be caused by it have not been discussed at this point, Bowling said.

The citizen's advisory group for the project will still continue to discuss plans about the project. It will help the city determine one or more proposal alternates and then invite the public to comment on those plans. Those interested in being a part of it should contact Bowling at bowlingj@kent-ohio.org.

Reporter Kaitlyn McGarvey can be reached at kmcgarvey@recordpub.com or on Twitter at [@ktlynmcgrvy](https://twitter.com/ktlynmcgrvy).

Resolution Approving the Draft TIP FY 2021-2024

Attachment 6B

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2020-06 - Adopting the Transportation Improvement Program
FY 2021-2024

DATE: April 29, 2020

The Transportation Improvement Program (TIP) FY 2021-2024 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2021-2024 was developed by the AMATS staff in conjunction with all AMATS committees, area transit operators, the Ohio Department of Transportation (ODOT) and US DOT.

The TIP incorporates more than \$993 million in highway, public transit, bike and pedestrian projects throughout the AMATS area. The program includes more than \$642.7 million for highway projects, \$338.7 million for public transit needs, and slightly less than \$12 million for bike and pedestrian projects. These projects are scheduled to receive federal funds for fiscal years 2021 through 2024.

The AMATS area includes all of Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. The full TIP document contains: the list of highway improvements shown in Table 2-3 complete with codes and abbreviations; the list of transit improvements in Table 3-2; and the Statewide Line Items for the AMATS area in Table 2-4.

Federal regulations derived from *Fixing America's Surface Transportation (FAST) Act* require that the TIP demonstrate financial balance and air quality conformity, and include opportunities for public comment. A summary of each of these activities follows:

Financial Balance

The FAST Act requires that a financial plan be included demonstrating that the TIP can be implemented with the financial resources expected to be available over the next four years. For this purpose, *Chapter 4 - Fiscal Assessment* is included in the TIP. This chapter summarizes highway and transit revenues and project costs. Highway cost information was drawn from Table 2-3 and transit cost information was drawn from Table 3-2.

The fiscal constraint analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2021-2024.

Air Quality Conformity

The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in *Transportation Outlook 2040*, the area's Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require an air quality analysis were included in the Air Quality Conformity Analysis. This analysis confirms that the TIP FY 2021-2024 is in conformity with the SIP.

Included in the full TIP document is *Appendix C – Air Quality Analysis*, which provides additional details of this analysis.

Performance Measures

Performance measures are central to implementing a performance-based planning process that guides decision making. Federal regulations require agencies such as AMATS to consider safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality to prioritize the programming of transportation projects. AMATS is also required to consider Transit Asset Management (TAM) planning as part of its efforts to maintain the area's capital resources in a state of good repair.

Performance measures are discussed in greater detail in Appendix H of the full TIP document.

Public Comment

The public was given the opportunity to review and comment on the second draft of the TIP FY 2021-2024 from March 30 through April 29. Due to COVID-19 the draft TIP document was available on the AMATS website.

In addition, a virtual public meeting was held on April 2, 2020, on the AMATS Facebook page. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting. As of April 20, 2020 there were 171 views of the virtual public meeting and AMATS had received ten comments.

In order to document the public's involvement, *Appendix E – Public Review of the TIP FY 2021-2024*, is included in the full TIP document.

Staff Recommendation

Currently, the complete Draft TIP FY 2021-2024 is available on the “What’s New” section of AMATS website located at amatsplanning.org. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2020, the new TIP is expected to become official. With federal approval, the Final TIP FY 2021-2024 will be available on the “TIP” and “Reports” pages of the AMATS website.

Attached to this memo is Resolution Number 2020-06. This resolution adopts the Transportation Improvement Program FY 2021-2024. The Staff recommends approval.

RESOLUTION NUMBER 2020-06

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

ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

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, AMATS has, pursuant to 23 United States Code 134, and relevant federal regulations, prepared a Transportation Improvement Program for Fiscal Years 2021 through 2024; and

WHEREAS, AMATS has carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of March 30 through April 29 and conducted a virtual public meeting on April 2; and

WHEREAS, an Environmental Justice scan has been completed, in order to ensure that low-income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects scheduled in the Transportation Improvement Program; and

WHEREAS, a fiscal constraint analysis was conducted demonstrating that adequate funding is available to finance the projects programmed in the Transportation Improvement Program; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA, ERPC and ODOT, that Transportation Outlook 2040 is in conformity with respect to Ohio’s State Implementation Plan (SIP) for attainment of the 2008 8-hour ozone standard, 2015 8-hour ozone standard and the 2006 and 2012 fine particulate matter standards; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA and ODOT, that the Transportation Improvement Program Fiscal Years 2021 through 2024 is in conformity with respect to Ohio’s State Implementation Plan (SIP) for attainment of the 2015 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 and 2012 PM_{2.5} standards, where applicable; and

WHEREAS, a quantitative air quality analysis of the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 and *Transportation Outlook* (amended May 14, 2020), the area’s 2040 Regional Transportation Plan, has been completed in accordance with the requirements specified by the *Fixing America’s Surface Transportation* (FAST) Act and the Clean Air Act Amendments of 1990; and

RESOLUTION NUMBER 2020-06 (Continued)

WHEREAS, the projects programmed in the AMATS Transportation Improvement Program Fiscal Years 2021 through 2024 are consistent with *Transportation Outlook* (amended May 14, 2020), the area's 2040 Regional Transportation Plan, and were included in the air quality analysis completed for the 2040 Plan and found to be in conformity with the State Implementation Plan; and

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

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for safety, infrastructure condition, congestion reduction and system reliability according to federal guidance and timetables; and

WHEREAS, AMATS supports ODOT efforts and targets for these performance measures as further discussed in *Appendix H: Performance Measures* in the *Transportation Improvement Program FY 2021-2024*.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2021 through 2024 and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program FY 2021-2024.
3. That this Committee affirms the consistency of the Transportation Improvement Program with available federal, state and local funding sources.
4. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all applicable transportation performance measures as described in the attached memorandum and *Appendix H: Performance Measures* of the TIP: safety, National Highway System (NHS) pavement conditions, interstate bridge conditions, level of travel time reliability and level of truck time reliability.
5. That this Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's current targets for each performance measure as described in *Appendix H: Performance Measures*, of the AMATS TIP.
6. That this Committee agrees to plan and program projects in support of air quality goals in coordination with ODOT, NOACA and ERPC.

7. That this Committee agrees to plan and program projects in support of METRO RTA and PARTA Transit Asset Management (TAM) plans.
8. That this Committee affirms the consistency between the Transportation Improvement Program FY 2021-2024, the area's Regional Transportation Plan (*Transportation Outlook 2040*) and the State Implementation Plan for air quality.
9. That this Committee approves the Transportation Improvement Program FY 2021-2024 document.
10. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Mayor Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date

Amendments to the TIP FY 2021-2024

Appendix H

PERFORMANCE MEASURES

Performance Measures

The FAST ACT places federal 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. Federal legislation applies performance measurement at the programmatic, rather than project level and links 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.

State and local investments of federal funds 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, and
- Reduced Project Delivery Delays

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow for the various core programs established in MAP-21. US DOT has issued performance measure goals for each of the above areas.

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 will conduct 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 results. Keeping the next step in the process in mind is critical to each subsequent step.

Public involvement and data are critical throughout the process. The public's vision for their transportation system plays a central role in determining goals, performance measures, and investment priorities. Agencies also decide on priorities using data and information on how potential strategies performed in the past, are performing now, and how they are projected to perform in the future.

Like all planning, the performance based planning process is cyclical. As planning cycles evolve, goals and objectives may be adjusted and performance measures and targets may be refined. Making adjustments ensures that agencies focus on the most important priorities and that those priorities remain achievable.

Federal regulations have now placed a greater emphasis on the use of performance measures. ODOT will continue to develop statewide performance targets on a continuing basis. And MPOs such as AMATS are coordinating with ODOT on this process. AMATS and ODOT will continue to monitor and develop factors that influence the level of performance of various transportation modes, and refine the performance targets that will be necessary to maintain or improve operational efficiency.

Table H-1 below summarizes project funding by performance group category for the Transportation Improvement Program (TIP) FY 2021-2024. Highway, bicycle and pedestrian projects are programmed to receive approximately \$720.5 million in funds over the life of the TIP.

Table H-1
Transportation Performance Management (TPM) Funding
Highway, Bicycle and Pedestrian - by Year of Construction (\$000's)

	2021	2022	2023	2024	Total
PM1	\$18,250	\$8,552	\$14,903	\$568	\$42,274
PM2	\$279,172	\$193,197	\$76,140	\$81,194	\$629,704
PM3	\$16,350	\$18,743	\$12,956	\$513	\$48,562
TOTAL (\$000'S)					\$720,540

Notes:

Performance Measures Group One (PM1): Safety
Performance Measures Group Two (PM2): Infrastructure - Pavement and Bridges
Performance Measures Group Three (PM3): System Performance - Congestion and Air Quality, Travel Time Reliability, Peak-Hour Excessive Delay (PHED), Mobile Source Emissions, and Non-Single Occupancy Vehicle (Non-SOV) Travel
Transit Asset Management (TAM) - Listed under Transit Agencies (Vehicle Replacements and Rehab)
Projects may be listed with multiple PM categories. Summary above includes Line Item Projects.
Line Items are a category of projects with federal funding sources which may be used for federal authorization purposes in place of an individual listing for each project.

PM 1 - Safety

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, AMATS uses a five-year average to calculate baseline safety targets. These baseline targets 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 is found in the *Traffic Crashes and Safety Performance Measures 2016-2018 Report*, approved in December 2019. This technical memorandum also includes analyses of bicycle and pedestrian safety data.

AMATS is 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. AMATS supports the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2019-22, approved December 2019).

The current USDOT rules for safety performance measures were developed to support the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads. The use of performance measures for safety will impact AMATS member applications for funding at the local, state and federal level. The AMATS Funding Policy Guidelines will be amended in order to support the safety goals in the HSIP, as noted in the current federal program rules.

In accordance with federal regulations, AMATS used a five-year average to calculate the initial safety targets in 2015. These averages become the benchmark 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 in data.

Table H-2 below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2015 averages are the benchmark values to which the 2018 values are compared. In each of the safety performance measures, AMATS has exceeded the ODOT goal of reducing each category by one percent.

Table H-2
Safety Performance Data

Year	2014	2015	2016	2017	2018	2015	2016	2017	2018	Percent Change
						5 Year Ave	5 Year Ave	5 Year Ave	5 Year Ave	
Number of Fatalities	40	49	54	60	31	46	46	49	47	3%
1000 Daily VMT (from ODOT)	20,826.53	51,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Fatalities per 100M VMT	0.53	0.62	0.73	0.79	0.42	0.60	0.61	0.64	0.62	3%
Number of Serious Injuries	549	522	499	450	331	590	574	529	470	-20%
1000 Daily VMT (from ODOT)	20,826.53	51,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Serious Injuries per 100M VMT	7.22	6.59	6.77	5.90	4.51	7.79	7.58	6.94	6.20	-20%
Number of Non-motorized Fatalities and Serious Injuries	57	54	46	46	51	57.4	54.4	51.4	50.8	-11%

Tables 2-3 and 2-4 list all of the projects in the TIP that are anticipated to improve safety in the AMATS area and contribute to ODOT's statewide safety goals (see Chapter 2). These projects were prioritized and approved based on the AMATS Funding Policy Guidelines, with additional scoring given for safety-related improvements. Safety projects are listed as Performance Measure Group One (PM1), and are often funded with Ohio Highway Safety Improvement Program (HSIP) funds.

ODOT's Calculated Safety Targets for CY 2020

After reviewing historical crash trends, external factors, and through consultation with ODOT's partners, the Strategic Highway Safety Plan (SHSP) Steering Committee recommended that Ohio set its 2% annual reduction target across all five categories for calendar year (CY) 2020.

Although the 2% annual target will be difficult to achieve across all five categories, the SHSP Steering Committee feels 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 Program
- The statewide implementation of centerline rumble strips
- Ohio Department of Public Safety (ODPS) young driver and driver training initiatives
- Ten million dollars for a new pedestrian safety improvement program

Below are Ohio's CY 2020 targets. The baseline years for setting CY 2020 targets are CY 2014-2018. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2020 targets in December 2021. States will be notified in March 2022.

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 2020 Targets for Ohio are:

- 1,055 fatalities
- 8,348 serious injuries
- 0.91 fatality rate
- 7.21 serious injury rate
- 824 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2014-2018):

- 1,099 fatalities
- 8,692.2 serious injuries
- 0.95 fatality rate
- 7.51 serious injury rate
- 858.4 non-motorized fatalities and non-motorized serious injuries

Safety data for CY 2019 will not be available until April 2020. The staff will then take some time to develop that data for the AMATS area. Although data for calendar year 2019 is still being compiled, ODOT is projecting that the state will have 1,041 fatalities for 2019.

Table H-3 below shows AMATS investment in safety. AMATS has 39 projects in the TIP that directly impact safety performance measures. AMATS emphasizes safety in its Funding Policy Guidelines providing additional points to projects that increase safety.

Table H-3
TIP Projects Improving Safety

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
12	\$16.9	27.00	\$17.7

The staff has recommended and the Policy Committee has approved support for ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2020 (See AMATS Policy Resolution 2019-22, approved December 19, 2019).

PM 2 - Infrastructure Condition Performance Measures

Part of the Performance Based Planning and Programming rules are to examine Infrastructure Condition and monitor the condition of pavement and bridges and culverts.

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of Ohio's National Highway System (NHS) pavements and bridges. ODOT established 2-year and 4-year statewide targets for both metrics within a four year performance period. Additionally, ODOT must establish only 4-year targets for interstate pavements. There are four targets for highways and two for bridges. These measures are listed in Table H-4 as follows:

Table H-4
Ohio's National Highway System (NHS) Pavement and Bridge Condition Targets

National Highway System Pavement Condition		
Pavements	2-Year Target	4-Year Target
Percentage of Interstate Pavements in Good Condition	N/A	50%
Percentage of Interstate Pavements in Poor Condition	N/A	1%
Percentage of Non-Interstate Pavements in Good Condition	35%	35%
Percentage of Non-Interstate Pavements in Poor Condition	3%	3%

National Highway System Bridge Condition		
Pavements	2-Year Target	4-Year Target
Percentage of NHS Bridges in Good Condition	50%	50%
Percentage of NHS Bridges in Poor Condition	5%	5%

The targets reflect ODOT's review of eight years of HPMS submitted NHS pavement data and 10 years of bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are only required for the poor and good conditions. ODOT's review confirms that a high percentage of Ohio's NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT's Pavement and Bridge Management Systems predict these patterns to continue.

AMATS current NHS pavement condition ratings are identified in Table H-5 as follows:

Table H-5
AMATS Pavement Condition

AMATS Interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2014	30.68%	68.85%	0.47%	100%
2015	12.35%	87.13%	0.52%	100%
2016	42.93%	57.01%	0.06%	100%
2017	55.00%	44.50%	0.50%	100%
2018	54.65%	45.17%	0.19%	100%
5-Year Average	39.12%	60.53%	0.35%	100%

AMATS Non-interstate Lane Miles Pavement Condition (%)				
Year	Good	Fair	Poor	Total
2014	18.75%	80.19%	1.05%	100%
2015	17.71%	80.78%	1.51%	100%
2016	28.70%	68.40%	2.90%	100%
2017	32.00%	64.00%	4.00%	100%
2018	30.66%	66.91%	2.42%	100%
5-Year Average	25.57%	72.06%	2.38%	100%

AMATS Interstate and Non-Interstate pavement conditions are currently exceeding the targets set by ODOT. Table H-6 below illustrates that 49 projects in the TIP directly relate to pavement condition improvement. AMATS places an emphasis in its funding policy not only for pavement condition but also for communities that take preventative maintenance measures for local pavement.

Table H-6
TIP Projects Improving Pavements

Road Type	Number of Projects	Lane Miles Improved ¹	Construction \$ (Millions) ²
Interstate	20	300	\$272.2
Non-Interstate NHS	29	171	\$152.0

AMATS current NHS bridge ratings as of 2019 are listed in Table H-7 as follows:

Table H-7
AMATS National Highway System Bridges NBI (2019)

Metric	Total	Percent of Total	Total Deck Area (Sq Ft)	Percent of Area
Good	248	57.81%	3173674	52.89%
Fair	179	41.72%	2807486	46.78%
Bad	2	0.47%	19828	0.33%
Total	429	100.00%	6000988	100.00%

AMATS NHS bridge condition is currently exceeding the targets set by ODOT. Table H-8 below identifies 26 projects in the TIP directly relate to bridge condition with a total investment of \$277 million.

Table H-8
TIP Projects Improving NHS Bridges

Number of Projects	Bridges Improved ¹	Construction \$ (Millions) ²
26	231	\$277.2

The AMATS Policy Committee has previously approved support for ODOT's statewide goals for pavement and bridge conditions. (See AMATS Policy Resolution 2018-17, approved September 2018, attached below).

PM-3 System Reliability, Freight Reliability, and CMAQ Performance Measures

US DOT requires agencies to adopt travel time reliability measures to better manage and operate their transportation system. Traffic professionals have come to recognize the importance of travel time reliability because it better quantifies the benefits of traffic management and operation activities than simple averages over a twenty-four hour period.

Federal rule 23 CFR 490.707 establishes Congestion Mitigation and Air Quality (CMAQ) Traffic Congestion performance measures for large urbanized areas in Ohio. One measure focuses on monitoring the Peak Hour Excessive Delay (PHED), which is the effort to monitor the time people spend in traffic delays. Another measure focuses on decreasing single occupant vehicle trips (Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel). See the AMATS CMAQ Program Performance Plan for further discussion.

Peak Hour Excessive Delay (PHED)

ODOT and the Ohio MPOs collectively established a single target for each applicable urbanized area for the first performance period by May 20, 2018. As part of a phased implementation approach, only four-year targets will be reported in the State's baseline performance period report due by October 1, 2018. There is no requirement for states to report two-year targets or baseline condition for this specific measure in the report for the first performance period. With the first mid-performance period progress report, due October 1, 2020, four-year targets may be adjusted, and two-year condition/performance will be reported as baselines.

Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the National Highway System (NHS). The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 am local time on weekday mornings; the weekday afternoon period is 3-7 pm, providing flexibility to state DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Mode Share (Non-SOV Travel)

ODOT and the Ohio MPOs established a single, unified two-year and four-year target for each applicable urbanized area for the first performance period of May 20, 2018. A baseline report for the first performance period was due October 1, 2018 and included two and four-year targets and a description of the data collection method used.

Mode Share is a calculation of the percent of Non-SOV travel within the urbanized area. Non-SOV travel, defined by the FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle (Single Occupancy Vehicle) and includes travel that is avoided by telecommuting. It is a measure of the percentage of all surface transportation occurring in the urbanized area.

The PHED and Non-SOV measures and targets are listed in Table H-9 as follows:

Table H-9
Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Travel

Peak Hour Excessive Delay (PHED)		
Urbanized Area PHED	2-Year Target	4-Year Target
Peak Hour Excessive Delay per Capita - Cincinnati	N/A	< 12 hrs / yr
Peak Hour Excessive Delay per Capita - Cleveland	N/A	< 10 hrs / yr
Peak Hour Excessive Delay per Capita - Columbus	N/A	< 12 hrs / yr

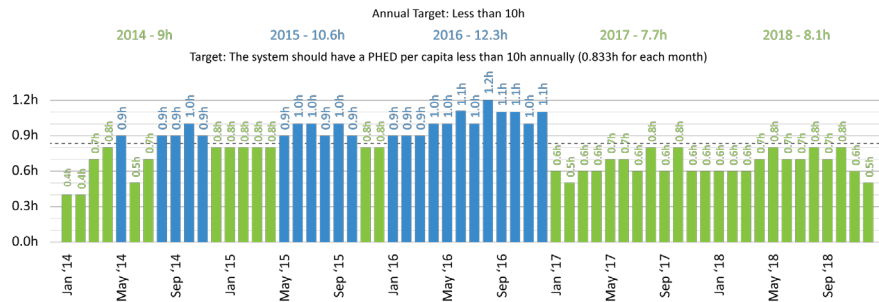
Non-Single Occupancy Vehicle (Non-SOV) Travel		
Urbanized Area Percent of Non-SOV Travel	2-Year Target	4-Year Target
Percent of Non-SOV Travel - Cincinnati	17.4%	17.4%
Percent of Non-SOV Travel - Cleveland	18.0%	18.5%
Percent of Non-SOV Travel - Columbus	18.2%	19.0%

For the establishment of the PHED measure, ODOT and its partner agencies reviewed data from 2017 using the RITIS Analytics Tool, which draws data from the NPMRDS. For the establishment of the Percent of Non-SOV Travel Measure, ODOT and its partner agencies used the American Community Survey data's estimates of the percentage of people that travel to work by means other than driving alone (i.e. carpooling, telework, biking, walking, or taking the bus). ODOT was able to review five years of data, noting stable travel patterns for this measure. Upon analysis, ODOT and its partner agencies adopted targets based on recent travel trends and future expected performance.

AMATS is located in part of the Cleveland urbanized area (UZA). Consequently, ODOT, NOACA and AMATS coordinated the setting of targets for the Cleveland area.

The Cleveland urbanized area performance is documented in the Charts H-1 and H-2:

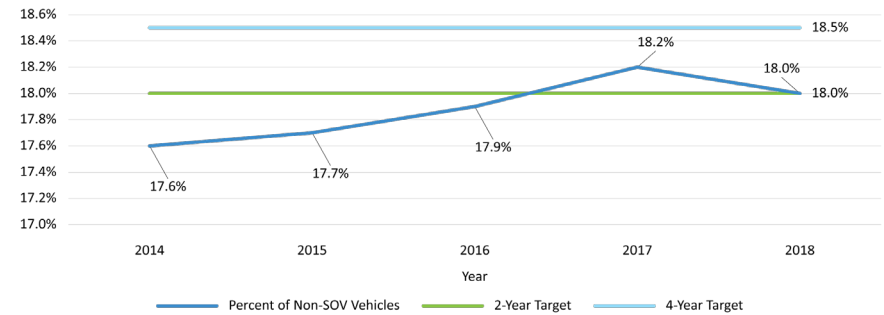
Chart H-1
Cleveland Urbanized Area: MAP-21 Peak Hours Excessive Delay per Capita



Calculated using 87.93% of Miles in Cleveland
Data source: NPMRDS HERE (2014-2016) and NPMRDS INRIX (2017-2019)

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Chart H-2
Cleveland Urbanized Area: Annual % of Non-Single Occupant Vehicles
(ACS 5-Year Data)



The Cleveland urbanized area is currently meeting the PHED target and the 2 year non-sov target. The Cleveland urbanized area is not currently meeting the 4 year non-sov target of 18.5%.

AMATS has identified 8 projects totaling \$13 million that will contribute to the non-sov travel performance measure and 8 projects totaling \$90 million that will contribute to the PHED performance measure. These numbers are reflected in tables H-10 and H-11 below.

Table H-10
TIP Projects Improving Non-SOV Travel¹

Projects funded with CMAQ \$	CMAQ \$ (Millions)	Projects funded without CMAQ \$	Non-CMAQ \$ (Millions)
0	\$0.0	8	\$13.1

Table H-11
TIP Projects Improving Peak Hour Excessive Delay¹

Projects funded with CMAQ \$	CMAQ \$ (Millions)	Projects funded without CMAQ \$	Non-CMAQ \$ (Millions)
4	\$11.0	4	\$89.9

Travel Time Reliability and Freight Movement Performance Measures

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four year performance period. The two measures are listed in Table H-12 below:

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Table H-12
ODOT Travel Time Reliability Targets

Level of Travel Time Reliability		
Travel Time Reliability	2-Year Target	4-Year Target
Interstate Travel Time Reliability	85%	85%
Non-Interstate NHS Travel Time Reliability	N/A	80%

Level of Truck Travel Time Reliability		
Truck Travel Time Reliability	2-Year Target	4-Year Target
Interstate Truck Travel Time Reliability Index	< 1.50	< 1.50

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable.

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment’s largest ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate. The data to assess travel time reliability and establish targets is sourced from FHWA’s National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA’s Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics.

AMATS current performance is documented in the following Table H-13:

Table H-13
AMATS Travel Time Reliability

Level of Travel Time Reliability							
Year	2014	2015	2016	2017	2018	Average	Target
Interstate TTR	97.6%	96.5%	97.6%	98.6%	98.5%	97.8%	85.0%
Non-Interstate NHS TTR	60.7%	63.1%	59.8%	89.3%	90.4%	72.7%	80.0%
Interstate TTTR Index	0.01	0.01	0.01	0.01	0.01	0.01	< 1.50

AMATS meets the performance targets for travel time reliability on the interstate system and on truck travel time. The AMATS non-interstate system meets the target as of 2017. Overall state of Ohio performance is documented in table H-14 below:

Table H-14
Ohio Travel Time Reliability

Level of Travel Time Reliability							
Year	2014	2015	2016	2017	2018	Average	Target
Interstate TTR	92.4%	90.3%	9036.0%	90.7%	89.1%	90.6%	85.0%
Non-Interstate NHS TTR	68.5%	67.4%	66.8%	90.5%	90.1%	76.7%	80.0%
Interstate TTTR Index	1.46	1.48	1.45	1.34	1.38	1.42	< 1.50

AMATS identifies 6 projects that will improve travel time reliability in the greater Akron area. The projects total \$85 million. These projects are also anticipated to benefit truck travel time reliability as well.

Table H-15
TIP Projects Improving Travel Time Reliability

Road Type	Number of Projects	Construction \$ (Millions) ²
Interstate	2	\$67.6
Non-Interstate NHS	4	\$17.5

Total CMAQ Emission Reduction Performance Measures

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio’s US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NO_x), and Particulate Matter at 2.5 micrometers in diameter (PM_{2.5}). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four year performance period.

Emissions Reduction

ODOT, in coordination with the Ohio MPOs, established statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all non-attainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors.

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For nonattainment and maintenance areas, the applicable criteria pollutants are Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_x) and Particulate Matter having a diameter of less than 2.5 micrometers (PM_{2.5}). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

The measures and targets are listed as follows:

Table H-16
Total CMAQ Emission Reduction Targets

Total CMAQ Emission Reduction	2-Year Target	4-Year Target
Volatile Organic Compounds Total Emission Reduction	69 kg/day	69 kg/day
Nitrous Oxide Total Emission Reduction	537 kg/day	537 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	36 kg/day	36 kg/day

The targets reflect ODOT's estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2013 – 2016 project emissions data recorded in the Federal Highway Administration's CMAQ Public Access Database and were averaged to form a trend analysis. AMATS has approved support for ODOT's targets. The state of Ohio's performance is reflected in tables H-17, H-18 and H-19 below:

Table H-17
TIP Projects Improving Total VOC Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	48.033	85.778	69.000
2015	109.332	85.778	69.000
2016	37.346	85.778	69.000
2017	166.329	85.778	69.000
2018	67.848	85.778	69.000

Table H-18
TIP Projects Improving Total NO_x Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	332.332	405.004	537.000
2015	547.289	405.004	537.000
2016	252.641	405.004	537.000
2017	561.225	405.004	537.000
2018	331.533	405.004	537.000

Table H-19
TIP Projects Improving Total PM_{2.5} Emissions Reduction

Year	Total Reduction (kg/day)	5-Year Average	OH 2-Year and 4-Year Targets
2014	12.587	43.004	36.000
2015	60.488	43.004	36.000
2016	15.065	43.004	36.000
2017	18.296	43.004	36.000
2018	108.583	43.004	36.000

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AMATS as part of the Statewide CMAQ Subcommittee continues to program CMAQ projects with an emphasis on reducing emissions. The Statewide CMAQ Subcommittee Funding Policy places a high level of importance on emission reductions per project.

In the current TIP, AMATS has programmed 7 projects totaling \$15 million that will contribute to the emission reductions in the region.

Table H-20
TIP Projects with CMAQ Funding

Number of Projects	CMAQ \$ (Millions)
7	\$15.1

Public Transit

In terms of public transportation, US DOT is developing both performance measures and a formal definition for "state of good repair," (asset measures). Within three months of the US DOT's rulemaking, transit agencies are required to develop performance targets for state of good repair. Transit agencies are also required to develop transit asset management (TAM) plans, which in turn must include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Transit agencies must also report annually on the progress made toward performance targets, as well as define new performance targets for the coming fiscal year. Ultimately, funding will be linked to meeting these goals.

Performance and asset measures are widely used in the transit industry today, with most transit agencies reporting basic information about their service to the National Transit Database (NTD); reporting data to the NTD is required for most transit agencies to receive federal transit funding.

ODOT is considering the following performance measures to be used for transit development:

- Service effectiveness – passengers per hour
- Cost efficiency – cost per hour
- Cost effectiveness – cost per passenger
- Customer satisfaction – portion of riders with high levels of satisfaction
- Transit asset management – fleet and infrastructure capital maintenance

Transit Asset Management Planning – METRO RTA and PARTA

In July 2016, FTA published a final rule for Transit Asset Management (TAM). The rule requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure.

Transit asset management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

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MAP-21 and the FAST Act required the Federal Transit Administration (FTA) to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. FTA's national Transit Asset Management system rule defines the term, "state of good repair," requires grantees to develop a TAM plan, establishes performance measures, establishes annual reporting requirements, and requires FTA to provide technical assistance.

TAM requirements in this final rule are part of a larger performance management process. MAP-21 created a performance-based and multimodal program to strengthen the US transportation system, which is comprised of a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). FTA is tasked with developing other rules, including the National Public Transit Safety Plan and the Public Transportation Agency Safety Plan, and worked jointly with FHWA on a rule to manage Statewide and Metropolitan Planning.

Effective January 1, 2017, direct recipients of FTA Section 5307 and 5310 funding (METRO RTA and PARTA) were required to establish their initial Transportation Performance Management (TPM) rolling stock and infrastructure useful life targets. Metropolitan Planning Organizations (MPOs) such as AMATS were required to set public transit rolling stock and infrastructure useful life targets 180 days following the transit operators' action. Effective October 1, 2018, direct recipients of FTA Section 5307 and 5310 funding are required to complete their initial Transit Asset Management (TAM) Plans.

Similar to safety performance management, effective October 1, 2018, MPO Transportation Plan updates and amendments and/or TIP amendments must address direct recipient performance management targets.

In preparation for amendments to the State Transportation Improvement Program (STIP), ODOT is requesting Ohio MPOs continue to work with their regional public transit system operators/FTA direct recipients to include the public transit performance management targets and provide a description of the anticipated effect of the TIP toward achieving the TAM targets set by the MPO. TIP amendments cannot be approved unless the AMATS TIP reflects the METRO and PARTA TAM plans and state of good repair target outcomes.

A state of good repair (SGR) is a threshold that identifies the desired performance condition of a capital asset, such as a bus, transfer facility, or office building. An asset is in a state of good repair when it is able to operate at a full level of performance. This means:

- The asset is able to perform its designed function;
- Does not pose a known or unacceptable safety risk (condition); and
- Its life cycle investments have been met or recovered (useful life benchmark-ULB)

SGR performance targets are based on realistic expectations derived from the most recent available data (condition and ULB), FTA performance measure criteria, and the financial resources from all sources that the area reasonably expects to be available during the TAM plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year are to be monitored on a quarterly basis. Revised performance targets will be provided to FTA annually as part of the standard National Transit Database (NTD) submittal.

To that end, METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, as required by federal guidance. The area RTAs have also shared their agency's performance targets for all rolling stock, equipment, facilities, and infrastructure with AMATS. METRO and PARTA have also provided a narrative to AMATS for the TIP on their TAM performance targets and measures and how they will achieve those targets, for inclusion in the TIP. And, METRO and PARTA have certified that their agencies will implement and maintain a Transit Asset Management Plan in accordance with 49 CFR part 625 (the current federal guidance, designated as "The TAM Rule").

Table H-21
PARTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus						
	AO - Automobile						
	BR - Over-the-road Bus						
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	25%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van						
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
	VN - Van	0%	0%	0%	0%	0%	0%
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue / Service Automobile	50%	50%	50%	50%	50%	50%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%
*These targets depend largely on available funding from the Federal Transit Administration							

In addition to other funding and projects, the FY 2021-2024 TIP programs the following transit projects for PARTA, utilizing \$3.5 million in federal funds, which will contribute to the attainment of the PARTA capital targets:

- PID 99823: 2 Large Replacement Buses, CMAQ funds, \$800,000
- PID 99311: 5 Small Buses, OTPPP (CMAQ) funds, \$413,000
- PID 99825: 2 Large Replacement Buses, CMAQ funds, \$800,000
- PID 104391: 6 Small Buses, FTA 5307 funds, \$312,000
- PID 104397: 6 Small Buses, FTA 5307 funds, \$312,000
- PID 102992: 2 Large Replacement Buses, CMAQ funds, \$832,000

Table H-22
METRO RTA TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	0%	0%	0%	0%	0%	0%
	AO - Automobile						
	BR - Over-the-road Bus	0%	0%	0%	0%	0%	0%
	BU - Bus	0%	0%	0%	0%	0%	0%
	CU - Cutaway Bus	25%	0%	0%	0%	0%	0%
	DB - Double Decked Bus						
	FB - Ferryboat						
	MB - Mini-bus						
	MV - Mini-van	25%	0%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley						
	SB - School Bus						
	SV - Sport Utility Vehicle						
	TB - Trolleybus						
	VN - Van	0%	0%	0%	0%	0%	0%
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue / Service Automobile	50%	50%	50%	50%	50%	50%
	Steel Wheel Vehicles						
	Trucks and other Rubber Tire	50%	50%	50%	50%	50%	50%
FACILITIES							
Condition - % of facilities with a condition rating below Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%	0%
*These targets depend largely on available funding from the Federal Transit Administration							

In addition to other funding and projects, the FY 2018-2021 TIP programs the following transit projects for METRO, utilizing \$20.9 million in federal funds, which will contribute to the attainment of the METRO capital targets:

- PID 94960: 8 Large Replacement Buses, FTA 5307 and 5339 funds, \$2,880,000
- PID 94962: 12 Small Buses, FTA 5307 funds, \$1,008,000
- PID 94967: Shelter and Benches, FTA 5307 funds, \$65,000

- PID 99089: 8 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,296,000
- PID 99090: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 99092: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 99096: 3 Large Replacement Buses, FTA 5307 and 5339 funds, \$1,236,000
- PID 108907: 3 Small Buses, FTA 5339 funds, \$272,930
- PID 99097: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 99099: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 99826: 4 Large Replacement Buses, CMAQ funds, \$2,200,000
- PID 104354: 7 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,304,000
- PID 104355: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 104358: Shelter and Benches, FTA 5307 funds, \$65,000
- PID 104362: 7 Large Replacement Buses, FTA 5307 and 5339 funds, \$3,304,000
- PID 104363: 10 Small Buses, FTA 5307 funds, \$760,000
- PID 104365: Shelter and Benches, FTA 5307 funds, \$65,000

Investment prioritization assists AMATS area stakeholders in making more informed investment decisions to improve the SGR of capital assets, and defines when assets need overhaul or replacement. The investment prioritization list, is a list containing the work plans and schedules of proposed METRO RTA and PARTA projects and programs, how METRO and PARTA estimates achieving their SGR goals, and ranks projects and programs based on implementation priority over the TAM Plan horizon period of four years. METRO is designated as a Tier I TAM agency. PARTA is designated Tier II. Each agency is tracking their own capital assets and setting targets in coordination with AMATS. The AMATS FY 2021-2024 TIP prioritizes transit funding for preventive maintenance, bus replacements, elderly and disabled transportation, and passenger amenities.

The FY 2021-2024 TIP, includes \$28.5 million in federal funds for capital projects, and \$21.2 million in federal funds for preventive maintenance expenditures. Of the federal funds programmed in the FY 2021-2024 TIP, the largest part is designated for the preservation of the existing system. PARTA's recent acquisition of CNG buses and fueling capability were an expansion of their existing capital assets. Going forward, PARTA will be acquiring a larger mix of CNG buses. By mode of travel, transit projects comprise 46% of total (federal, state and local) TIP programmed costs at approximately \$317 million.

Approximately \$2.2 million in federal funds for elderly and disabled transportation is made available from the FTA Section 5310 program. Projects intended to assist in the transportation of the elderly and disabled are derived from the AMATS Coordinated Public Transit Human Services Transportation Plan (approved May 2018). The goal of the plan is to better coordinate services among regional agencies in order to reduce costs, eliminate the duplication of services and provide assistance to those who are underserved. AMATS has recently awarded nearly \$1 million in federal funds to area social service agencies through METRO RTA and PARTA.

The RTAs, in coordination with AMATS, rank selected projects and programs to improve or manage the SGR of capital assets for which the RTAs have a direct capital responsibility. The ranking criteria of projects and programs will be consistent throughout the TAM Plan. Priority consideration will be given to local projects and programs that both improve SGR and correct an identified unacceptable safety risk; and also take into consideration Americans with Disabilities

Act (ADA) requirements (49 CFR Part 37) concerning maintenance of accessible features and the alteration of transit facilities. Furthermore, when developing an investment prioritization list, the region will take into consideration its estimation of funding levels from all sources that it reasonably expects to be available in each fiscal year during the TAM Plan horizon period. The ranking of investment prioritization programs and projects will be expressed as: High Priority, Medium Priority, or Low Priority. Each investment prioritization program or project ranked contains a year or specific date in which the RTA intends to carry out the program or project.

Freight Movement and Economic Vitality

Ultimately, the assessment of freight performance will be measured in terms of mobility and efficiency (travel time, delay and safety) and accessibility and connectivity. Bottlenecks and roadways (or corridors) with particularly high levels of freight movement may be singled out for more detailed analysis once performance measures and goals are adopted. The end result is to use performance measures to reach goals that are part of the Regional Transportation Plan. Projects that are essential to the movement of goods would then be programmed into the TIP as a part of an integral process. A full discussion of freight in the AMATS area can be found in the Freight Plan (approved in May 2016)

Environmental Sustainability

AMATS is committed to enhancing the performance of the transportation system while protecting and enhancing the natural environment. Both the AMATS Transportation Improvement Program (TIP) and Regional Transportation Plan meet US DOT requirements for air quality conformity. In the future, AMATS will further the goal of improved air quality by developing a transportation system that meets the intent of federal requirements.

Reduced Project Delivery Delays

It is a priority of AMATS to ensure that projects are completed on schedule. AMATS continues to dedicate efforts to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

The project scoring and evaluation criteria in the AMATS Funding Policy Guidelines are intended to effectively allocate the region's resources. In addition, AMATS coordinates its efforts with other MPOs, along with ODOT, to ensure that projects are fully funded and completed on time.

RESOLUTION NUMBER 2018-17

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

APPROVING SUPPORT FOR PERFORMANCE MEASURES GOALS, TRANSIT ASSET MANAGEMENT AND CMAQ PERFORMANCE PLANNING

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 federal authorization legislation: the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) 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 being 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 1% annual reduction target across all five safety performance measures; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for infrastructure condition, congestion reduction and system reliability according to federal guidance and timetables; 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, Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA), and this area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties; based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as non-attainment for the 2008 8-hour ozone standard; and

RESOLUTION NUMBER 2018-17 (continued)

WHEREAS, USEPA has designated several of the counties in this area (including Summit and Portage) as non-attainment for PM_{2.5} (particulate matter) under the 2006 standard; and

WHEREAS, the necessary coordination between the Cleveland-Akron-Lorain air quality area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred in order to develop CMAQ program performance targets; and

WHEREAS, AMATS, NOACA and Erie County manage the transportation planning process in this non-attainment or maintenance area, and coordinate on air quality issues. Consequently, AMATS has coordinated with ODOT, NOACA and ERPC in developing the Cleveland urbanized area traffic congestion (PHED and Non-SOV) targets as described in the above memorandum; and

WHEREAS, AMATS has developed performance targets for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program in coordination with ODOT and NOACA; and

WHEREAS, METRO RTA and PARTA are eligible and direct recipients of Federal Transit Administration (FTA) funds for the area; and

WHEREAS, AMATS, METRO RTA and PARTA support the FTA's Transportation Performance Management rolling stock and infrastructure useful life benchmarks; and

WHEREAS, it is responsibility of AMATS to coordinate with METRO RTA and PARTA in maintaining a state of good repair of the area's transit capital assets; and

WHEREAS, AMATS has developed state of good repair targets for the region's transit capital assets for each transit agency as part of transit asset management (TAM) planning, in coordination with METRO RTA and PARTA; and

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

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

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

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RESOLUTION NUMBER 2018-17 (continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide 1% annual reduction target for all five safety performance measures in CY 2019.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide targets for all other applicable transportation performance measures as described in the attached memorandum: National Highway System (NHS) pavement conditions, Interstate bridge conditions, level of travel time reliability and level of truck time reliability.
3. That this Committee approves a Cleveland urbanized area 4-year target of less than 10 hours annual of peak hour excessive delay (PHED).
4. That this Committee approves a Cleveland urbanized area non-single occupancy vehicle (Non-SOV) travel 2-year target of 18 percent and 4-year target of 18.5 percent.
5. That this Committee supports ODOT emissions reductions targets as part of the Cleveland-Akron-Lorain non-attainment area as described in the attached memorandum.
6. 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 each performance measure as discussed in the attached memorandum.
7. That this Committee agrees to modify or amend the Transportation Improvement Program and Regional Transportation Plan, *Transportation Outlook*, to include further discussion of performance measures, including support for ODOT's performance goals and targets, as well as 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.
8. That this Committee supports the FTA's Transportation Performance Management (TPM) rolling stock and infrastructure useful life benchmarks and targets.
9. That this Committee approves the separate targets of each area RTA for transit asset management (TAM), as developed in coordination with METRO RTA and PARTA, and described in the above memorandum.
10. That this Committee agrees to modify or amend the Transportation Improvement Program and Regional Transportation Plan, *Transportation Outlook*, to include further discussion of transit asset management (TAM); and includes approval and support for METRO RTA and PARTA goals and targets. Support for these goals includes performance-based decision-making as part of the project selection and funding process

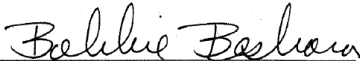
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RESOLUTION NUMBER 2018-17 (continued)

in order to contribute towards the maintenance and state of good repair of the area's transit capital assets, as described in the above memorandum.

11. That this committee accepts the self-certification from METRO RTA and PARTA that they are engaging in performance-based asset management planning as required by federal guidance.
12. That this Committee approves the attached AMATS area CMAQ performance plan described in the above memorandum.
13. That this Committee approves that AMATS, as part of the Cleveland-Akron-Lorain non-attainment area, supports the intent of ODOT's statewide targets for air quality improvements.
14. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.


Mayor Bobbie Beshara, 2018 Chairwoman
Metropolitan Transportation Policy Committee
9/20/18
Date

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RESOLUTION NUMBER 2019-22

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

**APPROVING THE AMATS AREA TRAFFIC CRASH ANALYSIS TECHNICAL
MEMORANDUM AND SUPPORT FOR ODOT 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 federal authorization legislation: the Fixing America's Surface Transportation Act (FAST) directs 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


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.

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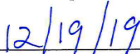
RESOLUTION NUMBER 2019-22 (continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the attached AMATS area Traffic Crashes and Safety Performance Measures (2016-2018) Technical 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 2020.
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 Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee



Date

Carry Forward List

Carry Forward List Highway Improvements that May Slip into this TIP by Delay and Added by Amendments as Needed

PID#	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
107761	POR - Aurora Signals	N/A	City of Aurora Various Locations	Upgrade Signals with New Poles and Controllers, Signal Heads, ADA Curb Ramps, Pedestrian Signals and School Zone Flashers	STBG LOCAL	R R	60.0 15.0				5,70.1	Aurora	Exempt
105556	POR - CR 145 Ravenna Rd Bridge	0.01	Franklin Township Ravenna Rd Bridge over Norfolk Southern Railroad	Bridge Structure Replacement, Relocate Portage Hike and Bike onto the New Structure (Hike and Bike was Originally PID 107963)	TASA LOCAL	P P	40.0 10.0				1,512.1	Portage County Engineer	Exempt
98585	POR - CR 18 - 0.51 (Tallmadge Rd)	0.55	Brimfield Township CR 18 (Tallmadge Rd) at Mogadore Rd and IR 76	Interchange Improvements	HSIP LOCAL	P P	99.8 13.7				9,921.9	Portage County Engineer	Analyze
110168	POR - SR 59 - 0.00	2.13	Kent Sr 59 from the Summit County Line to SR 43 (S Mantua St)	Milling and Resurfacing	4PF7* STBG LOCAL	C C C	652.0 150.0 365.5				1,167.5	ODOT	Exempt
112026	POR - SR 59 - 2.14 (E Main St)	0.74	Kent SR 59 (E Main St) from Willow St to Horning Rd	Install Raised Median, Replace 2 Signalized Intersections with Roundabouts, Install Bus Pulloffs, Upgrade Lighting and Sidewalks	HSIP LOCAL	P P	900.0 100.0				17,555.6	Kent	Analyze
99725	SUM - Canton Rd - Resurfacing	0.94	Springfield Township Canton Rd from Salmon Dr to 500' South of Springfield Lake Dr	Resurfacing	STBG-A LOCAL	C C	800.0 200.0				1,018.0	Summit County Engineer	Exempt
108131	SUM - Cleveland Massillon Rd / Ridgewood Rd	0.20	Copley Township Cleveland Massillon Rd at Ridgewood Rd (North Intersection)	New Eastbound Left Turn Lane on Ridgewood, Southbound Right Turn Lane on Cleveland Massillon Rd	CMAQ LOCAL	C C	280.0 70.0				370.0	Summit County Engineer	Exempt
107797	SUM - CVNP Pedestrian Bridge and Trail	0.03	Boston Township Across Cuyahoga River just South of Boston Mills Rd	Construction of a New Pedestrian Connector from the New CVNP Visitor Center to the Boston Mills Rd Trail Head	FED LOCAL	P P	200.0 50.0				906.5	Summit County Engineer	Exempt
107794	SUM - CR 50 - 0.00 (S Main St)	2.85	New Franklin S Main St from Mt. Pleasant Rd to 0.2 Miles South of W Caston Rd	Resurfacing	STBG LOCAL	C C	1,157.5 985.8				2,143.3	New Franklin	Exempt
107261	MED - Medina Line Rd Phase 1 CR 2 - 0.00	2.55	Norton Medina Line Rd from Eastern Rd to Greenwich Rd	Resurfacing	STBG LOCAL	C C	381.7 468.6				857.6	Norton	Exempt
99728	SUM - Moore Rd - Sidewalks	0.59	Green Moore Rd from Arlington Rd to Charleston Dr	New Sidewalks	TAP LOCAL	C C	500.0 1,000.0				1,581.0	Green	Exempt
108084	SUM - Portage Trail Extension	0.74	Cuyahoga Falls Portage Trail from Albertson Pkwy to State Rd	Addition of a Two-Way Left Turn Lane	HSIP LOCAL	P P	241.2 26.8				7,099.7	Cuyahoga Falls	Exempt
108375	SUM - S Van Buren Ave / W Waterloo Rd Resurfacing	0.80	Barberton S Van Buren Ave from Robinson Ave to Snyder Ave W Waterloo Rd from Wooster Rd N to Cordelia Ave	Resurfacing	STBG LOCAL	C C	616.0 154.0				783.9	Barberton	Exempt
108133	SUM - Waterloo Rd	3.36	Akron Waterloo Rd from Manchester Rd (SR 93) to Kelly Ave	Resurfacing	STBG LOCAL	C C	1,101.3 1,275.0				2,476.9	Akron	Exempt
106002	SUM - IR 77 / IR 277 / US 224 Interchange	2.73	Akron and Coventry Township IR 77 / IR 277 / US 224 Interchange	Add Lanes on IR 77 from Arlington Rd to IR 277 / US 224, Widen Ramp to 2 Lanes from IR 77 Northbound to IR 277 / US 224 Westbound	TRAC STATE	P P	900.0 100.0				5,005.0	ODOT	Analyze
93433	SUM - SR 91 / SR 18 - 1.75 (Canton Rd / E Market St)	0.01	Akron SR 91 (Canton Rd at the Intersection with SR 18 (E Market St)	Intersection Realignment, Road Diet to the North and Possible Roundabout	HSIP LOCAL	C C	2,000.0 222.2				4,402.7	Akron	Exempt
107814	SUM - SR 91 - 9.96 Sidewalks	1.91	Stow SR 91 (Darrow Rd) from 500' South of Conwill Rd to 375' South of Fishcreek Rd	New Sidewalks	TASA LOCAL	R R	174.1 43.5				885.9	Stow	Exempt
106445	SUM - SR 91 - 13.45 (Darrow Rd)	0.94	Hudson SR 91 (Darrow Rd) from Barlow Rd to Veterans Way	Construction of a Two-Way Left Turn Lane, Bicycle Lane and Sidewalk	HSIP LOCAL	R R	174.1 43.5				5,023.0	Hudson	Exempt
93822	SUM - SR 91 - 15.67 (Darrow Rd)	1.04	Hudson SR 91 (Darrow Rd) from Turnpike Bridge to Middleton Rd	Turn Lanes and Sidewalks	STBG-A LOCAL	C C	210.0 23.3				4,073.9	Hudson	Exempt
98486	SUM - US 224 - Various	1.99	Akron and Springfield Township US 224 from Logpoint 11.25 to Logpoint 12.70 and Logpoint 14.30 to Logpoint 14.84	Milling, Resurfacing and Bridge Maintenance	4PF7 STBG STATE LOCAL	C C C C	1,480.9 150.0 163.3 244.5				2,091.3	ODOT	Exempt
90415	SUM - US 241 - 4.10	0.51	Green SR 241 (Massillon Rd) from Raber Rd to SR 619	Widen to 5 Lanes, Bike Lanes and Sidewalks	STBG-A HSIP LOCAL	C C C	3,520.0 2,000.0 3,880.0				14,467.8	Green	Analyze





The *Transportation Improvement Program Fiscal Year 2021-2024* is published by:

Akron Metropolitan Area Transportation Study

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Akron, Ohio 44308-1423

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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 a portion of 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.

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 2020-07 - Reaffirming the Approval of the Regional
Transportation Plan and the Transportation Improvement Program, and
Affirming the Consistency between the Regional Transportation Plan, the
Transportation Improvement Program, and the State Implementation Plan

Resolution 2020-08 - Certification of the Urban Transportation Planning
Process

DATE: April 29, 2020

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. Four requirements are pending:

1. Reaffirming the approval of *Transportation Outlook*, the area's 2040 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.
4. Certifying that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Transportation Outlook, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 25, 2017. Federal planning requirements under the *Fixing America's Surface Transportation Act (FAST)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2021.

The AMATS Policy Committee will approve the FY 2021-2024 TIP on May 14, 2020. The TIP is typically updated routinely every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter (PM_{2.5}) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality analysis demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that it affirm the consistency of both of these documents with the SIP in a single resolution. Resolution 2020-07 meets this objective.

Resolution 2020-08 is also attached. This resolution certifies that the AMATS transportation planning process is being carried out in compliance with all applicable federal requirements.

Specifically, 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. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment as well as in the development of the area's regional transportation policies, plans, and programs contained in the Regional Transportation Plan (Transportation Outlook) and the Transportation Improvement Program.

The Staff recommends that both Resolution 2020-07 and Resolution 2020-08 be approved.

RESOLUTION NUMBER 2020-07

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

**REAFFIRMING THE APPROVAL OF THE REGIONAL TRANSPORTATION PLAN
AND THE TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING
THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE
TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE
IMPLEMENTATION PLAN**

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 Village of Doylestown, Chippewa Township and Milton Township in Wayne County; and

WHEREAS, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2040 Regional Transportation Plan, which was approved as amended on May 14, 2020; and

WHEREAS, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2021 through 2024, which was approved on May 14, 2020; and

WHEREAS, the Transportation Improvement Program for Fiscal Years 2021-2024 is consistent with *Transportation Outlook*, the area's 2040 Regional Transportation Plan; and

WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Regional Transportation Plan and the Transportation Improvement Program are in conformity with respect to the State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 was completed for both ozone and fine particulate matter (PM_{2.5}), in accordance with the requirements specified by the *Fixing America's Surface Transportation Act (FAST)* and the Clean Air Act Amendments of 1990; and

WHEREAS, this quantitative air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2021 – 2024 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 are in conformity with the applicable air quality standards of the State Implementation Plan.

RESOLUTION NUMBER 2020-07 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Regional Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program for Fiscal Years 2021 and 2024 as the program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program for Fiscal Years 2021 and 2024 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Mayor Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date

RESOLUTION NUMBER 2020-08

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

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

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 Village of Doylestown, Chippewa Township and Milton Township in Wayne County, as evidenced in the Agreement of Cooperation, Number 32963, between ODOT and the City of Akron finalized on April 5, 2019; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2020-07, dated April 29, 2020 and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

- a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

RESOLUTION NUMBER 2020-08 - Continued

- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, 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; and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs; and

WHEREAS, in accordance with the *Fixing America's Surface Transportation Act (FAST)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all of the applicable federal requirements.
2. That this Committee authorizes the Staff to implement and provide copies of the AMATS Title VI Plan as appropriate.
3. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Mayor Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

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

FROM: AMATS Staff

RE: Resolution 2020-09 – Approving the FY 2021 Transportation Planning Work Program and Budget

DATE: April 29, 2020

Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2020. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2021 Work Program was approved by the Policy Committee at its meeting on January 23, 2020, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in January.

The major work products that are to be completed during FY 2021 include the following:

- **Maintain the new FY 2021-2024 Transportation Improvement Program** – The newest TIP is expected to be approved by the Policy committee on May 14, 2020.
- **Develop and approve the new Regional Transportation Plan: *Transportation Outlook 2045***
- **Traffic Counting Program** – The staff completes over 300 counts per year on regional roadways and provides this data to the public. Counts are also completed by member request.
- **Participate in the Statewide CMAQ Discretionary Funds Program** - AMATS will continue to work with ODOT and the other Metropolitan Planning Organizations (MPOs) to select projects for the CMAQ Program.
- **Update the Region's Transportation Planning Agreements in Coordination with ODOT** – The staff will coordinate planning activities and duties with its partners to ensure the sharing of performance data and selection of performance targets.

- **Develop the new Congestion Management Process Report**
- **Direct the Gohio Commute and Air Quality Advocacy Programs** – The staff will utilize a multimodal approach to promote modes of travel that reduce the use of single-occupancy vehicles.
- **Pavement Condition Data Collection and Analysis Program** – continue the development and analysis of pavement conditions.
- **Develop and maintain the Signal Timing Optimization Program (STOP)**

AMATS member communities receive approximately \$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.

It has been estimated that \$1,229,673 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2021. CPG funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of \$1,537,092. Any remaining funds from this fiscal year (FY 2020) will be carried over on July 1, and may be used through December 31, 2020.

The following table (Table 1) entitled *AMATS FY 2021 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2021 Work Program. This budget includes an expenditure of \$2,372,091 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals \$3,272,091.

In addition, total annual dues for FY 2021 will be \$169,080. The attached *AMATS Local Share Calculation* table (Table 2) shows each member's dues for the upcoming fiscal year. Local share dues are used to match CPG funding as well as cover delayed expenses and reimbursements not immediately paid by ODOT. Local share amounts for individual members reflect the US Census 2010 population figures, charged per capita, by previous agreement of the Policy Committee.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must now be matched with appropriate funding where applicable. Per ODOT's instructions, Toll Revenue Credit (TRC) is applied to portions of the staff CMAQ air quality planning activities. As a result, the amount of local share dues for AMATS members was less than anticipated.

Staff Recommendation

Attached is Resolution 2020-09 for your review and consideration. This resolution approves the final FY 2021 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2021 budget once the final carryover balances from FY 2020 are known in July. The Policy Committee's approval is requested.

Table 1

**AMATS FY 2021 WORK PROGRAM
FUNDING BY SOURCE**

<u>AMATS AGENCY ONLY</u>	<u>FY 2021</u>
USDOT Consolidated Planning Grant	\$1,229,673
ODOT Match	\$153,709
AMATS Local Share (Match)	<u>\$153,709</u>
SUBTOTAL	\$1,537,091
AMATS Local Expenses (Match)	\$25,000
FY 2020 Carryover (Estimated)	\$610,000
FHWA/CMAQ (Non-SOV Advocacy)	<u>\$200,000</u>
TOTAL	\$2,372,091
 <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	 \$3,272,091

Note: All carryover amounts will be adjusted when the FY 2020 program is closed out and final balances are known after June 30.

Table 2

**AMATS
LOCAL SHARE CALCULATION*
SFY 2021 WORK PROGRAM**

MEMBERS	2010 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2020 LOCAL SHARE
METRO RTA	N/A	13.2%	\$22,359
PARTA	N/A	2.2%	\$3,731
<u>SUMMIT COUNTY</u>			
AKRON	199,110	23.6%	\$39,957
BARBERTON	26,550	3.2%	\$5,328
CUYAHOGA FALLS	49,652	5.9%	\$9,964
FAIRLAWN	7,437	0.9%	\$1,493
GREEN	25,699	3.1%	\$5,157
HUDSON	22,262	2.6%	\$4,468
LAKEMORE	3,068	0.4%	\$616
MACEDONIA	11,188	1.3%	\$2,245
MOGADORE	3,853	0.5%	\$773
MUNROE FALLS	5,012	0.6%	\$1,006
NEW FRANKLIN	14,227	1.7%	\$2,855
NORTHFIELD	3,677	0.4%	\$738
NORTON	12,085	1.4%	\$2,425
REMINDERVILLE	3,404	0.4%	\$683
RICHFIELD	3,648	0.4%	\$732
SILVER LAKE	2,519	0.3%	\$506
STOW	34,837	4.1%	\$6,991
TALLMADGE	17,537	2.1%	\$3,519
TWINSBURG	18,795	2.2%	\$3,772
SUMMIT CO. UNINCORP.	75,433	9.0%	\$15,138
<u>PORTAGE COUNTY</u>			
AURORA	15,548	1.8%	\$3,120
KENT	28,904	3.4%	\$5,800
RAVENNA	11,724	1.4%	\$2,353
STREETSBORO	16,028	1.9%	\$3,217
PORTAGE CO. UNINCORP.	80,772	9.6%	\$16,209
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$612
RITTMAN	6,468	0.8%	\$1,298
WAYNE COUNTY ENGINEER	10,042	1.2%	\$2,015
TOTAL	722,769		
TOTAL CONTRIBUTING MEMBERS	712,530		\$169,080

* \$0.201 per person

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

RESOLUTION NUMBER 2020-09

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

**APPROVING THE FISCAL YEAR 2021 TRANSPORTATION PLANNING WORK
PROGRAM AND BUDGET**

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, this Committee annually reviews and approves a Work Program and Budget for the continuation of the transportation planning process; and

WHEREAS, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2021 and has found it to be consistent with local, State and Federal transportation planning priorities.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the Fiscal Year 2021 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2021 regional transportation planning budget totaling \$3,272,091 as contained in the Fiscal Year 2021 Work Program.
3. That this Committee approves a FY 2021 local share of \$169,080 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of \$169,080 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation FY 2021 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2021 Budget as necessary to reflect the final carryover balances from FY 2020.
6. 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 Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: AMATS Staff

RE: Resolution 2020-10 – Opposing the Elimination of the U.S. Census Akron Metropolitan Statistical Area

DATE: April 29, 2020

In the fall of 2019 the Northeast Ohio Areawide Coordinating Agency contacted AMATS staff to discuss a NOACA initiative to combine the Cleveland Metropolitan Statistical Area (MSA) with the Akron MSA and Canton MSA to create one larger Cleveland MSA. An MSA is a unit of geography made up of counties that contain relatively high population density at its core and close economic ties throughout the area. Combining the Akron, Canton, and Cleveland MSAs would effectively eliminate the Akron MSA from the U.S. Census.

In discussions with NOACA, AMATS staff was clear that it opposed the initiative and did not believe that the AMATS Policy Committee would support such an initiative. In March, NOACA staff presented the item to the NOACA Executive Committee entitled “The Cleveland Metropolitan Statistical Area (MSA); Past, Present and Future (see NOACA attachment).

The summary NOACA provided to its Executive Committee, while misrepresenting the past history of Northeast Ohio’s Metropolitan Statistical Areas, outlines policy changes that the U.S. Office of Management and Budget (OMB) would need to enact to increase the size of the Cleveland MSA in the 2020 U.S. Census.

The AMATS staff disputes the representations made in the NOACA memo and does not support changes to the OMB methodology for MSAs as described.

While the Akron MSA has existed since as early as 1930 and U.S. Census methodology has continually affirmed Akron’s appropriate geography as an MSA, the AMATS staff believes that there are a number of other reasons to oppose NOACA’s initiative. These reasons are stated below:

- NOACA’s effort to expand the Cleveland MSA comes at the expense of eliminating the Akron MSA.

- Greater Akron has its own urbanized area which determines federal allocations for infrastructure. A combined MSA could ultimately lead to a combined urbanized area which would diminish local control and consolidating funding.
- The Akron MSA has typically over-performed on economic indicators in Ohio, while the Cleveland MSA has typically under-performed.
<https://www.brookings.edu/research/metro-monitor-2018/>
- Combining these MSAs in the Census would require making an exception to the way the OMB defines MSAs. Current Census travel to work data does not support combining the MSAs.
- MSA economic data is reported by the Bureau of Labor Statistics and think tanks often use MSAs for analysis. This has led to a great deal of positive press for the Akron MSA. Organizations like the Brookings Institute have highlighted the Akron MSA in the past. Combining MSAs could be detrimental for outside analysis of Greater Akron performance. <https://www.brookings.edu/research/a-restoring-prosperity-case-study-akron-ohio/>
- The Akron MSA helps Akron and surrounding communities separate themselves from the rest of Northeast Ohio. Greater Akron benefits from being centrally located among the four metropolitan areas of Northeast Ohio.
- Combining multiple MSAs into one mega Cleveland MSA erases Akron's identity. While this may be of perceived benefit to Cleveland, the overwhelming sentiment in Akron and surrounding communities would be the opposite, and is one of perceived cost – erosion of stature, loss of identity, etc.
- The U.S. Census has acknowledged the Akron MSA and Cleveland MSA as separate, equal geographies for the last 90 years. There is no evidence that travel patterns are changing enough to justify eliminating the Akron MSA. (see Census attachment)
- The U.S. Census and OMB have already (and wisely) acknowledged the geographic complexity and diversity of the region by having separate MSAs (Cleveland, Akron, Canton) as well as a larger Combined Statistical Area (CSA), which includes all three of these regions.
- CSAs are groupings of adjacent metropolitan and/or micropolitan statistical areas that have social and economic ties as measured by commuting to work, but at lower levels than are found among counties within individual metropolitan and micropolitan statistical areas. This accurately describes the relationship between the Akron and Cleveland MSAs.
- Economic development professionals, marketers, etc. can (and do) use the Cleveland-Akron-Canton CSA for economic development purposes (when they see fit). The CSA is a totally legitimate, official census designation that captures the reality that the CSA does

form one large, nationally-significant economic unit. Similarly, the individual MSAs nicely capture the reality that each component part of the CSA (Cleveland, Akron, Canton, etc.) also exists as a separate and distinct economic unit within the larger region.

The AMATS staff has attached a document (Census attachment) with exhibits to illustrate appropriate representations of the evolution of metropolitan statistical areas since 1950. In short, the Akron MSA Counties (Summit and Portage) and Cleveland MSA Counties (currently Cuyahoga, Geauga, Lake, Medina and at times Lorain) have always been represented as separate, equal units that are also combined to reflect large-scale regional interaction. The current census methodology for identifying MSAs affirms the Akron MSA and provides a CSA that includes the larger region.

This resolution is not a rejection of regional cooperation and is not intended to be interpreted as such. The AMATS staff believes whole-heartedly in cooperating with our sister agencies and other Northeast Ohio communities when there is a coordinated goal with wide-spread regional benefits. The current NOACA initiative provides no such goal or benefits to the greater Akron area.

The AMATS staff strongly opposes eliminating the Akron MSA in order to benefit the Cleveland MSA. The AMATS staff also fails to understand the reasoning behind NOACA's insistence on this initiative and see it only benefiting greater Cleveland at the expense of greater Akron. Resolution 2020-10 opposes the elimination of the Akron MSA and allows the staff to send letters along with this resolution to Congressional leadership, the U.S. Census Bureau, OMB, the NOACA Executive Director, and NOACA Executive Committee President. The staff recommends approval of the resolution.

RESOLUTION NUMBER 2020-10

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

**OPPOSING THE ELIMINATION OF THE U.S. CENSUS AKRON METROPOLITAN
STATISTICAL AREA**

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 for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County; and

WHEREAS, Summit and Portage Counties are both contained in the AMATS service area and make up the U.S. Census Bureau's Akron Metropolitan Statistical Area; and

WHEREAS, The Akron metropolitan area has been represented continuously in the U.S Census since 1930 when the U.S. Census Bureau incorporated Metropolitan Districts; and

WHEREAS, Summit County has been part of the Akron Metropolitan Statistical Area since the creation of Standard Metropolitan Statistical Areas in 1950; and

WHEREAS, Portage County has been part of the Akron Metropolitan Statistical Area since 1970; and

WHEREAS, the Akron metropolitan area (Summit and Portage Counties) geography was represented in the 1980 U.S. Census as a Standard Metropolitan Statistical Area and part of the Cleveland-Akron-Lorain, Ohio Standard Combined Statistical Area; and

WHEREAS, the Akron metropolitan area geography was represented in the 1990 U.S. Census as a Primary Metropolitan Statistical Area and part of the Cleveland-Akron-Lorain, Ohio Combined Metropolitan Statistical Area; and

WHEREAS, the Akron metropolitan area geography was represented in the 2000 U.S. Census as a Primary Metropolitan Statistical Area and part of the Cleveland-Akron-Elyria, Ohio Combined Statistical Area; and

WHEREAS, the Akron metropolitan area geography was represented in the 2010 U.S. Census as a Metropolitan Statistical Area and part of the Cleveland-Akron-Canton, Ohio Combined Statistical Area; and

WHEREAS, the Cleveland metropolitan area and Akron metropolitan area geography were each represented as separate Standard Metropolitan Statistical Areas in 1980, separate Primary Metropolitan Statistical Areas in 1990 and 2000 separate Metropolitan Statistical Areas in 2010; and

WHEREAS, the Akron metropolitan area and Cleveland metropolitan area designations have continued to be identified in the U.S. Census as separate urban areas equal in status; and

WHEREAS, this delineation of geographies of the Akron and Cleveland metropolitan areas have existed since the creation of Metropolitan Districts in the 1930 U.S. Census.

WHEREAS, the Northeast Ohio Areawide Coordinating Agency (NOACA) has proposed an initiative to combine the Akron, Canton and Cleveland Metropolitan Statistical areas to benefit the Cleveland Metropolitan Statistical Area; and

WHEREAS, the current U.S. Office of Management and Budget Metropolitan Statistical Area methodology does not support NOACA's initiative; and

WHEREAS, the Office of Management and Budget has already acknowledged the geographic complexity and diversity of the region by having separate Metropolitan Statistical Areas (Cleveland, Akron, Canton) as well as a larger Combined Statistical Area, which includes all three of these regions.

WHEREAS, a combination of the Akron, Canton and Cleveland Metropolitan Statistical Areas would effectively eliminate the Akron Metropolitan Statistical Area; and

WHEREAS, combining MSAs could lead to the elimination of the Akron Urbanized Area and loss of local control of federal transportation funding; and

WHEREAS, communities in Summit and Portage County value being represented by the Akron Metropolitan Statistical Area; and

WHEREAS, the elimination of the Akron Metropolitan Statistical Area would lead to a loss of identity and erosion of stature for the greater Akron area; and

WHEREAS, the elimination of the Akron Metropolitan Statistical Area harms the Akron metropolitan area's ability to differentiate itself in Northeast Ohio with no potential benefits.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee opposes NOACA's initiative to combine the Akron, Canton and Cleveland Metropolitan Statistical Areas.
2. That this Committee opposes the elimination of the Akron Metropolitan Statistical Area.
3. That this Committee supports the existing Office of Management and Budget U.S. Census Metropolitan Statistical Area methodology.

4. That this Committee affirms that the Akron Metropolitan Statistical Area is important census geography, providing Akron area communities identity as a separate metropolitan area in Northeast Ohio.
5. That this Committee strongly believes that the Akron Metropolitan Statistical Area must and should remain in the 2020 U.S. Census.
6. That this Committee authorizes the AMATS staff to compose letters in opposition to this initiative to its Congressional leadership, U.S. Office of Management and Budget, U.S. Census Bureau and the NOACA Executive Committee and Executive Director.
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 Linda Clark, 2020 Chairwoman
Metropolitan Transportation Policy Committee

Date



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Executive Committee

FROM: Grace Gallucci, Executive Director

DATE: February 7, 2020

RE: **The Cleveland Metropolitan Statistical Area (MSA): Past, Present and Future**

ACTION REQUESTED

No action is requested. This item is for presentation and discussion only at this time.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The United States Office of Management and Budget (OMB) delineates MSAs according to published standards that are applied to Census data. The general concept of an MSA is that it is a core area containing a substantial population nucleus, which is then joined together with adjacent communities that have a high degree of economic and social integration with the core area.

The OMB creates MSAs strictly for statistical purposes for reporting various socioeconomic and demographic data. While MSAs are created for reporting on data, there are a number of agencies, both inside and outside the Federal government, that make use of the MSA delineations for nonstatistical programmatic applications. Most notably, MSAs are often used by researchers and economic development officials to gather data about a specific region and to make national and global comparisons between regions, which often has implications for business site selection.

The Cleveland Metropolitan Statistical Area (MSA) has consistently changed over time since the creation of MSAs by the United States Office of Management and Budget (OMB) in 1949. For the first five decades, the MSA delineation standards issued by the OMB did not change very much, and thus the Cleveland MSA changed organically; expanding primarily due to urban sprawl commuting patterns. However, around the lead up to the 2000 Census, the OMB significantly changed the MSA delineation standards resulting in many MSAs throughout the country changing dramatically, including the Cleveland MSA.

At its largest geographic size in 1993, the Cleveland MSA consisted of 8 counties: Cuyahoga, Geauga, Lake, Lorain, Medina, Summit, Portage, and Ashtabula. In 2003, due to the OMB changes, the Cleveland MSA was reduced to only 5 counties: Cuyahoga, Geauga, Lake, Lorain, and Medina; and has remained this composition ever since. The major change implemented by the OMB in 2003 was to increase the worker commute threshold from a variable percentage, which could be as low as 15%, to a stringent 25% for all counties in the US. The implications of this dramatic change is most evident when comparing the Cleveland MSA to other MSAs in the country, showing that the Cleveland MSA is much smaller in geographic size than its peers.

Based on current trends, the urbanized areas (UAs) and commuting patterns of Northeast Ohio are not expected to change dramatically enough to significantly change the composition of the Cleveland MSA after the 2020 Census. Under current MSA delineation standards, there is a small chance of adding a county or

two to the current five county composition, but the likeliest outcome is that the Cleveland MSA will not change. The only way the Cleveland MSA will significantly change after the 2020 Census, is for there to be a change in the OMB's delineation criteria or evaluation data. NOACA staff evaluated three possible criteria or data changes that would result in an increase in the size of the Cleveland MSA.

- 1) The commuting threshold for inclusion into an MSA is decreased from 25% to its previous threshold of 15%
- 2) The American Community Survey data, used to measure commute data for adding outlying counties to an MSA, is replaced with the Census LODES (LEHD Origin- Destination Employment Statistics), a more robust commuting dataset that shows higher commuting patterns.
- 3) The contiguous urbanized areas (UA) of Northeast Area (Cleveland, Lorain-Elyria, Akron, and Canton) are combined into one expanded UA that would be used as the new unit of analysis for the formation of the Cleveland MSA

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

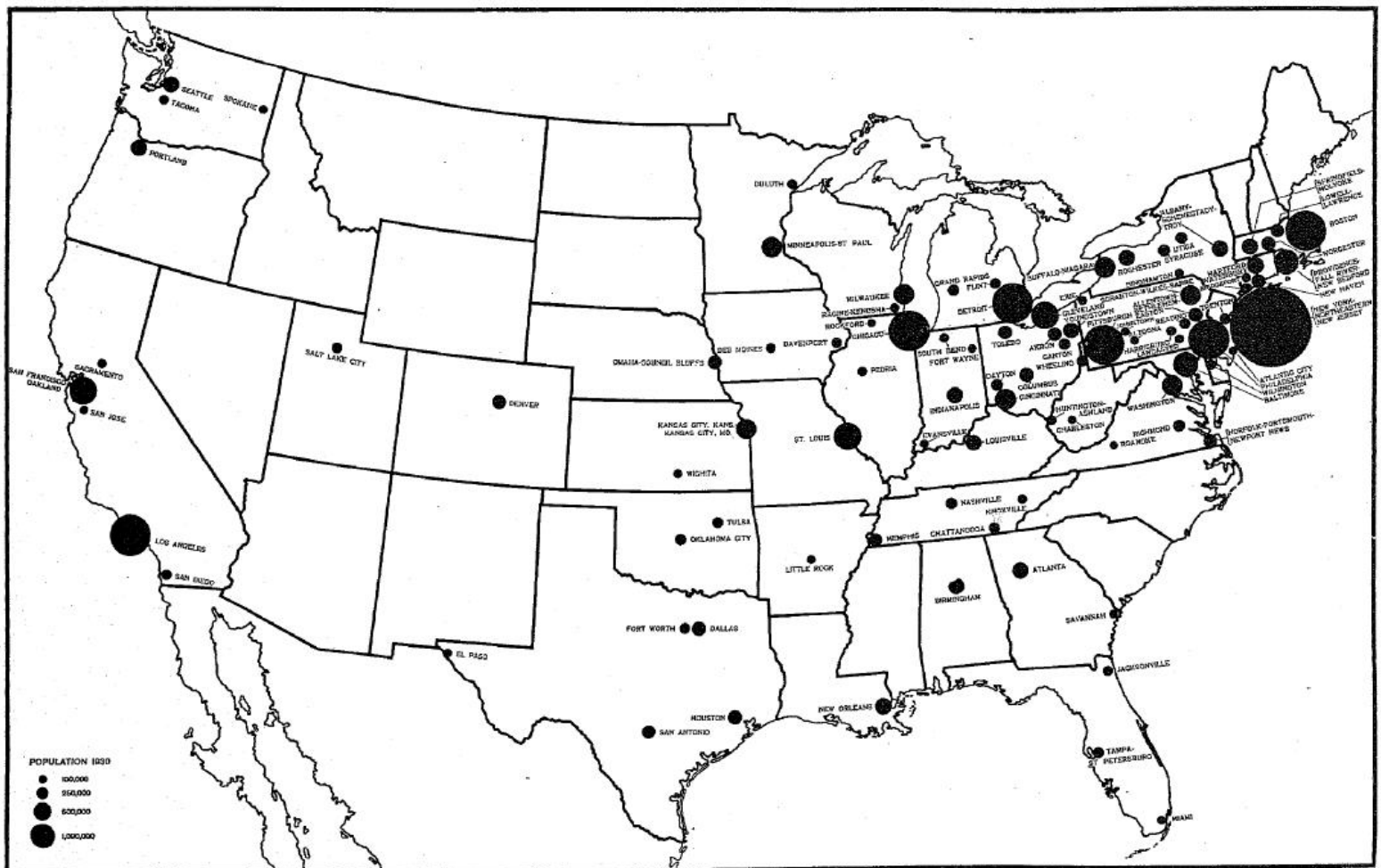
Input received from the Committee will be utilized in discussions with the Census Bureau and to formulate any strategies and actions.

GG/ks/dt/8486c

CENSUS Attachment

Resolution 2020-10

METROPOLITAN DISTRICTS OF THE UNITED STATES



AKRON METROPOLITAN AREA TRANSPORTATION STUDY

TECHNICAL MEMORANDUM

RE: RESOLUTION 2020-10 OPPOSING THE ELIMINATION OF THE AKRON METROPOLITAN STATISTICAL AREA (MSA)

This memorandum is in response to the Northeast Ohio Area-wide Coordinating Committee's Memo and Presentation titled Cleveland Metropolitan Statistical Area (MSA) – Past-Present-Future.

The memo claims that in 1993, “the Cleveland MSA consisted of 8 counties: Cuyahoga, Geauga, Lake, Lorain, Medina, Summit, Portage and Ashtabula.” This is false. The 8 counties referenced made up the Cleveland-Akron-Lorain, OH Combined Metropolitan Statistical Area (CMSA). The CMSA combined Primary Metropolitan Statistical Areas (PMSA) that had geographic, transportation and economic relationships, but still maintained their own metropolitan areas. The documentation below provides a brief history of the U.S. Census treatment of MSAs and demonstrates the Akron MSAs existence and relevance since 1950. The Akron MSA counties of Summit and Portage were not taken away from the Cleveland MSA as the memo and presentation suggest.

1950 Census

The 1950 U.S. Census was the first census to introduce standard definitions of metropolitan areas. The then named Bureau of the Budget (predecessor of Office of Management and Budget), developed the “standard metropolitan area” (SMA). The Akron SMA contained only Summit County and had a population of 407,981.

U. S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS

1950 CENSUS OF POPULATION

PRELIMINARY COUNTS

For release November 5, 1950 Washington 25, D. C. Series PC-1, No. 3

POPULATION OF STANDARD METROPOLITAN AREAS: APRIL 1, 1950

(The population figures for 1950 in this report are preliminary counts as compiled in field offices and may differ from the verified population totals which are now being compiled. Final population totals for the United States and each State are given in Series PC-2, No. 1.)

More than half the population of the United States was living in a standard metropolitan area on April 1, 1950, according to preliminary data from the 1950 Census reported today by Roy V. Peak, Director, Bureau of the Census, Department of Commerce. The population enumerated as residents of the 166 standard metropolitan areas in continental United States totals 83,929,863, on the basis of a count which excluded crews of American vessels in ports of the United States and persons enumerated away from home who have not yet been credited to their usual place of residence. A comparable figure for the United States as a whole was 149,854,592. The total population of the United States on April 1, 1950, was 150,697,361.

A standard metropolitan area consisted at least one city of 50,000 or more in 1950, and each city of this size is included in one standard metropolitan area. In general, each standard metropolitan area comprises the county containing the city and any other contiguous counties which are deemed to be closely economically integrated with that city. In a broad sense the country's standard metropolitan areas include all the leading urban centers together with all adjoining territory that has been demonstrated to be closely linked with the central cities.

GROWTH OF STANDARD METROPOLITAN AREAS

Population growth in the United States during the last ten years was very largely growth within the standard metropolitan areas. More than four-fifths of the national population increase took place within the 166 standard metropolitan areas. The population of these areas increased from 69,276,181 to 83,929,863, representing a gain of 14,653,682, or 21.2 percent. On the whole, the increase in the population of the large cities of the United States grew much more rapidly than did the central cities themselves or the remainder of the country.

Area	Population Increase, 1940 to 1950 ¹	
	Number	Percent
United States.....	14,653,682	21.2
Standard metropolitan areas..	14,653,682	21.2
Central cities.....	9,001,289	24.7
Outlying parts.....	5,652,393	16.5
Outside standard metropolitan areas.....	5,652,393	16.5

¹ Computed on the basis of preliminary figures for 1950 which exclude crews of American vessels in ports of the United States and persons enumerated away from home who have not yet been credited to their specific usual place of residence.

The outlying parts of standard metropolitan areas also surpassed their central cities and the remainder of the country in numerical growth of population with an increase of 5,652,393. It appears that nearly half of the population increase of the entire country took place in the outlying parts of the 166 standard metropolitan areas. Since standard metropolitan areas are very largely urban, the population changes of the last decade point to an increasing urbanization of the country, with the more spectacular development occurring in the smaller urban and suburban communities adjoining our metropolitan centers.

Standard metropolitan areas ranged in size from the New York-Northeastern New Jersey area with a population of 12,571,914 to the Laredo area with a population of 35,904. Fourteen standard metropolitan areas had a population of one million or more each, and together contained a population of 44,153,019, or 29.3 percent of

Table 1.--POPULATION OF STANDARD METROPOLITAN AREAS AND CONSTITUENT PARTS IN CONTINENTAL UNITED STATES: APRIL 1, 1950

(A minus sign (-) denotes decrease)

Standard metropolitan area	Preliminary count, April 1, 1950 ¹	April 1, 1940	Percent of change, 1940 to 1950	Standard metropolitan area	Preliminary count, April 1, 1950 ¹	April 1, 1940	Percent of change, 1940 to 1950
Total, 168 areas.....	83,929,863	69,276,481	21.2	BOSTON--Con.			
AKRON.....	407,981	339,405	20.2	Middlesex County, Mass.--Con.			
Summit County, Ohio.....	407,981	339,405	20.2	Somerville city.....	102,254	102,177	0.1
ALBANY-SCHENECTADY-TRICORNER.....				Waltham city.....	47,198	40,020	17.9
Albany County, N. Y.							
Rensselaer County, N. Y.							
Schenectady County, N. Y.							
ALBUQUERQUE.....							
Bernalillo County, N. M.							
ALLEGANY-ELIZABETH.....							
Allegheny County, Pa.	196,727	177,583	10.8	Lincoln town.....	2,329	1,783	30.6
Northampton County, Pa.	183,723	168,969	8.7	Natick town.....	19,663	13,851	42.0
Warren County, N. J.	54,407	50,161	8.4	North Reading town.....	4,421	2,866	53.2
ALTOONA.....	138,934	140,358	-1.0	Reading town.....	13,879	10,866	27.7
Blair County, Pa.	138,934	140,358	-1.0	Stoneham town.....	13,208	10,765	22.7
AMARILLO.....	86,588	61,450	40.9	Wakefield town.....	19,600	16,283	20.8
Randall County, Texas.....	13,732	7,185	91.1	Watertown town.....	37,339	35,427	5.4
Potter County, Texas.....	72,851	54,265	34.3	Weston town.....	4,393	3,505	25.3
ASHEVILLE.....	122,557	108,755	12.7	Wilmington town.....	4,904	3,590	36.6
Suncombe County, N. C.	122,557	108,755	12.7	Winchester town.....	7,013	4,645	51.0
ATLANTA.....	684,033	518,100	28.2	Essex County, Mass. (part)....	15,567	15,081	3.2
Cobb County, Ga.	81,748	38,272	113.3	Beverly city.....	267,698	249,404	7.3
De Kalb County, Ga.	134,931	86,942	55.2	Lynn city.....	28,855	23,587	22.3
Fulton County, Ga.	467,354	392,886	19.0	Peabody city.....	99,521	98,123	1.4
ATLANTIC CITY.....	132,879	124,066	7.1	Salem city.....	22,647	21,711	4.3
Atlantic County, N. J.	132,879	124,066	7.1	Danvers town.....	41,842	41,213	1.5
AUGUSTA.....	162,104	131,779	23.0	Hamilton town.....	15,702	14,179	10.7
Richmond County, Ga.	108,916	81,863	33.0	Lynnfield town.....	2,762	2,037	35.6
Aiken County, S. C.	53,188	49,916	6.6	Manchester town.....	3,925	2,287	71.6
AUSTIN.....	160,381	111,053	44.4	Marblehead town.....	2,649	2,472	7.1
Travis County, Texas.....	160,381	111,053	44.4	Middleton town.....	18,711	10,356	81.6
BALTIMORE.....	1,320,754	1,088,300	21.9	Nahant town.....	2,913	2,348	24.1
Baltimore city, Md.	940,205	859,100	9.4	Saugus town.....	2,654	1,835	44.6
Baltimore County, Md.	269,362	255,825	5.3	Swampscott town.....	17,146	14,825	15.7
Anne Arundel County, Md.	111,187	68,375	62.6	Wenham town.....	11,585	10,761	7.2
BATON ROUGE.....	156,485	88,415	77.0	Norfolk County, Mass. (part)...	1,686	1,220	38.1
East Baton Rouge Parish, La.	156,485	88,415	77.0	Quincy city.....	337,588	280,453	20.4
BAY CITY.....	88,161	74,981	17.6	Braintree town.....	83,190	75,810	9.7
Bay County, Mich.	88,161	74,981	17.6	Brookline town.....	23,130	16,378	41.2
BEAUMONT-PORT ARTHUR.....	193,979	145,329	33.5	Brookline town.....	55,982	49,786	12.4
Jefferson County, Texas.....	193,979	145,329	33.5	Canton town.....	7,438	6,881	8.1
BINGHAMTON.....	184,664	165,749	11.4	Cohasset town.....	5,694	3,111	81.7
Broome County, N. Y.	184,664	165,749	11.4	Dedham town.....	18,499	15,508	19.3
BIRMINGHAM.....	554,186	459,930	20.5	Dover town.....	1,711	1,374	24.5
Jefferson County, Ala.	554,186	459,930	20.5	Medfield town.....	4,540	4,384	3.6
BOSTON.....	2,854,507	2,177,621	31.2	Milton town.....	22,395	18,708	19.7
Suffolk County, Mass.	886,058	863,248	2.6	Needham town.....	16,262	12,445	30.7
Middlesex County, Mass. (pt.)	849,138	774,846	9.7	Norwood town.....	16,698	15,383	8.5
Cambridge city.....	120,676	110,879	8.8	Randolph town.....	10,007	7,634	31.1
Everett city.....	45,789	45,784	0.0	Sharon town.....	4,832	3,737	29.3
Malden city.....	59,779	58,010	3.0	Walpole town.....	8,865	7,443	19.1
Medford city.....	66,109	63,088	4.8	Wellesley town.....	20,847	15,127	37.8
Malrose city.....	26,919	25,833	4.3	Westwood town.....	5,888	3,876	52.9
Newton city.....	80,996	69,873	15.9	Weymouth town.....	32,695	28,868	13.0
				Plymouth County, Mass. (part)...	14,025	10,170	37.9
				Hingham town.....	10,694	8,008	33.6
				Hull town.....	3,381	2,167	56.7
				BRIDGEPORT.....	258,361	212,569	21.5
				Fairfield County, Conn. (pt.)	282,016	196,130	43.8
				Bridgeport city.....	159,362	147,121	8.3
				Fairfield town.....	30,370	21,135	43.7
				Stratford town.....	33,620	22,580	48.9
				Trumbull town.....	6,574	5,294	24.4
				New Haven County, Conn. (pt.)	26,345	16,439	60.3
				Milford town.....	26,345	16,439	60.3

¹ Preliminary population counts exclude crews of American vessels in ports of the United States and persons enumerated away from home who have not yet been credited to their specific usual place of residence. For the United States as a whole, there were 841,769 such persons, but the exact number of these who reside in each of the areas shown in this table has not yet been determined.

Table 1.--POPULATION OF STANDARD METROPOLITAN AREAS AND CONSTITUENT PARTS IN CONTINENTAL UNITED STATES: APRIL 1, 1950--Con.

(A minus sign (-) denotes decrease)

Standard metropolitan area	Preliminary count, April 1, 1950 ¹	April 1, 1940	Percent of change, 1940 to 1950	Standard metropolitan area	Preliminary count, April 1, 1950 ¹	April 1, 1940	Percent of change, 1940 to 1950
BROCKTON.....	129,297	119,310	8.4	DALLAS.....	610,852	398,564	53.3
Plymouth County, Mass. (part).....	105,283	99,878	5.4	Dallas County, Texas.....	610,852	398,564	53.3
Brockton city.....	62,856	62,343	0.8	DAVENPORT-ROCK ISLAND-MOLINE....	283,012	198,071	17.6
Abington town.....	7,133	5,708	25.0	Rock Island County, Ill.....	133,133	113,323	17.5
Bridgewater town.....	9,513	8,902	6.9	Scott County, Iowa.....	99,879	84,748	17.9
East Bridgewater town.....	4,409	3,832	15.1	DAYTON.....	453,181	331,343	36.8
Rockland town.....	8,929	8,087	10.4	Greene County, Ohio.....	56,620	35,863	57.9
West Bridgewater town.....	4,001	3,247	23.2	Montgomery County, Ohio.....	396,561	295,480	34.2
Whitman town.....	8,422	7,759	8.5	DECATUR.....	100,273	84,693	18.4
Norfolk County, Mass. (part).....	17,808	14,297	24.6	Macon County, Ill.....	100,273	84,693	18.4
Avon town.....	2,662	2,335	14.0	DENVER.....	560,361	407,768	37.4
Holbrook town.....	4,007	3,330	20.3	Adams County, Colo.....	40,353	22,481	79.5
Stoughton town.....	11,139	8,682	29.0	Arapahoe County, Colo.....	51,687	32,150	60.8
Bristol County, Mass. (part).....	6,226	5,135	21.2	Denver County, Colo.....	412,866	322,412	28.1
Easton town.....	6,226	5,135	21.2	Jefferson County, Colo.....	55,465	30,725	80.5
BUFFALO.....	1,085,606	958,487	13.3	DES MOINES.....	224,920	195,835	14.9
Erie County, N. Y.....	695,620	798,377	12.2	Polk County, Iowa.....	224,920	195,835	14.9
Niagara County, N. Y.....	189,986	160,110	18.7	DETROIT.....	2,973,019	2,377,329	25.1
CANTON.....	282,060	234,897	20.1	Macomb County, Mich.....	184,251	107,633	71.2
Stark County, Ohio.....	282,060	234,897	20.1	Oakland County, Mich.....	393,467	254,068	54.9
CEDAR RAPIDS.....	103,711	89,142	16.3	Wayne County, Mich.....	2,395,301	2,015,623	18.8
Linn County, Iowa.....	103,711	89,142	16.3	DULUTH-SUPERIOR.....	251,658	254,036	-0.9
CHARLESTON, S. C.....	159,838	121,105	32.0	St. Louis County, Minn.....	205,205	205,917	-0.8
Charleston County, S. C.....	159,838	121,105	32.0	Douglas County, Wis.....	46,453	47,119	-1.4
CHARLESTON, W. VA.....	319,277	276,247	15.6	DURHAM.....	100,641	80,244	25.4
Fayette County, W. Va.....	82,332	80,628	2.1	Durham County, N. C.....	100,641	80,244	25.4
Kanawha County, W. Va.....	236,945	195,619	21.1	EL PASO.....	197,934	131,067	51.0
CHARLOTTE.....	196,160	151,826	29.2	El Paso County, Texas.....	197,934	131,067	51.0
Mecklenburg County, N. C.....	196,160	151,826	29.2	ERIE.....	218,407	180,889	20.7
CHATTANOOGA.....	245,499	211,502	16.1	Erie County, Pa.....	218,407	180,889	20.7
Hamilton County, Tenn.....	207,276	180,478	14.8	EVANSVILLE.....	158,363	180,783	21.1
Walker County, Ga.....	38,223	31,024	23.2	Vanderburgh County, Ind.....	158,363	180,783	21.1
CHICAGO.....	5,475,535	4,825,527	13.5	FALL RIVER.....	135,936	135,137	1.3
Cook County, Ill.....	4,492,629	4,063,342	10.6	Bristol County, Mass. (part).....	131,315	130,119	0.9
Du Page County, Ill.....	153,885	103,480	48.7	Fall River city.....	111,759	115,423	-3.2
Kane County, Ill.....	149,918	130,205	15.1	Somerset town.....	8,512	5,875	44.9
Lake County, Ill.....	178,491	121,094	47.4	Swansea town.....	6,080	4,654	29.6
Will County, Ill.....	184,499	114,210	17.8	Westport town.....	4,964	4,134	20.1
Lake County, Ind.....	366,113	293,195	24.9	Newport County, R. I. (part).....	5,621	5,018	12.0
CINCINNATI.....	698,031	787,044	14.1	Tiverton town.....	5,621	5,018	12.0
Hamilton County, Ohio.....	718,785	621,987	15.6	FLINT.....	270,034	227,944	18.5
Campbell County, Ky.....	75,215	71,918	4.6	Genesee County, Mich.....	270,034	227,944	18.5
Kenton County, Ky.....	104,030	93,139	11.7	FORT WAYNE.....	182,903	155,034	17.9
CLEVELAND.....	1,453,556	1,267,270	14.7	Allen County, Ind.....	182,903	155,034	17.9
Cuyahoga County, Ohio.....	1,378,205	1,217,250	13.2	ROCK MIDDLE.....	252,246	225,521	12.3
Lake County, Ohio.....	75,351	50,020	50.6	COLUMBIA.....			
COLUMBIA.....				Richland County, S. C.....			
COLUMBUS, GA.....				COLUMBUS, GA.....			
Chattahoochee County.....				Muscookee County, Ga.....			
Muscookee County, Ga.....				Russell County, Ala.....			
Russell County, Ala.....				COLUMBUS, OHIO.....			
COLUMBUS, OHIO.....				Franklin County, Ohio.....			
CORPUS CHRISTI.....	164,629	92,661	77.7	GRAND RAPIDS.....	287,020	246,338	16.5
Nueces County, Texas.....	164,629	92,661	77.7	Kent County, Mich.....	287,020	246,338	16.5

¹ Preliminary population counts exclude crews of American vessels in ports of the United States and persons enumerated away from home who have not yet been credited to their specific usual place of residence. For the United States as a whole, there were 841,769 such persons, but the exact number of these who reside in each of the areas shown in this table has not yet been determined.

The Akron MSA continued to only include Summit County in the 1960 U.S. Census. The population of the MSA was 514,000.

SUPPLEMENTARY
REPORTS

APR 22 1967

PCF(81) =

POPULATION OF STANDARD METROPOLITAN STATISTICAL AREAS: 1960 AND 1980

(The data shown here are being issued in advance of their publication in Final Report PC(1)-1A, which is scheduled to be published in May 1961 and which will contain additional summary information on the numbers and geographic distribution of the population. The discussion in the text of the present report refers to the 22 SRA's in the 50 States and the District of Columbia; however, statistics for the three SRA's in Puerto Rico are given in table 3. This report supersedes Preliminary Report PC(2)-4.)

Approximately 84 percent of the increase in the total population of the United States between 1950 and 1980 occurred in the metropolitan statistical areas (MSAs), that is, in cities of 50,000 or more and the outlying areas surrounding them. The 212 MSAs increased by 23.6 million persons, and of this increase 18 million occurred in the outlying parts of the MSAs and 5.6 million in the central cities. Thus the population increased in the outlying parts of the MSAs at nearly two-thirds of the total population increase of the United States since 1950, and increased in the central cities at one-third of the increase. This means that 20 percent of the total population increase of the United States and 24 percent of the increase within MSAs.

The population of the 212 SMSA's increased from 89.3 million persons in 1950 to 112.9 million in 1960, an increase of about 26 percent. The 5.6 million increase in the population of central cities to a total of 58 million persons in 1960 represented an 11-percent increase over the 1950 population. The population of the outlying parts of the SMSA's increased by about 4.4 percent between 1950 and 1960, growing

from 36.9 million persons to 74.9 million. The nonmetropolitan territory increased from 62.0 million persons to 66.4 million, an increase of about 2 percent.

This general pattern of metropolitan-nonmetropolitan growth represents a continuation of a similar pattern which occurred in the decade 1940 to 1950. In that decade, nearly 80 percent of the population growth of the country occurred in standard metropolitan statistical areas. The rate of increase in the urban areas was 22 percent, as compared with 26 percent in the decade 1950 to 1960. The percentage increase for the remainder of the country outside metropolitan areas between 1940 and 1950 was 6 percent, which was also slightly less than the 1950-60 rate. For the country as a whole, the gain was 18.5 percent between 1950 and 1960, and 14.5 percent between 1940 and 1950.

Within metropolitan areas, however, there were appreciable differences. In the decade 1950 to 1960, the population of central cities increased by only 11 percent, whereas in the previous decade the corresponding increase was nearly 14 percent. In the suburban ring, however, the 1950-60 increase was nearly 50



U.S. DEPARTMENT OF COMMERCE, Luther H. Hodges, Secretary

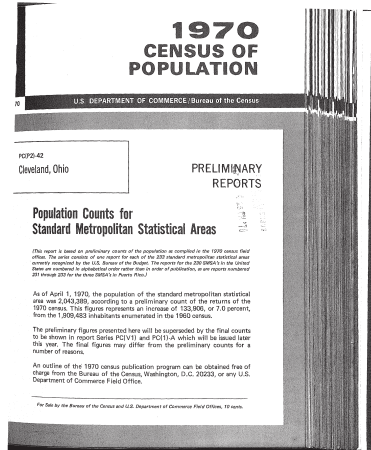
For sale by the Bureau of the Census, Washington 25, D.C., and U.S. Department of Commerce Field Offices. 85 cents.

Table 3.—POPULATION INSIDE AND OUTSIDE CENTRAL CITY OR CITIES OF STANDARD METROPOLITAN STATISTICAL AREAS
IN THE UNITED STATES AND THE COMMONWEALTH OF PUERTO RICO: 1940 TO 1960

(Data relate to areas as defined for 1960. Minus sign (-) denotes decrease. Percent not shown where less than 0.1)

Standard metropolitan statistical area	1960	1950	1940	Percent increase		Standard metropolitan statistical area	1960	1950	1940	Percent increase	
				1950 to 1960	1940 to 1950					1950 to 1960	1940 to 1950
United States (212 areas).....	112,885,178	89,316,903	72,834,468	26.4	22.6	Binghamton, N.Y.....	212,661	184,698	165,749	15.1	11.4
In central cities.....	58,004,334	52,385,642	45,652,383	10.7	14.7	Binghamton.....	75,941	80,674	78,309	-5.9	3.0
Outside central cities.....	54,880,844	36,931,261	27,182,085	48.6	35.9	Outside central city.....	136,720	104,024	87,440	31.4	19.0
Abilene, Texas.....	120,377	85,537	67,525	40.8	26.6	Birmingham, Ala.....	634,864	558,928	459,930	13.6	21.5
Abilene.....	90,368	45,370	26,612	98.3	71.2	Birmingham.....	340,887	326,037	267,983	4.6	21.8
Outside central city.....	30,009	39,947	40,913	-24.9	-2.4	Outside central city.....	293,977	232,891	192,347	26.2	21.1
Akron, Ohio.....	513,569	410,032	339,405	25.3	20.8	Boston, Mass.....	2,589,301	2,410,572	2,209,608	7.4	9.1
Akron.....	290,351	274,605	244,791	5.7	12.2	Boston.....	697,197	801,444	770,816	-13.0	4.0
Outside central city.....	223,218	135,427	94,614	64.8	43.1	Outside central city.....	1,892,104	1,608,128	1,438,792	17.6	11.8
Albany, Ga.....	270,000	250,400	242,019	30.4	49.5	Brownsville.....	105,669	72,566	44,890	45.6	61.7
Albany.....	270,000	250,400	242,019	30.4	49.5	Brownsville.....	48,040	36,066	22,083	33.2	63.3
Outside central city.....	270,000	250,400	242,019	30.4	49.5	Burlington.....	41,207	23,220	15,306	77.4	74.6
Albany-Schenectady-Troy, N.Y.....	270,000	250,400	242,019	30.4	49.5	San Benito.....	14,422	15,271	15,271	23.7	23.7
In central cities.....	270,000	250,400	242,019	30.4	49.5	Outside central cities.....	45,429	52,604	38,312	-13.6	37.3
Albany.....	270,000	250,400	242,019	30.4	49.5	Buffalo, N.Y.....	1,306,957	1,089,230	958,487	20.0	13.6
Schenectady.....	270,000	250,400	242,019	30.4	49.5	Buffalo.....	532,759	580,132	575,901	-8.2	0.7
Troy.....	270,000	250,400	242,019	30.4	49.5	Outside central city.....	774,198	509,098	382,586	52.1	33.1
Outside central cities.....	270,000	250,400	242,019	30.4	49.5	Canton, Ohio.....	340,345	283,194	234,887	20.2	20.6
Albuquerque, N. Mex.....	262,159	145,673	69,391	80.0	109.9	Canton.....	113,631	116,912	108,401	-2.8	7.9
Albuquerque.....	201,189	96,815	35,449	107.8	173.1	Outside central city.....	226,714	166,282	126,486	36.3	31.5
Outside central city.....	61,010	48,858	33,942	24.9	43.9	Cedar Rapids, Iowa.....	136,899	104,274	89,142	31.3	17.0
Allentown-Bethlehem-Easton, Pa.-N.J.....	492,168	437,824	396,673	12.4	10.4	Cedar Rapids.....	92,035	72,296	62,120	27.3	16.4
In central cities.....	215,710	208,728	188,983	3.3	10.4	Outside central city.....	44,864	31,978	27,022	40.3	18.3
Allentown.....	108,347	106,756	96,904	1.5	10.2	Champaign-Urbana, Ill.....	132,436	106,100	70,578	24.8	50.3
Bethlehem.....	75,406	66,340	58,490	13.7	13.4	In central cities.....	76,877	62,397	37,366	23.2	67.0
Easton.....	31,955	35,632	35,889	-10.3	6.1	Champaign.....	49,883	39,563	23,302	25.3	69.8
Outside central cities.....	276,458	229,096	207,690	20.7	10.3	Urbana.....	27,294	22,834	14,064	19.5	62.4
Altoma, Pa.....	137,270	139,514	140,358	-1.6	-0.6	Outside central cities.....	55,599	43,703	33,212	27.1	31.6
Altoma.....	69,407	77,177	80,214	-10.1	-3.8	Charleston, S.C.....	216,382	164,856	121,105	31.3	36.1
Outside central city.....	67,863	62,337	60,144	8.9	3.6	Charleston.....	65,925	70,174	71,275	-6.1	-1.5
Amarillo, Texas.....	149,493	87,140	61,450	71.6	41.8	Outside central city.....	150,457	94,682	49,830	38.9	90.0
Amarillo.....	137,969	74,246	51,686	85.8	43.6	Charleston, W.Va.....	252,925	239,629	195,619	5.5	22.5
Outside central city.....	11,524	12,894	9,764	-10.6	32.1	Charleston.....	85,796	73,501	67,914	16.7	8.2
Ann Arbor, Mich.....	172,440	134,606	80,810	28.1	66.6	Outside central city.....	167,129	166,128	127,705	0.6	30.1
Ann Arbor.....	67,340	48,251	29,815	39.6	61.8						
Outside central city.....	105,100	86,355	50,995	21.7	69.3						
Asheville, N.C.....	138,074	124,403	108,755	4.6	14.4						
Asheville.....	60,192	53,000	51,310	13.6	3.3						
Outside central city.....	69,882	71,403	57,445	-2.1	24.3						
Ashland (See Huntington-Ashland, W.Va., Ohio)											

Akron, Ohio SMSA	1970 (preliminary)	1960	Change, 1960 to 1970	
			Number	Percent
THE AREA.....	673 485	605 367	68 118	11.3
AKRON CITY.....	273 266	290 351	-17 085	-5.9
OUTSIDE CENTRAL CITY.....	400 219	315 016	85 203	27.0
THE AREA IS DEFINED AS FOLLOWS:				
PORTAGE COUNTY.....	123 251	91 798	31 453	34.3
SUMMIT COUNTY.....	550 234	513 569	36 665	7.1



2

Population of the Standard Metropolitan Statistical Area: 1970 and 1960

[Based on area as defined for 1970. Minus sign (-) denotes decrease]

Cleveland, Ohio SMSA	1970 (preliminary)	1960	Change, 1960 to 1970	
			Number	Percent
THE AREA.....	2 043 389	1 909 483	133 906	7.0
CLEVELAND CITY.....	738 956	876 050	-137 094	-15.6
OUTSIDE CENTRAL CITY.....	1 304 433	1 033 433	271 000	26.2
THE AREA IS DEFINED AS FOLLOWS:				
CUYAHOGA COUNTY.....	1 701 640	1 647 895	53 745	3.3
GEAUGA COUNTY.....	62 740	47 573	15 167	31.9
LAKE COUNTY.....	196 126	148 700	47 426	31.9
MEDINA COUNTY.....	82 883	65 315	17 568	26.9

1980 Census

The 1980 Census featured Standard Combined Statistical Areas (SCSA) and Standard Metropolitan Statistical Areas (SMSA). The SMSA is similar to the MSA of today. In the 1980 U.S. Census, Akron, Cleveland and Lorain all had separate and equal SMSAs. The SCSA was the combined Cleveland-Akron-Lorain metropolitan areas. At the time Akron's metropolitan population was over 660,000.

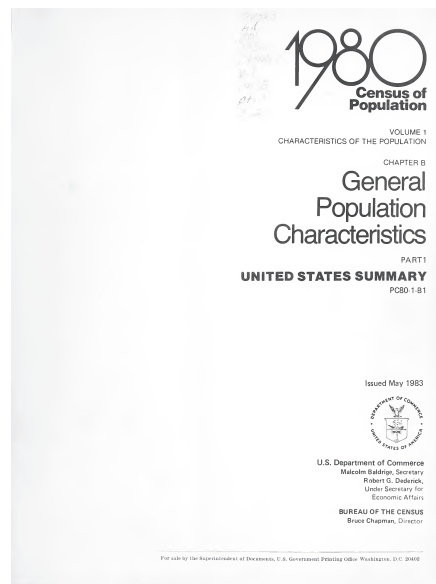


Table 68. Summary of General Characteristics for Areas and Places: 1980

(For meaning of symbols, see Introduction. For definitions of terms, see appendices A and B)

SCSA's
SMSA's
Urbanized Areas
Places of 50,000 or More
and Central Cities of
SMSA's

SCSA's

Boston-Lawrence-Lowell, Mass.—N.H.	3 448 122	-2.1	4.9	2.5	25.5	62.4	12.2	30.9	208	55.7	49.8	3.5	1 219 603	12.4	2.73
Chicago-Gary-Kenosha, Ill.—Ind.—Wis.	7 869 542	1.8	19.8	8.0	28.9	61.2	9.9	29.6	284	58.7	54.2	1.8	2 744 032	14.2	2.82
Cincinnati-Hamilton, Ohio—Ky.—Ind.	1 440 278	3.1	11.2	0.6	29.1	60.3	10.6	29.2	288	62.4	56.0	2.3	586 818	17.9	2.77
Cleveland-Akron-Lorain, Ohio	2 834 062	-2.3	11.8	0.7	27.7	61.4	11.1	30.9	265	61.5	53.2	2.1	1 019 284	9.7	2.74
Louisville-Springfield, Ohio	1 013 952	-2.3	11.8	0.7	28.6	61.4	9.9	30.2	270	64.5	58.6	2.1	365 196	13.8	2.72
Detroit-Ann Arbor, Mich.	4 618 161	-1.0	19.9	1.6	29.2	61.4	9.3	29.2	268	59.2	54.9	1.5	1 601 967	14.2	2.84
Houston-Galveston, Tex.	3 101 293														
Indianapolis-Anderson, Ind.	1 305 911														
Los Angeles-Long Beach-Anaheim, Calif.	11 497 568														
Miami-Fort Lauderdale, Fla.	2 643 981														
Cleveland-Akron-Lorain, Ohio															2 834 062
Milwaukee-Racine, Wis.	1 570 275	-0.3	10.5	2.6	28.5	60.5	11.0	29.7	280	60.3	55.2	2.2	560 102	16.1	2.74
New York-Newark-Jersey City, N.Y.—N.J.—Conn.	16 121 297	-5.3	17.1	12.4	26.1	61.8	12.1	32.6	238	59.0	52.8	1.8	5 830 076	4.6	2.72
Philadelphia-Wilmington-Trenton, Pa.—Del.—N.J.—Md.	5 547 902	-1.3	18.3	2.4	27.1	61.4	11.5	31.1	250	59.7	54.1	2.6	1 925 787	11.8	2.81
Providence-Fall River, R.I.—Mass.	1 096 047	1.9	2.3	2.0	26.1	60.5	13.4	31.9	241	61.3	54.2	3.0	391 366	15.7	2.72
San Francisco-Oakland-San Jose, Calif.	5 179 784	11.9	9.0	12.2	25.0	64.7	10.3	31.2	233	56.3	53.6	2.3	1 970 549	26.9	2.57
Seattle-Tacoma, Wash.	2 093 112	14.2	4.2	2.1	26.2	64.0	9.8	30.0	254	59.2	57.2	2.7	792 194	32.8	2.57

Cleveland-Akron-Lorain, Ohio

2 834 062

SMSA's

Abilene, Tex.	139 192	13.9	5.4	11.6	27.8	59.8	12.4	28.6	310	66.5	61.1	5.7	7 900	5.7	49 032	26.4	2.68	
Akron, Ohio	660 328	-2.8	9.1	0.5	27.7	61.9	10.4	29.9	260	61.9	56.6	2.1	13 666	2.1	234 064	13.4	2.76	
Albany, Ga.	112 402	16.3	40.8	1.1	34.0	58.9	7.2	26.0	327	63.1	57.1	2.6	2 916	2.6	36 685	35.5	2.98	
Albuquerque-Schenectady-Troy, N.Y.	795 019																	
Albuquerque, N. Mex.	454 499																	
Alexandria, La.	151 985																	
Allentown-Bethlehem-Easton, Pa.—N.J.	635 481																	
Altoona, Pa.	136 621	0.9	0.7	0.3	27.5	58.3	14.3	32.4	287	66.6	57.7	1.7	49 088	1.9	49 088	13.0	2.74	
Amorillo, Tex.	173 699	20.3	4.9	8.6	28.7	61.5	9.7	28.5	318	67.9	61.9	3.3	64 478	1.6	64 478	36.7	2.64	
Anheim-Santa Ana-Garden Grove, Calif.	1 932 709	36.1	1.3	14.8	27.2	64.5	8.3	29.5	241	59.7	57.2	1.4	686 267	1.4	686 267	57.4	2.78	
Anchorage, Alaska	174 431	40.1	5.3	3.0	31.5	66.5	2.0	26.3	312	58.4	62.9	2.8	60 470	2.8	60 470	72.8	2.80	
Anderson, Ind.	139 336	0.6	6.9	0.6	29.8	59.4	10.9	30.2	290	66.0	60.1	3.7	49 985	1.3	49 985	13.1	2.72	
Anderson, S.C.	133 235	26.3	17.2	0.6	29.0	60.2	10.8	30.8	284	69.5	62.7	1.0	46 944	2.1	46 944	41.1	2.81	
Ann Arbor, Mich.	264 748	13.1	10.7	1.5	24.2	69.4	6.4	26.3	209	49.8	49.0	2.1	92 937	2.3	92 937	35.5	2.62	
Annapolis, Md.	119 761	16.2	17.6	1.1	28.5	61.8	9.7	27.6	276	62.9	58.9	6.7	39 651	2.7	39 651	29.3	2.82	
Appleton-Oshkosh, Wis.	291 369	5.2	0.2	0.5	29.9	59.4	10.7	28.1	291	62.7	59.0	7.4	99 334	2.6	99 334	26.7	2.86	
Asheville, N.C.	177 761	10.4	8.0	0.6	25.8	60.4	13.8	33.0	241	68.0	59.7	4.6	66 118	2.6	66 118	26.6	2.62	
Athens, Ga.	130 015	20.7	18.1	1.0	25.5	65.6	8.9	26.0	224	55.6	51.0	6.6	45 568	3.9	45 568	39.7	2.66	
Atlanta, Ga.	2 029 710	27.0	24.6	1.2	29.3	63.0	7.6	29.0	250	61.9	56.8	3.3	719 799	1.6	719 799	47.1	2.77	
Atlantic City, N.J.	194 119	10.9	17.6	3.9	26.3	57.8	15.9	33.0	253	59.6	52.2	1.4	71 806	1.4	71 806	18.3	2.66	
Augusta, Ga.—S.C.	327 372	18.7	30.6	1.5	29.9	61.7	8.3	27.5	290	61.3	58.3	4.7	108 791	4.7	108 791	40.1	2.87	
Austin, Tex.	536 688	48.9	9.4	17.6	26.5	65.7	7.8	26.5	247	54.7	53.4	25	195 947	4.7	195 947	78.7	2.61	
Bakersfield, Calif.	403 089	22.5	5.2	21.6	30.9	59.4	9.7	28.2	355	65.5	63.4	8	139 811	2.1	139 811	37.5	2.82	
Baltimore, Md.	2 174 023	5.0	25.6	1.0	27.0	62.9	10.1	30.6	235	59.6	55.1	5.2	756 980	2.4	756 980	21.3	2.80	
Bangor, Maine	83 919	5.0	0.3	0.4	25.1	64.3	10.6	27.7	215	54.4	50.5	7.6	28 362	2.3	28 362	23.4	2.69	
Baton Rouge, La.	494 151	31.6	27.8	1.7	31.5	61.5	7.0	26.0	309	61.7	58.0	14	154 279	2.9	154 279	164.102	54.4	2.92
Battle Creek, Mich.	187 338	4.0	7.3	1.5	29.5	59.5	11.0	30.3	296	64.8	60.3	4	66 556	2.6	66 556	19.1	2.74	
Bay City, Mich.	119 881	2.2	0.9	2.6	30.6	59.3	10.1	28.7	302	64.3	59.9	1	41 348	0.9	41 348	19.6	2.87	
Beaumont-Port Arthur-Orange, Tex.	375 497	8.5	21.8	3.4	29.8	60.0	10.3	29.3	317	67.0	62.2	5	131 890	2.3	131 890	23.8	2.81	
Bellingham, Wash.	106 701	30.2	0.3	1.9	26.6	62.2	11.2	28.6	268	59.8	56.8	3	39 308	3.6	39 308	48.3	2.60	
Benton Harbor, Mich.	171 276	4.5	14.5	1.2	30.8	58.3	11.0	29.5	303	64.4	58.8	2	733	1.6	60 276	18.8	2.80	
Billings, Mont.	108 035	23.7	0.3	2.7	29.3	61.6	9.1	28.6	308	64.6	60.4	1	39 891	0.7	39 891	44.3	2.66	
Biloxi-Gulfport, Miss.	191 918	19.9	18.3	1.9	30.7	60.1	9.2	27.0	324	60.0	59.8	10	64 380	2.4	64 380	41.2	2.87	
Binghamton, N.Y.—Pa.	301 336	-0.4	1.1	0.7	27.6	60.0	12.3	31.1	256	62.6	57.2	7	106 346	2.6	106 346	14.0	2.76	
Birmingham, Ala.	847 487	10.5	28.3	0.7	28.1	60.2	11.7	30.1	284	64.9	56.7	10	303 699	1.3	303 699	26.1	2.75	
Bismarck, N. Dak.	79 988	31.1	0.1	0.4	30.8	60.0	9.1	27.1	328	63.9	60.4	1	27 949	55.2	27 949	55.2	2.79	
Bloomington, Ind.	98 785	16.4	2.6	1.1	21.0	71.8	7.2	24.5	172	46.9	44.7	15	33 952	15.2	33 952	35.6	2.47	
Bloomington-Normal, Ill.	119 149	14.1	4.0	0.9	24.6	65.7	9.7	26.1	227	56.7	49.6	10	41 702	30.8	41 702	30.8	2.60	
Boise City, Idaho	173 036	54.2	0.4	2.2	30.2	61.2	8.6	28.0	322	64.7	61.2	3	63 139	1.7	63 139	76.2	2.69	
Boston, Mass.	2 763 357	-4.7	5.8	2.4	24.4	63.2	12.5	31.2	193	54.4	48.4	103	990 660	1.3	990 660	10.3	2.69	
Bradenton, Fla.	148 442	52.9	8.9	2.1	20.9	52.1	27.1	44.2	266	71.7	60.8	1	61 998	1.3	61 998	61.1	2.36	
Bremerton, Wash.	147 152	44.6	1.8	2.6	28.7	61.4	9.9	29.3	321	63.1	65.6	3	52 809	6.7	52 809	60.7	2.68	
Bridgeport, Conn.	395 455	-1.6	8.8	7.7	26.7	61.0	12.2	32.6	243	60.9	54.7	8	136 796	2.3	136 796	10.1	2.83	
Bristol, Conn.	73 762	5.6	1.4	1.5	27.9	61.8	10.3	30.6	239	64.2	59.1	6	25 945	0.9	25 945	22.3	2.82	
Brockton, Mass.	169 374	12.6	3.4	1.6	30.0	59.3	10.7	29.1	269	59.7	54.3	6	55 848	2.6	55 848	26.6	2.92	
Brownsville-Harlingen-San Benito, Tex.	209 727	49.4	0.3	77.1	38.3	52.1	9.6	25.0	423	65.8	59.3	2	58 418	64.9	58 418	64.9	3.56	
Bryn-Colege Station, Tex.	93 588	61.4	11.1	10.1	22.4	70.7	6.8	22.7	231	43.2	49.8	9	32 488	91.4	32 488	91.4	2.60	
Buffalo, N.Y.	1 242 826	-7.9	9.2	1.3	26.8	60.8	12.3	31.6	246	60.4	54.0	26	445 475	6.5	445 475	6.5	2.73	
Burlington, N.C.	99 319	3.1	19.2	0.6	26.3	62.2	11.5	32.5	212	67.8	60.7	2	35 962	20.5	35 962	20.5	2.71	
Burlington, Vt.	114 070	16.0	0.4	0.8	27.5	64.8	7.7	26.4	214	54.8	50.3	7	38 004	6.6	38 004	38.6	2.80	
Canton, Ohio	404 421	2.7	6.0	0.9	28.6	60.3	11.1	30.8	280	66.2	59.7	7	599	1.9	142 674	17.7	2.78	
Casper, Wyo.	71 856	40.2	0.7	3.5	29.9	63.7	6.3	27.2	340	63.3	65.5	4	25 841	59.6	25 841	59.6	2.75	
Cedar Rapids, Iowa	169 775	4.0	1.6	0.8	29.1	60.8	10.1	29.0	278	64.2	58.7	4	61 770	2.1	61 770	21.5	2.68	
Champaign-Urbana-Rantoul, Ill.	168 392	3.1	8.7	1.4	22.6	70.2	7.2	24.5	216	47.5	49.6	21	58 405	12.7	58 405	23.3	2.52	
Charleston-North Charleston, S.C.	430 462	28.1	31.0	1.5	30.5	62.6	6.9	26.1	302	59.5	59.9	19	137 875	50.8	137 875	50.8	2.98	
Charleston, W. Va.	269 595	4.8	5.1	0.5	26.8	61.7	11.5	31.5	282	67.9	60.6	2	99 418	4.6	99 418	20.0	2.76	
Charlotte-Gastonia, N.C.	637 218	14.2	21.8	0.9	28.6	62.5	8.9	29.6	245	65.2	59.3	11	226 250	32.9	226 250	32.9	2.69	
Charlottesville, Va.	113 568																	
Chattanooga, Tenn.—Ga.	426 540																	
Chicago, Ill.	7 103 624																	
Chico, Calif.	143 851	41.1	1.2	5.2	23.1	61.4	15.5	31.2	245	61.1	57.2	3	30 904	2.7	30 904	63.0	2.40	
Cincinnati, Ohio—Ky.—Ind.	1 401 491	1.2	12.4	0.6	29.2	59.9	10.9	29.4	291	62.1	55.5	2	498 688	1.9	498 688	15.8	2.76	
Clarksville-Madisonville, Tenn.—Ky.	150 220	26.3	21.2	2.6	29.1	62.8	8.1	25.2	341	60.4	64.2	14	46 844	9.5	46 844	47.8	2.90	
Cleveland, Ohio	1 898 825	-8.0	18.2	1.4	27.1	61.2	11.7	31.6	260	60.8	54.1	26	91	4.4	694 401	6.8	2.70	
Colorado Springs, Colo.	317 456	32.7	6.0	7.9	29.3	63.9	6.8	26.9	284	61.1	62.0	15	35 44	1.8	35 44	61.1	2.73	
Columbia, Mo.	100 376	24.1	1.4	1.0	29.3	61.4	19.0	32.4	219	54.9	53.4	11	9	11.9	55 296	46.4	2.51	
Columbia, Ga.	410 088	7.0	28.8	1.3	27.9	64.0	7.3	27.1	241	58.1	55.0	34	133 078	8.3	133 078	54.3	2.83	
Columbus, Ga.—Ala.	239 196	0.3	34.9	2.3	29.5	62.0	8.5	26.6	309	57.4	58.1	17	78 376	7.4	78 376	16.4	2.83	

Akron, Ohio	660 328	660 328
Cleveland, Ohio	1 898 825	1 898 825
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Cleveland, Ohio	1 898 825	1 898 825
Cleveland, Ohio	1 898 825	1 898 825
Cleveland, Ohio	1 898 825	

While the terminology changed in 1990, the concepts remained the same. There was an Akron Primary Metropolitan Statistical Area (PMSA), a Cleveland PMSA, and a Lorain-Elyria PMSA. The PMSA equates to the MSA of today. The combined PMSAs created the CMSA which NOACA refers to in its memo. To state the Cleveland MSA was 8 counties is inaccurate. The CMSA was 8 counties. The 1990 U.S. Census documents metropolitan areas very similar to today.

United States Inside and Outside Metropolitan Area Population Size Class Metropolitan Area Metropolitan Area	Percent of all persons											Percent of all persons											Persons in group as % of total	
	All persons	Under 18	Under 18	18 to 24	25 to 44	45 to 64	65 years and over	80 years and over	Median age	Male	Female	In families	In non-families	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over	Persons 18 years and over
Metropolitan Area—CON.																								
Ohio, CA MSA	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in central city	188	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in noncentral city	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
Ohio, CA MSA	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in central city	188	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in noncentral city	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
Ohio, CA MSA	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in central city	188	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in noncentral city	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
Ohio, CA MSA	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in central city	188	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in noncentral city	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
Ohio, CA MSA	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in central city	188	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	1
in noncentral city	182	100	88	23.5	13.8	28.4	17.0	17.3	3.6	30.8	90.1	74.8	22.6	2.6	4	705	37	23	1	1	1	1	1	

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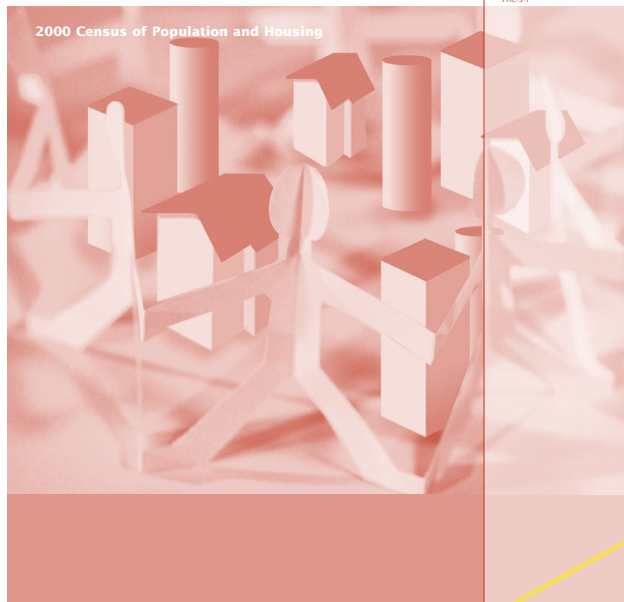
For Congress to be able to do this, it must have the right information. The

In the 2000 Census, PMSAs remained as did CMSAs. Again, there was an Akron PMSA, Cleveland PMSA and the Cleveland-Akron-Elyria Combined Statistical Area was combined MSA data.

Population and Housing Unit Counts

Issued April 2004

RWC-3-1



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United States
Census
2000

Table 34. **Population and Housing Units: 1980 to 2000; and Area Measurements and Density for Metropolitan Areas: 2000—Con.**

[For information concerning historical counts, see "User Notes." MAs as defined on June 30, 1999. Counts relate to component parts as defined at each census. Density computed using land area. For information on nonsampling error and definitions, see text.]

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Population and Housing Unit Counts

United States Summary 179

U.S. Census Bureau, Census 2000

Table 34. **Population and Housing Units: 1980 to 2000, and Area Measurements and Density for Metropolitan Areas: 2000—Con.**

[For information concerning financial notes, see "User Notes." MAs as defined on June 30, 1999. Counts relate to component parts as defined at each census. Density computed using land area. For information on nonusers, see www.census.gov/cen/cen2000/ma/ma.html.

[illegible]

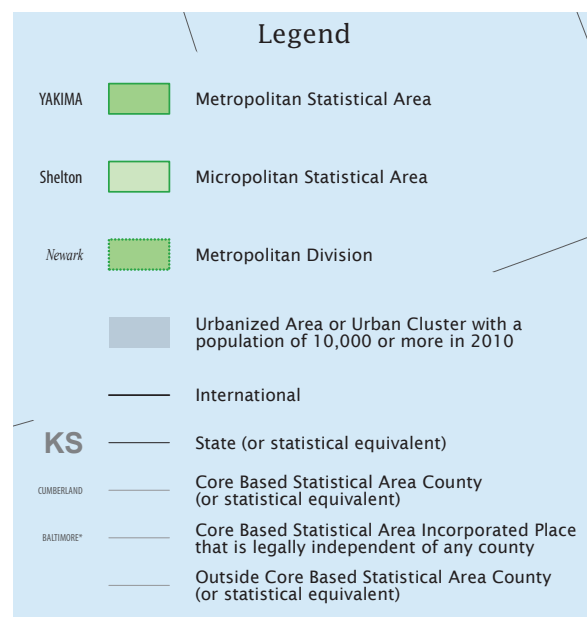
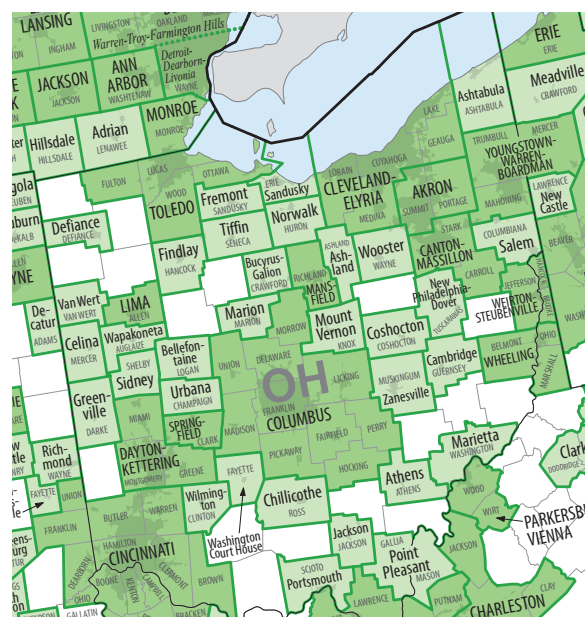
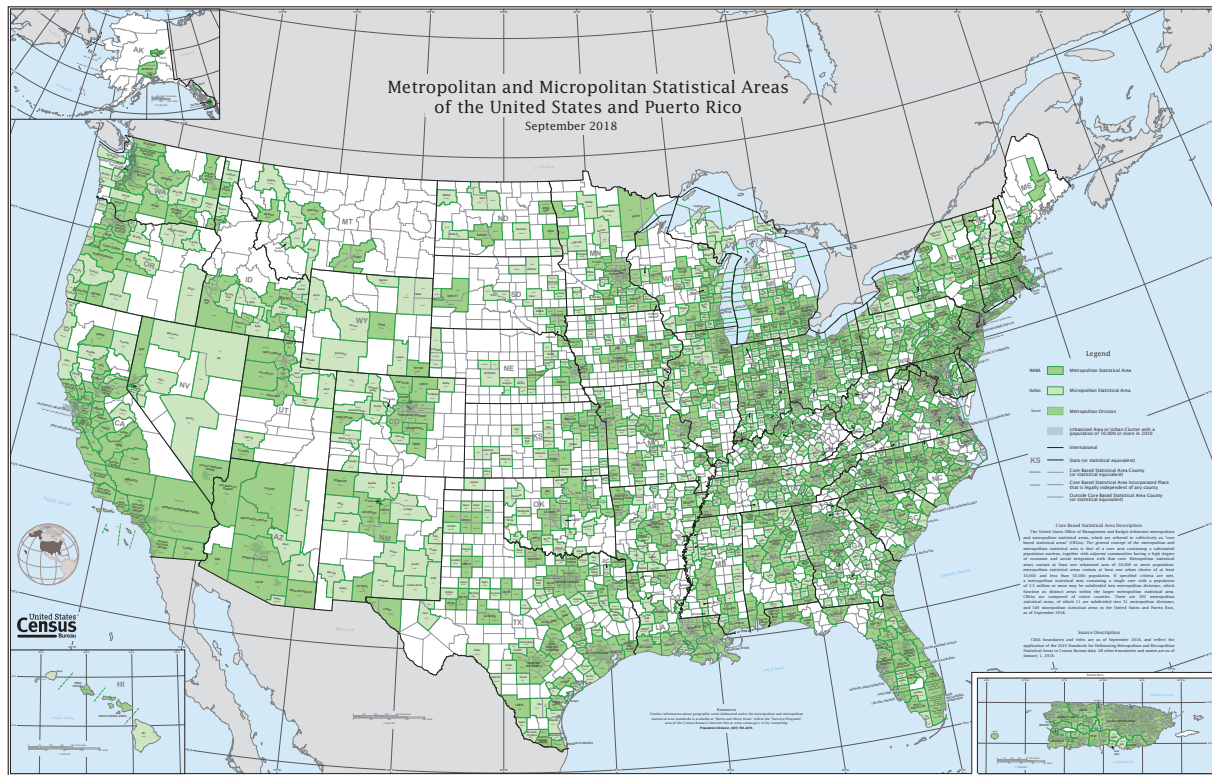
Population and Housing Unit Count

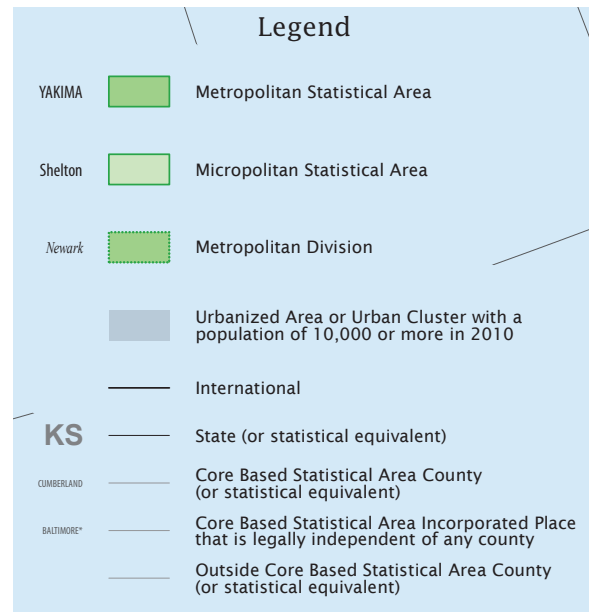
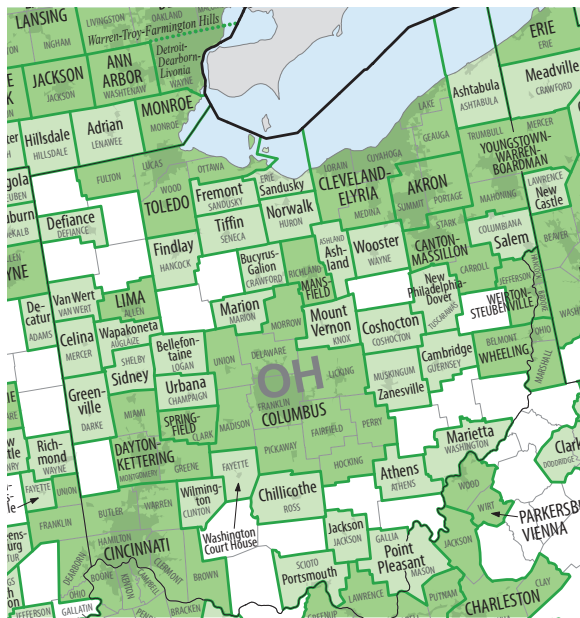
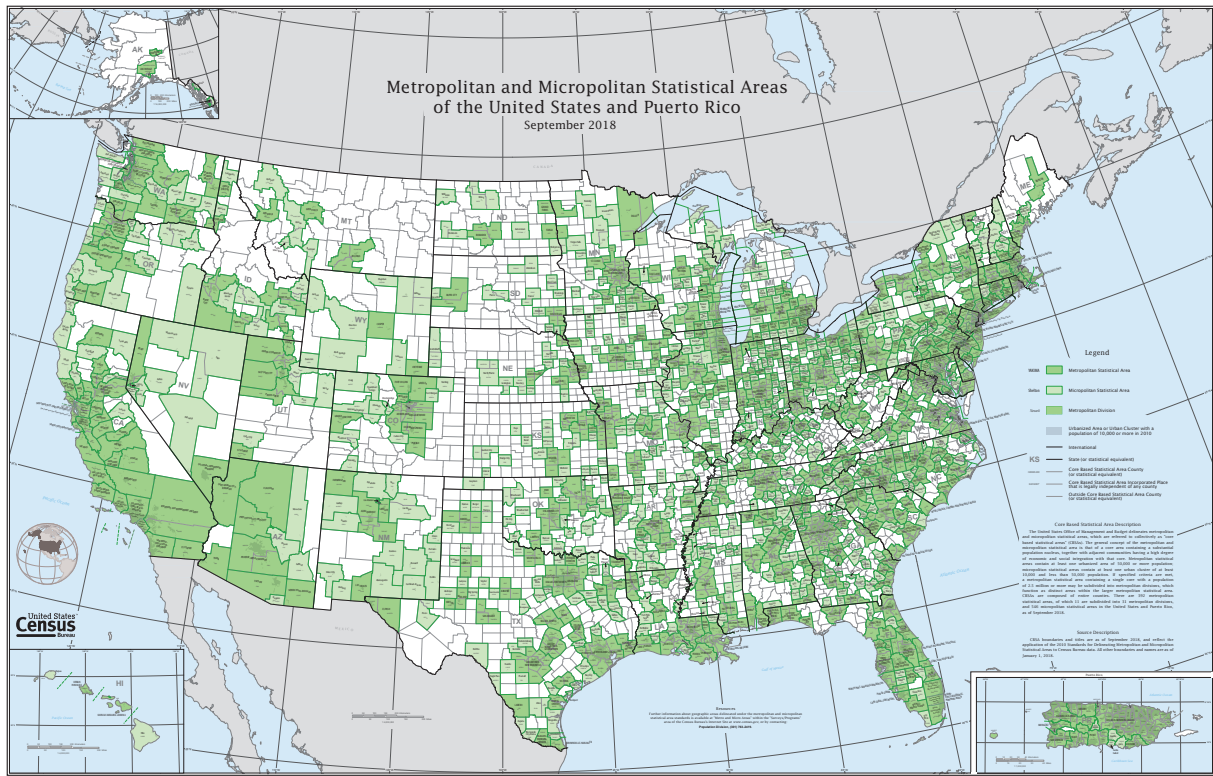
U.S. Census Bureau, Census 2000

2010 Census

The 2010 Census removed the “Primary” terminology from the MSAs and replaced the CMSA with the Combined Statistical Area (CSA). Again, Akron and Cleveland had separate MSAs similar to the last 60 years since the 1950 Census. The census again provided a combined statistical measurement, but this time created the Cleveland-Akron-Canton CSA. This CSA has over 3.6 million people.

The maps below represent the current status of the MSAs and the CSA.





Summary

The Akron Metropolitan Statistical Area has existed since the creation of SMSA in the 1950 Census. To represent that the Akron MSA did not exist before 2003 or didn't exist in the 1980 or 1990 U.S. Census is incorrect and misleading to the current discussion. The Cleveland MSA has never included Summit and Portage Counties. The Akron MSA is and has been made up of Summit and Portage Counties since 1970.



City of Akron, Ohio

DANIEL HORRIGAN, MAYOR

April 6, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

I am writing to express my strong and unequivocal opposition to your agency's efforts to eliminate the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation.

While you may view your efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, the City of Akron views your efforts as a negative for our city and for all of our neighboring communities throughout Greater Akron.

As you are well aware, the U.S. Census already maintains a Cleveland-Akron-Canton Consolidated Statistical Area (CSA), which contains over 3.6 million people. This census designation can be (and quite frequently is) employed, at will, by economic development professionals, site selectors, and others involved in marketing and promotional activities throughout Northeast Ohio.

As you are also aware, this consolidated statistical area contains three individual metropolitan statistical areas – Cleveland, Akron, and Canton.

As such, the U.S. Census has already established a statistical framework that elegantly and wisely recognizes the geographic, economic, and social complexity of Northeast Ohio – which, as you know, functions in some respects as a larger economic unit; and in other respects, continues to function as three closely-linked, yet distinct metropolitan areas centered around three separate central cities – each with its own distinct culture, economic base, commuter shed, and identity.

April 6, 2020
Page 2

The City of Akron prides itself on its central geographic location within Northeast Ohio, and what that proximity to our close and valued neighbors in Cleveland, Canton, and Youngstown makes possible in terms of economic and cultural benefits for all of our citizens, as well as for continued opportunities to expand and build upon intergovernmental collaborations within the region.

At the same time, our residents, from the numerous unsung and hard-working people living in our neighborhoods, all the way to LeBron James, understand that Akron and Cleveland are two separate and distinct places with their own unique history and culture.

Your effort to expand the Cleveland metropolitan area, however well-intentioned it may be, and whatever benefits you perceive that it may entail, comes at the expense of eroding the national stature, prominence, and identity of our city and its neighboring suburbs. It is not in the best interests of our city and our residents, nor is it helpful from a standpoint of fostering greater cooperation within Northeast Ohio.

As such, we oppose your effort to merge the Cleveland, Akron, and Canton metropolitan areas, and we will remain steadfast and resolute in that opposition, and will take whatever steps that we need to, in order to ensure that the U.S. Census continues to maintain a separate Akron Metropolitan Statistical Area (MSA) that reflects the geographic, social, and economic realities of our region.

Sincerely,



Daniel Horrigan
Mayor

cc: Timothy C. Lennon, NOACA Board President, Geauga County Commissioner



City of Barberton

Founded 1891

April 9, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

It has been brought to the attention of the City of Barberton that your agency is pursuing the elimination of the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation. This letter is to inform you that the City of Barberton staunchly opposes this questionable initiative by NOACA.

It is the position of our city that combining the Akron, Canton, and Cleveland MSAs would significantly diminish the importance of the Akron MSA in the U.S. Census. This action, if enacted by the Office of Management and Budget (OMB) and U.S. Census Bureau, would be detrimental to the greater Akron region in terms of loss of identity, loss of data and outside analysis specific to the Akron MSA, and has the potential to erode the local control of communities within the Akron MSA. Current OMB delineation rules do not support NOACA's initiative and should not be changed.

While you and the NOACA Policy Committee may view your agency's efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, we view your efforts as a negative for Barberton and our neighbors throughout the Greater Akron area. It is the position of the City of Barberton that this effort to eliminate the Akron and Canton MSAs represents the beginning of a gradual encroachment upon our community's abilities to advocate, plan and pursue future projects and economic development opportunities. Barberton has long advocated cooperative regionalism in its approaches to planning when practical, but this proposal by NOACA does not meet that criterion with regards to our city's interests.



William B. Judge, Mayor

576 West Park Avenue • Barberton, Ohio 44203 • 330-848-6719

The City of Barberton is an Equal Opportunity Employer

Barberton is adding its voice to the growing chorus of communities within Portage and Summit counties that are opposed to this NOACA initiative. We will pursue all courses of action available to our city to ensure that the U.S. Census Bureau maintains a separate Akron Metropolitan Statistical Area (MSA) that reflects the best interests of our community and our region.

Sincerely,

A handwritten signature in blue ink that reads "William B. Judge". The signature is fluid and cursive, with the first name "William" and last name "Judge" clearly legible.

William B. Judge M.A., M.B.A.
Mayor
City of Barberton
576 West Park Ave
Barberton, Ohio 44203

CC: Timothy C. Lennon, NOACA Board President, Geauga County Commissioner



Founded 1891

April 9, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

It has been brought to the attention of the city of Barberton that your agency is pursuing the elimination of the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation. This letter is to inform you that the city of Barberton staunchly opposes this questionable initiative by NOACA.

As the former Chair of the Akron Metropolitan Area Transportation Study's Technical Advisory Committee, I know how important the Akron MSA is to communities in Summit and Portage County. The Akron MSA is a valuable statistical tool for our region and there would be no acceptable justification to eliminate it.

It is the position of our city that combining the Akron, Canton, and Cleveland MSAs would significantly diminish the importance of the Akron MSA in the U.S. Census. This action, if enacted by the Office of Management and Budget (OMB) and U.S. Census Bureau, would be detrimental to the greater Akron region in terms of loss of identity, loss of data and outside analysis specific to the Akron MSA, and has the potential to erode the local control of communities within the Akron MSA. Current OMB delineation rules do not support NOACA's initiative and should not be changed.

While you and the NOACA Policy Committee may view your agency's efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, we view your efforts as a negative for Barberton and our neighbors throughout the Greater Akron area. It is the position of the city of Barberton that this effort to eliminate the Akron and Canton MSAs represents the beginning of a gradual encroachment upon our community's abilities to advocate, plan and pursue future projects and economic development opportunities. Barberton has long advocated cooperative regionalism in its approaches to planning when practical, but this proposal by NOACA does not meet that criterion with regards to our city's interests.



William B. Judge, Mayor

576 West Park Avenue • Barberton, Ohio 44203 • 330-848-6719

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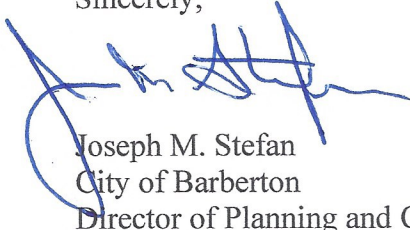


City of Barberton

Founded 1891

Barberton is adding its voice to the growing chorus of communities within Portage and Summit counties that are opposed to this NOACA initiative. We will pursue all courses of action available to our city to ensure that the U.S. Census Bureau maintains a separate Akron Metropolitan Statistical Area (MSA) that reflects the best interests of our community and our region.

Sincerely,



Joseph M. Stefan
City of Barberton
Director of Planning and Community Development

CC: Timothy C. Lennon, NOACA Board President, Geauga County Commissioner



William B. Judge, Mayor

576 West Park Avenue • Barberton, Ohio 44203 • 330-848-6719

The City of Barberton is an Equal Opportunity Employer

City of Cuyahoga Falls
Office of the Mayor

Mayor Don Walters
2310 Second Street
Cuyahoga Falls OH 44221



Phone: 330-971-8200
Fax: 330-971-8168
mayor@cityofcf.com

April 14, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland OH 44114

Re: NOACAs efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci:


It has come to our attention that NOACA is pursuing plans to eliminate the Akron Metropolitan Statistical Area (MSA) by combining it with the Canton MSA and the Cleveland MSA. This will result in the creation of a larger Cleveland MSA. Be advised that the City of Cuyahoga Falls is against this initiative and will not lend its support.

For the past 90 years, the U.S. Census has used an established, statistical framework to recognize the geographic, economic and social complexity of Northeast Ohio, and has continually identified the Akron and Cleveland metropolitan areas as separate urban areas equal in status. Combining them in the Census, along with the Canton MSA, would require making an exception to the way the Office of Management & Budget defines MSAs. Current Census travel-to-work data does not support this effort and there is no evidence that travel patterns are changing enough to justify such a move.

While you and the NOACA Policy Committee may view your agency's efforts to expand the Cleveland MSA as something positive for the greater Cleveland area, we view your efforts as negative for Cuyahoga Falls and our neighbors in the Greater Akron area. It is the position of the City of Cuyahoga Falls that this effort to eliminate the Akron and Canton MSAs will adversely affect our community's ability to advocate, plan and pursue future projects and economic development opportunities. NOACA's plan to expand the Cleveland MSA will directly lead to the erosion of Greater Akron Area in terms of stature and identity while offering no potential benefits for this area.

The City of Cuyahoga Falls strongly believes that the Akron Metropolitan Statistical Area must and should remain in the 2020 U.S. Census, and we will pursue all courses of action available to ensure that the U.S. Census Bureau continues to support it as a separate urban area that reflects the best interests of our community and our region.

Very truly yours,


Don Walters,
Mayor

cc: Timothy Lennon, NOACA Board President
and Geauga County Commissioner
Curtis Baker, AMATS

Gerard Neugebauer
Mayor

1755 Town Park Boulevard
PO Box 278
Green, OH 44232-0278
PHONE: (330) 896-6602
EMAIL: gneugebauer@cityofgreen.org

April 14, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

I am writing to express my opposition to your agency's suggestion to eliminate the Akron and Canton Metropolitan Statistical Areas as official U.S. Census designations.

While you may view your efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, the City of Green views your efforts as a negative for our city and for all our neighboring communities throughout the greater Akron and Canton areas.

The U.S. Census already maintains a Cleveland-Akron-Canton Consolidated Statistical Area (CSA), which contains over 3.6 million people. This census designation is already used by economic development professionals, site selectors, and others involved in marketing and promotional activities throughout Northeast Ohio.

Through this CSA, the U.S. Census has established a statistical framework that captures the geographic, economic, and social complexity of Northeast Ohio, which in some ways functions as a larger economic unit, and in other ways functions as three, closely-linked, yet distinct metropolitan areas centered around three historically significant central cities – each with its own distinct culture, economic base, and identity.

The City of Green is a suburban city centrally located between Akron and Canton. Based on our location in southern Summit County, we often identify with Akron, but our proximity to the Canton and easy access to Cleveland along I-77 provides our residents with immeasurable economic, entertainment and cultural benefits within the CSA. We also see value in the intergovernmental collaborations within the region.

But we also clearly see the Cleveland, Akron and Canton areas as separate and distinct places with their own unique histories and cultures.

Your effort to expand the Cleveland metropolitan area erodes the stature and identity of the Akron and Canton regions, including their flourishing suburban cities such as Green. Eliminating the Akron and Canton metropolitan areas is not in the best interests of our cities and our residents, nor is it helpful in fostering regional cooperation within Northeast Ohio.

We oppose your effort to merge the Cleveland, Akron, and Canton metropolitan areas and will work to ensure that the U.S. Census continues to maintain separate Akron and Canton Metropolitan Statistical Areas that reflects the geographic, social, and economic realities of our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerard M. Neugebauer", with a long horizontal flourish extending to the right.

Gerard M. Neugebauer
Mayor

cc: Timothy C. Lennon, NOACA Board President, Geauga County Commissioner



CITY OF KENT, OHIO

OFFICE OF THE CITY MANAGER

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, Ohio 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

The City of Kent understands that your agency is pursuing the elimination of the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation. The City of Kent strongly opposes this change in the MSA as being advanced by NOACA.

It is the position of the City of Kent that combining the Akron, Canton and Cleveland MSAs would significantly reduce the importance of not only the Akron and Canton MSA's but all of Northeast Ohio. Northeast Ohio is comprised of several strong urban cores that include Akron, Canton and Cleveland, which represents a level of regional diversity and strength that other homogenous regions can't boast. Akron is synonymous with the rubber industry and more recently Polymers. Canton is synonymous with the Football Hall of Fame. The loss of these independent urban cores' MSA identity would lessen not only Akron and Canton's identity, but the identity of Northeast Ohio.

While you and NOACA may view your agency's efforts as a positive for the Greater Cleveland area, we view the effort as a negative for the City of Kent and our neighbors in Portage and Summit Counties. Kent is proud of its diversity and heritage and sees diversity as a strength. We believe that the elimination of the Akron and Canton MSAs will begin the gradual erosion of the region's diversity and reduce our ability to advocate, plan and pursue future projects and economic development opportunities. Kent is a strong proponent of regional cooperation. However cooperation entails working together to find common ground and goals to move the region forward. This proposal, with its lack of regional support and regional discussion is not one that the City of Kent can support.

Therefore, the City of Kent is joining with the growing number of communities in Portage and Summit Counties in opposition with this NOACA initiative. Understand that the City of Kent will take whatever steps necessary to ensure that the MSA's in Northeast Ohio remain separate thereby accurately reflecting the geographic, social and economic diversity of our region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Ruller", is written over a horizontal line.

Dave Ruller
City Manager
Kent, Ohio

CC: Timothy Lennon, NOACA Board President, Geauga County Commissioner

Linda Clark
Mayor

Jenny August
Clerk-Treasurer
Tax Administrator



VILLAGE OF MANTUA
OFFICE OF THE
MAYOR

4650 WEST HIGH STREET P.O. BOX 775
MANTUA, OHIO 44255
PHONE (330) 274-8776 FAX (330) 274-2884

John Trew
Village Administrator

Michele Stuck
Village Solicitor

April 23, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

It has been brought to the attention of the village of Mantua that your agency is pursuing the elimination of the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation. This letter is to inform you that the village of Mantua staunchly opposes this questionable initiative by NOACA.

It is the position of our city that combining the Akron and Cleveland MSAs would significantly diminish the importance of the Akron MSA in the U.S. Census. This action, if enacted by the Office of Management and Budget (OMB) and U.S. Census Bureau, would be detrimental to the greater Akron region in terms of loss of identity, loss of data and outside analysis specific to the Akron MSA, and jeopardizes the local control of communities within the Akron MSA. Current OMB delineation rules do not support NOACA's initiative and should not be changed.

While you and the NOACA Policy Committee may view your agency's efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, we view your efforts as a negative for Mantua and our neighbors throughout the Greater Akron area. It is the position of our city that this effort to eliminate the Akron MSAs represents the beginning of a gradual encroachment upon our community's abilities to advocate, plan and pursue future projects and economic development opportunities. We have long advocated cooperative regionalism approaches to planning when practical, but this proposal by NOACA does not meet that criterion with regards to our city's interests.

We are adding our village's voice to the growing chorus of communities within Portage and Summit counties that are opposed to this NOACA initiative. We will pursue all courses of action available to our city to ensure that the U.S. Census Bureau maintains a separate Akron Metropolitan Statistical Area (MSA) that reflects the interests of our community and our region.

Sincerely,

A handwritten signature in blue ink that reads 'Linda S. Clark'. The signature is fluid and cursive.

Linda Clark, Mayor
Village of Mantua
AMATS Policy Committee Chairwoman



City of New Franklin, Ohio

OFFICE OF THE MAYOR

Paul F. Adamson, Mayor

5611 Manchester Road

New Franklin, Ohio 44319

TELEPHONE: (330) 882-4324 • FACSIMILE: (330) 882-7052
EMAIL: mayor@newfranklin.org • WEBSITE: www.newfranklin.org

April 27, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Avenue
Cleveland, OH 44114

RE: NOACA Proposed Elimination of Akron Metropolitan Statistical Area

Dear Ms. Gallucci:

This will confirm the strongest opposition of the City of New Franklin to any considerations which would eliminate the Akron Metropolitan Statistical Area by combination with the Cleveland Metropolitan Statistical Area or otherwise. We will be united with our sister communities in vigorously opposing these efforts, and I will note at the outset how disappointing it is that this initiative has even been proposed.

As a relatively smaller fish (population 15,000) in the larger Northeast Ohio community, New Franklin has struggled in obtaining a proportionate share of state and federal funds for projects and services in our community. Through our representation in the Akron Metropolitan Transportation Policy Committee we have enjoyed a strong voice and a listening ear. When we have extended our reach to greater Northeast Ohio, to Columbus, or to Washington D.C., our voice is less well heard. If the Akron Metropolitan Statistical Area is absorbed (and thereby effectively eliminated) we can be assured our voice in that regard will likewise be muffled if not extinguished.

Given the fact we have always been receptive to and supportive areawide initiatives, including those in Cleveland, it is especially disturbing that efforts are being made to strip us of our individual identity as one of the major metropolitan areas in Ohio. It is significant that only six public entities had populations sufficient to receive direct apportionment of funding through the Cares Act and one of those six is Summit County. To suggest Summit County should now be absorbed into the Cleveland metropolitan area for any statistical purpose is illogical and offensive.

Suffice it to say that we will use all resources available to us to oppose this proposal. It would be better for all if NOACA withdrew this initiative immediately.

Yours truly,

Paul F. Adamson
Mayor

CC: Timothy C. Lennon

RESOLUTION

No. 20-0274

RE: PORTAGE COUNTY BOARD OF COMMISSIONERS OPPOSING THE ELIMINATION OF THE U.S. CENSUS AKRON METROPOLITAN STATISTICAL AREA

It was moved by Vicki A. Kline, seconded by Sabrina Christian-Bennett that the following resolution be adopted:

- 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 for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County; and
- WHEREAS,** Summit and Portage Counties are both contained in the AMATS service area and make up the U.S. Census Bureau's Akron Metropolitan Statistical Area; and
- WHEREAS,** the Akron metropolitan area has been represented continuously in the U.S Census since 1930 when the U.S. Census Bureau incorporated Metropolitan Districts; and
- WHEREAS,** Summit County has part of the Akron Metropolitan Statistical Area since the creation of Standard Metropolitan Statistical Areas in 1950; and
- WHEREAS,** Portage County has been part of the Akron Metropolitan Statistical Area since 1970; and
- WHEREAS,** this delineation of geographies of the Akron and Cleveland metropolitan areas have existed since the creation of Metropolitan Districts in the 1930 U.S. Census.
- WHEREAS,** the Northeast Ohio Areawide Coordinating Agency (NOACA) has proposed an initiative to combine the Akron, Canton and Cleveland Metropolitan Statistical areas to benefit the Cleveland Metropolitan Statistical Area; and
- WHEREAS,** the current U.S. Office of Management and Budget Metropolitan Statistical Area methodology does not support NOACA's initiative; and
- WHEREAS,** communities in Summit and Portage County value being represented by the Akron Metropolitan Statistical Area; and
- WHEREAS,** the elimination of the Akron Metropolitan Statistical Area would lead to a loss of identity and erosion of stature for the greater Akron area; and
- WHEREAS,** the elimination of the Akron Metropolitan Statistical Area harms the Akron metropolitan area's ability to differentiate itself in Northeast Ohio with no potential benefits; now therefore be it
- RESOLVED,**
1. That this Board opposes NOACA's initiative to combine the Akron, Canton and Cleveland Metropolitan Statistical Areas.
 2. That this Board opposes the elimination of the Akron Metropolitan Statistical Area.
 3. That this Board supports the existing Office of Management and Budget U.S. Census Metropolitan Statistical Area methodology.
 4. That this Board affirms that the Akron Metropolitan Statistical Area is important census geography, providing Akron area communities identity as a separate metropolitan area in Northeast Ohio.
 5. That this Board strongly believes that the Akron Metropolitan Statistical Area must and should remain in the 2020 U.S. Census; now therefore be it

RESOLVED, that the Board of Commissioners finds and determines that all formal actions of this Board concerning and relating to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in meeting open to the public in compliance with the law including Section 121.22 of the Ohio Revised Code.

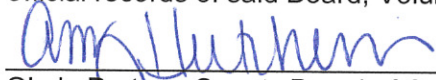
Roll call vote as follows:

Vicki A. Kline, Yea;

Kathleen Clyde, Yea;

Sabrina Christian-Bennett, Yea;

I, Clerk of the Board of County Commissioners do hereby certify that the foregoing is a true and correct copy of a resolution of the Board of Portage County Commissioners, duly adopted April 23, 2020 and appearing upon the official records of said Board, Volume 93.



Clerk, Portage County Board of Commissioners

City of Streetsboro

Administrative Offices
(330) 626-4942



Mayor's Office
(330) 626-3661 Fax

April 14, 2020

Ms. Grace Gallucci
Executive Director
Northeast Ohio Areawide Coordinating Agency (NOACA)
1299 Superior Ave.
Cleveland, OH 44114

Re: NOACA's efforts to eliminate the Akron Metropolitan Statistical Area

Dear Ms. Gallucci,

It has been brought to the attention of the city of Streetsboro that your agency is pursuing the elimination of the Akron Metropolitan Statistical Area (MSA) as an official U.S. Census designation. This letter is to inform you that the City of Streetsboro staunchly opposes this questionable initiative by NOACA.

It is the position of our city that combining the Akron and Cleveland MSAs would significantly diminish the importance of the Akron MSA in the U.S. Census. This action, if enacted by the Office of Management and Budget (OMB) and U.S. Census Bureau, would be detrimental to the greater Akron region in terms of loss of identity, loss of data and outside analysis specific to the Akron MSA, and jeopardizes the local control of communities within the Akron MSA. Current OMB delineation rules do not support NOACA's initiative and should not be changed.

While you and the NOACA Policy Committee may view your agency's efforts to expand the Cleveland MSA as something positive for the Greater Cleveland area, we view your efforts as a negative for Streetsboro and our neighbors throughout the Greater Akron area. It is the position of our city that this effort to eliminate the Akron MSAs represents the beginning of a gradual encroachment upon our community's abilities to advocate, plan and pursue future projects and economic development opportunities. We have long advocated cooperative regionalism approaches to planning when practical, but this proposal by NOACA does not meet that criterion with regards to our city's interests.

We are adding our city's voice to the growing chorus of communities within Portage and Summit counties that are opposed to this NOACA initiative. We will pursue all courses of action available to our city to ensure that the U.S. Census Bureau maintains a separate Akron Metropolitan Statistical Area (MSA) that reflects the interests of our community and our region.

Sincerely,

Glenn M. Broska
Mayor, City of Streetsboro