



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

Thursday, September 21, 2023
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. August 10, 2023 Meeting – **Motion Required** Attachment 2AR

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

4. **Old Business**
 - A. *AMATS 2023 Funding Policy Guidelines.* – **Motion Requested** Attachment 4A

5. **New Business**

6. **Resolutions**
 - A. **Resolution 2023-10** – Approving Support for ODOT CY 2024 Safety Goals. – **Motion Required** Attachment 6A

 - B. **Resolution 2023-11** – Approving Amendment #2 to the FY 2024-2027 Transportation Improvement Program to add two new projects and revise funding for two projects. – **Motion Required** Attachment 6B

 - C. **Resolution 2023-12** – Approving the FY 2023 Year End Completion Report. – **Motion Required** Attachment 6C

7. **Other Business**
 - A. Formation of 2024 Nominating Committee Oral

 - B. 2024 AMATS Meeting Calendar – **Motion Requested** Attachment 7B

8. **Adjournment**

**Next Regular Meeting:
Thursday, December 14, 2023 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**



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

Wednesday, September 13, 2023
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. August 3, 2023 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
 - A. *AMATS 2023 Funding Policy Guidelines.* – **Motion Requested** Attachment 4A
5. **New Business**
6. **Resolutions**
 - A. **Resolution 2023-10** – Approving Support for ODOT CY 2024 Safety Goals. – **Motion Required** Attachment 6A
 - B. **Resolution 2023-11** – Approving Amendment #2 to the FY 2024-2027 Transportation Improvement Program to add two new projects and revise funding for two projects. – **Motion Required** Attachment 6B
 - C. **Resolution 2023-12** – Approving the FY 2023 Year End Completion Report. – **Motion Required** Attachment 6C
7. **Other Business**
 - A. Formation of 2024 Nominating Committee Oral
 - B. 2024 AMATS Meeting Calendar – **Motion Requested** Attachment 7B
8. **Adjournment**

**Next Regular Meeting:
Thursday, December 7, 2023 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**



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

Thursday, September 14, 2023
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Items**
 - A. Discussion of the AMATS Area Coordinated Public Transit – Human Services Transportation Plan.
 - B. Presentation regarding the Ohio Department of Transportation (ODOT) Calendar Year 2024 Safety Goals.
 - C. Discussion regarding *AMATS Funding Policy Guidelines*.
 - D. Middlebury Neighborhood Bike-N-Brainstorm.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, December 7, 2023 - 6:30 p.m.

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, August 10, 2023 – 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 Neugebauer called the meeting to order. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the May 18, 2023 meeting.

Motion

David G. Kline made a motion to approve the minutes and it was seconded by **Linda Clark**. 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 **Joe Paradise**. The motion was approved by a voice vote.

B. Technical Progress Report

Matt Stewart said that CMAQ applications were due to AMATS July 28. The agency received 15 applications. **Mr. Stewart** described anticipated funding levels and the project selection process for the CMAQ Program.

Mr. Stewart noted that David Pulay retired recently from the agency. Amy Prater has assumed the position of AMATS TIP Coordinator.

C. **AMATS Federal Funds Report**

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated July 24, 2023.

IV. **Old Business**

None.

V. **New Business**

A. **Draft 2023 Funding Policy Guidelines.**

Mr. Baker presented Attachment 5a.

Chairman Neugebauer asked how TASA funds would be dispersed among applicants. The **chairman** asked if a single, high-scoring project would secure all available TASA funding allocated to the Greater Akron area or if funding would be allocated among various projects, with the highest-scoring project receiving a larger portion of funding.

Mr. Baker explained that, under the current agency guidelines, the highest-scoring project whose application is received by AMATS early in the application process would likely receive the maximum amount available of \$500,000. Remaining TASA funding would be dispersed in varying amounts among applicants according to their projects' subsequent rankings and in order of when their applications are received by the agency. **Mr. Baker** said that he is willing to consider other approaches to disbursing TASA funds.

Joe Paradise asked when Fair Share Tables would be available from AMATS. **Mr. Baker** said that Fair Share data is available to the committee members upon request and would be included in upcoming funding application information. The agency is willing to email Fair Share data upon request.

VI. **Resolutions**

A. **Resolution 2023-09R – Approving Amendment #1 to the FY 2024-2027 Transportation Improvement Program to remove one existing project, revise the schedule for one project, and revise the funding source and schedule for one existing project.**

Ms. Prater presented Attachment 6A.

Motion

Larry Jenkins made a motion to approve Resolution 2023-09R and it was seconded by **William B. Judge**. The motion was approved.

VII. Other Business

- A. **Chairman Neugebauer** requested the report of the 2023 Nominating Committee consisting of Mr. Bowling, Ms. Beshara and Mayor Judge. **Mr. Bowling** said that the committee recommended the nomination of Portage County Engineer Larry Jenkins to complete the remaining term of former Portage County Engineer Michael Marozzi as vice chair of the AMATS Policy Committee. The chairman accepted the report and requested a voice vote from the floor regarding the nomination.

The AMATS Policy Committee unanimously approved the nomination of Larry Jenkins as 2023 vice chair of the AMATS Policy Committee in a voice vote.

VIII. Adjournment

- A. **Motion**
David G. Kline made a motion to adjourn the meeting and it was seconded by Joe Paradise. The motion was approved.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, September 21, 2023.**

**AMATS POLICY COMMITTEE
2023 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	26	23	18	10	21	14
AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)	A	A	A	A		
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)						
BARBERTON - Mayor William B. Judge (Teodecki) (Wearstler)		M	M	M		
BOSTON HEIGHTS - Mayor Bill Goncy (Antal)	M	M				
CLINTON - Mayor Clarissa Allega						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A	A	A	A		
DOYLESTOWN - Mayor Terry Lindeman (Kerr)						
FAIRLAWN - Mayor Russell Sharnsky (Spagnuolo) (Staten)				A		
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M	M	M			
HIRAM - Mayor Lou Bertrand (J. McGee)						
HUDSON – Thomas Sheridan (Comeriato)	M					
KENT – City Mgr. David Ruller (Baker) (Bowling)	A	A	A	A		
LAKEMORE – Mayor Richard Cole (Fast)	A	A	A	A		
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Fabian) (Iafelice)		M	M	M		
METRO – Dawn Distler (Baarson) (Shea)	A	A	M	A		
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	M		
NORTHFIELD – Mayor Jenn Domzalski (Magistrelli)						
NORTON – Administrative Officer Philip Turske (Binsley)		M				
ODOT – Gery Noirrot (Phillis) (Root)	M	A		A		
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	M	A	M	M		
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)						
PORTAGE COUNTY COMM. – Mike Tinlin (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A	A				
PORTAGE COUNTY ENGINEER – Larry Jenkins	A	A	M	M		
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A	A			
REMINDEVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)	A	A				
RITTMAN – City Mgr. Bobbie Beshara (Robertson) (Neumeyer)	M		M			
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (McCleary)	A	A	A			
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)				A		
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	M		
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Tubbs)			A			
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson	M	M	M	M		
SUMMIT COUNTY COMM. & ECON. DEV. – David Lukas	M					
TALLMADGE - Mayor David G. Kline (Kidder)		M		M		
TWINSBURG - Mayor Sam Scaffide (Mohr) (Finch)		A	A	A		
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)						
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM - Mayor Deborah Blewitt						

**AMATS POLICY COMMITTEE
2023 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS
Ms. Kelly Jurisch	PARTA
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Matt Mullen	METRO

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, August 3, 2023 – 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 Kosco** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the May 11, 2023 meeting.

Motion

Jim McCleary made a motion to approve the minutes and it was seconded by Joe Paradise. The motion was approved by a voice vote.

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Matt Stewart said that CMAQ applications were due to AMATS July 28. The agency received 15 applications. **Mr. Stewart** said that the Staff will review the applications before submitting them to the state for funding consideration. Decisions regarding CMAQ funding projects are expected to be made in December.

RAISE Program grants for Fiscal Year 2023 were announced on June 28. The East Main Street project in Kent was awarded a RAISE grant.

The city of Green applied for a Safe Streets for All (SS4A) Program grant in July for a project on South Arlington Road.

AMATS is participating in the Ohio Commuter Challenge scheduled for Sept. 11-Sept. 24. The challenge is sponsored by the GoOhio commute rideshare programs.

Mr. Stewart noted that David Pulay retired recently from the agency. Amy Prater has assumed the position of AMATS TIP Coordinator.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated July 24, 2023.

IV. Old Business

None.

V. New Business

A. Draft 2023 Funding Policy Guidelines.

Mr. Baker presented Attachment 5a.

VI. Resolutions

A. Resolution 2023-09 – Approving Amendment #1 to the FY 2024-2027 Transportation Improvement Program to remove one existing project, revise the schedule for one project, and revise the funding source and schedule for one existing project.

Ms. Prater presented Attachment 6A.

Motion

Larry Jenkins made a motion to approve Resolution 2023-09 and it was seconded by Joe Paradise. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

There being no other business, the meeting was adjourned.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Wednesday, September 13, 2023.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2023 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	19	16	11	3	13	7
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	M	A	M	A		
AKRON PLANNING DEPT. – Helen Tomic (Garritano)	A			A		
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)	M	M				
AURORA - Harry Stark (Cooper)	A			A		
BARBERTON – Mike Teodecki (Shreve)			M	M		
BARBERTON – Pete Wearstler		M				
CUYAHOGA FALLS – Rob Kurtz (Paul)						
CUYAHOGA FALLS - Tony V. Demasi				M		
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN – Geary Visca (Staten)				M		
GREEN - Wayne Wiethe (Haring)	M	M	M			
GREEN - Paul Pickett (Ciocca)	M					
HUDSON – Nick Sugar (Hannan)			M	M		
HUDSON – Brad Kosco (Rapp)		M		M		
KENT - Jim Bowling	M	M	M	M		
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Fast)	A	A	A	A		
MACEDONIA - Joseph Gigliotti (Sheehy)	M	M				
METRO – Valerie Shea (Baarson) (Mullen)	A	M	M	M		
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M	M	M		
NEW FRANKLIN – Bryan Kepler (Ganoe)	M	A	M	M		
NORTHFIELD – Daniel J. Collins						
NORTON – Brian Binsley (Hess)		A				
ODOT – Chad Root (Bruner) (Phillis)	A		A	A		
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	A	A	A			
PORTAGE COUNTY ENGINEER – Larry Jenkins	M	M		M		
PORTAGE CO. REG. PLANNING COMM. – Gail Gifford (Peetz)						
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Derthick)						
RAVENNA - Robert Finney (DiSalvo)	M	A	M	M		
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)		M		M		
RITTMAN – Bobbie Beshara (Neumeyer) (Robertson)		M	M			
SILVER LAKE – John Tutak						
STOW – Jim McCleary	M		M	M		
STOW – Nate Leppo (Jones)	A	A	M	A		
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	A	A	M	A		
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)		M	M	M		
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A		A		
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M	M		M		
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE - Andrea Kidder (Kline)		M				
TWINSBURG - Amy Mohr (Muter)		M				
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2023 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan Mar May Aug Sept Dec
19 16 11 3 14 7

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

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

M

AMATS - Curtis Baker

M M M M

CUYAHOGA VALLEY NATIONAL PARK – Vacant

ENVIRONMENTAL COMMUNITY REP. - Kurt Princic

GREATER AKRON CHAMBER - Gregg Cramer

OHIO TURNPIKE COMMISSION – Anthony Yacobucci

PORTAGE COUNTY PORT AUTHORITY – Vacant

PORTAGE PARK DISTRICT - Christine Craycroft

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

M

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

SUMMIT COUNTY PORT AUTHORITY – Vacant

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

M M M M

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Mr. Tom Flask

LJB

Mr. Chuck Hauber

Summit County Engineer’s office

Mr. Jerry Jones

Answer Advisory

Mr. Ed Lisowski

EDG

Ms. Veena Madineni

LJB

Mr. George Maki

E.L. Robinson

Mr. Art Rometo

GAI Consultants

Mr. Steve Rebillot

CTL Engineering

Mr. Jeremy Schaffer

EDG

STAFF MEMBERS PRESENT

Mr. Seth Bush

AMATS

Ms. Heather Davis Reidl

AMATS

Mr. Jeff Gardner

AMATS

Ms. Amy Prater

AMATS

Mr. Kerry Prater

AMATS

Mr. Matt Stewart

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, August 3, 2023 – 6:30 p.m.**

Meeting Summary

Attendees:

William Maki Austen Rau
James McClellan Bill Sepe

Staff:

Heather Davis Reidl, Mobility Planner
Jeff Gardner, Transportation Planner
Matt Stewart, Planning Administrator

I. Welcome

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

Mr. Stewart noted that AMATS Transportation Improvement Program (TIP) Coordinator David Pulay recently retired from the agency.

II. Discussion Items

A. Mr. Stewart presented Attachment 5A – Draft *2023 Funding Policy Guidelines*.

Austen Rau asked Mr. Stewart whether he foresaw any likely changes to the Draft *2023 Funding Policy Guidelines* prior to their submittal for consideration and possible approval by the AMATS Policy Committee in September. **Mr. Stewart** said that potential changes could be possible following individual reviews by AMATS committee members.

Mr. Rau noted that, among the Transportation Alternatives Set-Aside (TASA) Recommendations presented by Mr. Stewart, was a proposal to increase the points awarded to potential Safe Routes to Schools (SRTS) projects from 5 to 10. **Mr. Stewart** explained that the recommendation was originally suggested to the agency during the development of its recently approved *Safe Streets for All (SS4A) Action Plan*. **Mr. Stewart** said that it was suggested that the agency ease the funding process for SRTS projects. This suggestion was incorporated into the draft guidelines.

The attendees discussed approaches to encourage communities to develop SRTS plans. **Mr. Rau** expressed interest in crafting an SRTS plan for Cuyahoga Falls. **Bill Sepe** suggested that Mr. Rau contact Hudson Community Development Director Greg Hannan as an information resource given Mr. Hannan’s work with SRTS and

similar programs under the *Leadership Hudson* initiative. **Heather Davis Reidl** suggested the Ohio Department of Transportation's SRTS website - [Safe Routes to School \(SRTS\) | Ohio Department of Transportation](#) - as another information resource. **Mr. Stewart** noted that AMATS Transportation Planner Phyllis Jividen could be another resource given her past work with bicycle and pedestrian planning.

Mr. Rau asked for a clarification regarding the scoring of existing Carbon Reduction Program projects under the draft guidelines. **Mr. Stewart** explained the guidelines' emphasis on existing projects and its project scheduling implications.

The members discussed whether off-road trail projects would be considered bicycle/pedestrian improvements.

William Maki asked why high-crash sites/intersections are not awarded safety points under the Surface Transportation Block Grant (STBG) Recommendations of the draft guidelines. **Mr. Stewart** asked if Mr. Maki was referring to the draft guidelines' STBG recommendation that high-crash locations listed on the AMATS *Traffic Crash Report* receive 15 points while the maximum available to any project for funding consideration is 25 points. **Mr. Maki** said yes and cited Tallmadge Circle as a high-crash site that impacts Summit County and not just the city of Tallmadge.

Mr. Stewart said that, while Tallmadge Circle has a high number of crashes, it scores relatively low in terms of crashes resulting in serious injuries and fatalities. **Mr. Stewart** explained that, because of the federal *Vision Zero* initiative and its goal of eliminating fatalities, the draft guidelines emphasize locations and intersections identified on the area's High-Injury Network.

- B. Mr. Stewart** presented Attachment 6A – Resolution 2023-09R – Approving Amendment #1 to the FY 2024-2027 Transportation Improvement Program to remove one existing project, revise the schedule for one project, and revise the funding source and schedule for one existing project.
- C. Mr. Stewart** said that AMATS would host a Sept. 23 Bike-N-Brainstorm event in Akron's Middlebury neighborhood.
- D. Ms. Davis Reidl** described how registrants may participate in the statewide Sept. 11-24, 2023 Ohio Commuter Challenge available through the Gohio Commute rideshare program.
- E. Mr. Rau** said that the Trail Advocates of Summit County (TASCforce), the city of Cuyahoga Falls, and the Village of Silver Lake are pursuing TASA funding for a 1.1-mile section of the Veterans Trail.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, September 14, 2023.**

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 31, 2023

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	July Expenses
I. Short Range Planning	\$669,000	\$31,031	5%	\$31,031
FY2023 Carryover	169,000	31,031		31,031
FY2024	500,000	0		0
II. Transportation Improvement Program	\$250,000	\$18,769	8%	\$18,769
FY2024	250,000	18,769		18,769
III. Continuing Planning & Data Collection Transportation System Update	\$392,000	\$63,990	16%	\$63,990
FY2023 Carryover	92,000	63,990		63,990
FY2024	300,000	0		0
IV. Long Range Plan Activity	\$666,000	\$10,518	2%	\$10,518
FY2023 Carryover	216,000	10,518		10,518
FY2024	450,000	0		0
V. Service	\$615,000	\$32,272	5%	\$32,272
FY2023 Carryover	115,000	32,272		32,272
FY2024	500,000	0		0
VI. OhioRideshare and AQ Advocacy	\$180,000	\$12,934	7%	\$12,934
FY2024 OhioRideshare	80,000	12,563		12,563
FY2024 Air Quality	100,000	371		371
VII. Local	\$25,000	\$2,500	10%	\$2,500
AMATS local Costs**	25,000	2,500		2,500
VIII. AMATS Transportation Quarterly	\$100,672	\$3,972	4%	\$3,972
FY2023 Carryover	4,000	3,972		3,972
FY2024	96,672	0		0
IX. GRAND TOTAL AMATS BUDGET	\$2,897,672	\$175,985	6%	\$175,985

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: September 21, 2023

Since the beginning of the fiscal year both planning programs have been authorized, two projects have sold (one in Barberton and one in Ravenna), and the right-of-way for Ravenna Rd & Shepard Rd improvements has been authorized. All projects from the August amendments have been moved to their appropriate years and funding source. Please note that the CRP funds in FY 2025 show a negative but the FY 2023 & 2024 should carryover to more than cover that negative amount.

CMAQ applications are still being scored and should be approved in December. The AMATS Funding Policy Guidelines are up for approval at this meeting. Once approved STBG, resurfacing, TASA, and CRP funding applications will be posted on the AMATS website. These applications will be due Friday, November 3, 2023.

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

September 5, 2023

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
	Sold										
112735	Hopocan Av/Norton Av/Snyder Av Resurfacing	Barberton	C	\$1,602,334	1						\$1,602,334
115360	N Chestnut St/S Prospect St Resurfacing	Ravenna	C	\$864,225	1						\$864,225
	Pending										
113161	Highland & Valley View Improvements	Macedonia	R(C)	\$64,000	1						\$64,000
110743	SR 59-7.95 resurfacing (curb ramps)	Stow	C	\$150,000	1						\$150,000
102732	SR 59-6.80 resurfacing (curb ramps)	Ravenna	C	\$150,000	1						\$150,000
102745	Darrow Rd Reconstruction	Stow	R(C)	\$160,000	1						\$160,000
102744	SR 18-9.75 resurfacing (curb ramps)	Akron	C	\$150,000	1						\$150,000
116470	Frost Rd PH 2 Resurfacing	Streetsboro	C	\$461,835	2						\$461,835
117105	S Main St Resurfacing	Green	C	\$787,500	4						\$787,500
108240	Wooster Rd West Reconstruction	Barberton	C	\$5,739,644	3						\$5,739,644
116539	Miller Rd Resurfacing	Akron	C	\$409,500	3						\$409,500
115358	Canton Rd Resurfacing	Summit Co	C	\$528,000	4						\$528,000
116932	Valley View Rd Resurfacing	Hudson	C	\$787,500	4						\$787,500
116479	Highland Rd Resurfacing	Twinsburg	C	\$522,000	4						\$522,000
112716	N Main St Complete Streets	Akron	(R)C			\$6,000,000					\$6,000,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C			\$600,000					\$600,000
113161	Highland & Valley View Improvements	Macedonia	(R)C			\$238,051					\$238,051
102745	Darrow Rd Reconstruction	Stow	(R)C			\$4,500,000					\$4,500,000
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)			\$200,000					\$200,000
116917	Arlington Rd Widening	Green	R(C)			\$674,602					\$674,602
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C				\$5,900,000				\$5,900,000
116917	Arlington Rd Widening	Green	(R)C				\$1,699,040				\$1,699,040
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C				\$400,142				\$400,142
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C				\$1,089,752				\$1,089,752
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C					\$700,000			\$700,000
116703	Valley View Rd Resurfacing	Summit Co	C					\$787,500			\$787,500
116620	Greenwich Rd Resurfacing	Norton	C					\$787,500			\$787,500
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C					\$787,500			\$787,500
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C					\$508,829			\$508,829
117631	N Main St Resurfacing	Rittman	C					\$400,261			\$400,262
116925	E Barlow Rd Resurfacing	Hudson	C					\$439,744			\$439,744
116557	S Main St Resurfacing	Summit Co	C					\$787,500			\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C					\$787,500			\$787,500
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C					\$787,500			\$787,500
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C					\$935,966			\$935,966
116623	Graham Rd Resurfacing	Stow	C					\$787,500			\$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C					\$787,500			\$787,500
115359	Old Forge Rd Resurfacing	Portage Co	C					\$628,362			\$628,362

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

	2024	2025	2026	2027	2028		
Annual STBG Expenditures	\$12,401,893	\$12,212,653	\$9,088,934	\$9,913,162	\$0	\$0	
Annual STBG Allocations	\$9,692,204	\$11,192,704	\$11,416,572	\$13,253,607	\$13,253,607	\$13,253,607	
Balance	-\$2,709,689	-\$1,019,949	\$2,327,638	\$3,340,445	\$13,253,607	\$13,253,607	

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

September 5, 2023

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
112026	SR 59-2.14 (E Main St)	Kent	C		\$3,600,000					\$3,600,000

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

	2024	2025	2026	2027	2028	2029
Annual CRP Expenditures	\$0	\$3,600,000	\$0	\$0	\$0	\$0
Annual CRP Allocations	\$1,187,721	\$1,200,454	\$1,224,465	\$1,336,759	\$1,336,759	\$1,336,760
Balance	\$1,187,721	-\$2,399,546	\$1,224,465	\$1,336,759	\$1,336,759	\$1,336,760

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

September 5, 2023

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
	Sold										
111429	Air Quality Advocacy Program	AMATS		\$100,000	1						\$100,000
111433	Rideshare Program	AMATS		\$80,000	1						\$80,000
113165	Ravenna & Shephard Improvements	Twinsburg	R(C)	\$116,996	1						\$116,996
	Pending										
113161	Highland & Valley View Improvements	Macedonia	R(C)	\$104,000							\$104,000
112245	METRO CNG Replacements (3 buses)	METRO	C	\$1,260,000							\$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C	\$896,141							\$896,141
118654	Air Quality Advocacy Program	AMATS				\$100,000					\$100,000
118657	Rideshare Program	AMATS				\$80,000					\$80,000
112716	N Main St Complete Streets	Akron	C			\$900,000					\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C			\$5,301,065					\$5,301,065
113161	Highland & Valley View Improvements	Macedonia	(R)C			\$1,704,811					\$1,704,811
113165	Ravenna & Shephard Improvements	Twinsburg	(R)C			\$1,252,292					\$1,252,292
102745	Darrow Rd Signal Improvements	Stow	C			\$1,197,690					\$1,197,690
116990	Kent Rd Signal Improvements	Stow	C			\$1,520,145					\$1,520,145
116917	Arlington Rd Roundabouts	Green	R(C)			\$762,124					\$762,124
118655	Air Quality Advocacy Program	AMATS					\$100,000				\$100,000
118658	Rideshare Program	AMATS					\$80,000				\$80,000
116917	Arlington Rd Roundabouts	Green	(R)C				\$3,305,666				\$3,305,666
117173	SR 303/SR 14/Ranch Improvements	Streetsboro	C				\$459,517				\$459,517
117253	METRO 2 electric buses	METRO	C				\$1,454,750				\$1,454,750
116416	PARTA 3 clean diesel buses	PARTA	C				\$1,600,000				\$1,600,000
116924	Downtown Hudson Signal Improvements	Hudson	C				\$2,316,939				\$2,316,939
118656	Air Quality Advocacy Program	AMATS						\$100,000			\$100,000
118659	Rideshare Program	AMATS						\$80,000			\$80,000

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

	2024	2025	2026	2027	2028	2029
Annual CMAQ Expenditures	\$2,625,802	\$12,818,127	\$9,316,872	\$0	\$0	\$0
Annual CMAQ Allocations	\$5,541,385	\$6,211,708	\$6,335,950	\$6,975,947	\$6,975,947	\$6,975,948
Balance	\$2,915,583	-\$6,606,419	-\$2,980,922	\$6,975,947	\$6,975,947	\$6,975,948

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

September 5, 2023

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
	Sold										
	Pending										
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$60,000							\$60,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$340,000							\$340,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)	\$10,000							\$10,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)	\$68,144							\$68,144
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	\$313,600							\$313,600
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallma	C	\$700,000							\$700,000
102745	Darrow Rd Sidewalks	Stow	R(C)	\$140,000							\$140,000
107930	Freedom Trail Phase 4	MetroParks	C			\$700,000					\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C			\$700,000					\$700,000
112026	E Main St (SR 59) Improvements	Kent	C			\$700,000					\$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C			\$560,000					\$560,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C				\$590,584				\$590,584
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C					\$700,000			\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C					\$700,000			\$700,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)					\$590,000			\$590,000

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

	2024	2025	2026	2027	2028	2029
Annual TASA Expenditures	\$1,736,798	\$2,660,000	\$590,584	\$1,990,000	\$0	\$0
Annual TASA Allocations	\$1,192,489	\$1,204,431	\$1,228,521	\$1,340,220	\$1,340,220	\$1,340,220
Balance	-\$544,309	-\$1,455,569	\$637,937	-\$649,780	\$1,340,220	\$1,340,220

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: Requesting Approval of the 2023 Funding Policy Guidelines

DATE: September 7, 2023

The 2023 Funding Policy Guidelines establishes the programs and processes for the upcoming AMATS round of funding. AMATS will conduct a round of funding for its attributable Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA) and Carbon Reduction Program (CRP) funds. Applications will be available beginning on Friday, September 22 with a due date of Friday, November 3, 2023.

The Funding Policy Guidelines provide detailed information on project eligibility and scoring for AMATS funds. In June of 2023, AMATS met with its TAC TIP Subcommittee to review the 2021 Funding Policy Guidelines and update the guidelines for 2023. The draft 2023 Funding Policy Guidelines as approved by the TAC TIP Subcommittee. The AMATS Technical Advisory Committee and Policy Committee reviewed the 2023 Funding Policy Guidelines during AMATS August meetings. Updates to the 2023 Funding Policy Guidelines are described below:

- Increased the limit on the number of projects that can be awarded to an individual sponsor from two per program to three per program.
- Increased project cap of the Resurfacing program from \$700,000 to \$800,000
- Increased project cap of the TASA program from \$700,000 to \$1,000,000
- Revised Project Delivery Incentive Program (PDIP)
 - Changed requirement to PS&E package must be “submitted” to ODOT District IV from PS&E needing to be “completed”.
 - Included TASA projects to be eligible for PDIP if PS&E is submitted within two years of project award.
- Included new language to clarify the review process for projects at their funding cap to request a project cost increase of 15 percent. This language requires the project sponsor to have their request reviewed by TAC TIP, TAC and the Policy Committee.
- Developed a TASA Supplemental Funding Program to provide a ranked reservoir list of projects that can use TASA funds if the TASA program has a positive balance in a fiscal year. Supplemental funding would be capped at \$500,000 and only existing federally funded projects could apply for a supplemental funding request.

- Developed a new CRP Funding Program
 - Program is capped at \$2,000,000.
 - Scoring emphasis on projects that reduce carbon emissions and improve traffic flow.
- AMATS estimates the following funding to be available:
 - \$15 million STBG
 - \$15 million Resurfacing
 - \$8 million CRP
 - \$1.2 million TASA

AMATS has received no comments regarding the 2023 Funding Policy Guidelines since the August meetings. The Staff request approval of the 2023 Funding Policy Guidelines.

Applications for funding will be made available no later than September 22 on the AMATS website and will be due no later than November 3, 2023. AMATS Staff expects to make recommendation awards in January 2024.

FUNDING POLICY GUIDELINES

Revised September 2023

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

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

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

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SECTION 1

INTRODUCTION

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

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

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

As part of preparing the TIP, the AMATS Policy Committee has the lead responsibility for programming transportation projects under the Federal Highway Administration's Surface Transportation Program and Transportation Alternatives Program and the Federal Transit Administration's Urban Formula, 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.
 - a. If a shortfall in funds in one funding program is a concern, the funding source of one or more projects may be switched or split into two funding sources for items that are eligible for those funds.
 - b. AMATS receives suballocated funds at the discretion of ODOT and US DOT. If ODOT's or US DOT's current funding policy changes in regard to amount of funds suballocated or the elimination of a funding program, AMATS assumes no liability in funding projects that have been affected by these changes.
6. Fair Share Distribution – Several AMATS funding programs use equitable distribution of funds as an evaluation criterion. This criterion uses a target budget for each community in the AMATS area. The target budget is based on

the community's percent of the population compared to the total funds spent and programmed by AMATS since 1972. The community's percent population for the target budget is calculated using the percent urban population from the 1980 and 1990 Census and total population from the 2000, 2010 and 2020 Census. AMATS' funds programmed for a project in a community is attributed to the community regardless of project sponsor.

GENERAL PROJECT ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or consistent with the approved AMATS Regional Transportation Plan.
2. Performance Based Planning and Programming – All projects implemented with federal funds must be included in or consistent with the goals of Performance Based Planning and Programming (PBPP). These policies are established to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. The Federal Highway Administration (FHWA) has issued three related rules to date. The first rule is for safety performance measures, often referred to as PM1. The second set of rules is those pertaining to pavement and bridge conditions; often referred to as PM2. The third set is the system-wide performance measures, including Freight and CMAQ Measures. These are often referred to as PM3. The transit performance rules are issued by the Federal Transit Administration (FTA), and concern transit asset management (TAM) planning. For a full discussion of PBPP and the AMATS area performance targets, see AMATS Policy Resolution 2022-14 (approved August 11, 2022)
3. Submitting Projects for Funding – A sponsor that submits a project for funding must be a member of AMATS. Generally, every two years the Policy Committee initiates a new round of project funding (see page 23 for a detailed project selection schedule). It is highly recommended that project sponsors submit requests for funding during this two-year cycle of project funding.
7. If a project sponsor feels that their project cannot wait for the normal two-year cycle of funding, the project must be first presented to the TAC TIP Subcommittee for consideration and then to the TAC and Policy Committee for final consideration.
4. Maximum Projects Awarded per Sponsor – The number of STBG and Resurfacing projects awarded to one sponsor shall be three projects per funding category per funding cycle. There is no limit to the number of TASA projects that may be awarded to a sponsor. There is no limit to the number of project applications that a sponsor may submit.

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. Local Let Projects - AMATS funded projects may be ODOT Let or Local Let with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure they comply with all federal and state laws, regulations and policies. Local Programs staff provides training in the LPA Qualification Process via ODOT's eLearning system administered through LTAP. Training must be taken every five (5) years. Once the training is complete, the LPA may complete the LPA Participation Requirements Review Form. This form will need updated every four (4) years or in the event of a change in key personnel.
11. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.

12. The Project Delivery Incentive Program (PDIP) - The purpose of PDIP is to incentive project sponsors to deliver their projects in a specified time window. If projects are delivered within that time window their local match will be reduced to 10 percent of the amount of federal funds awarded by AMATS (instead of the traditional 20 percent). The maximum reduction shall be capped at \$100,000. The reduction in the local match will be paid for using Toll Revenue Credits (TRC). Typically AMATS has only used TRC to eliminate the local match for planning studies and air quality funding. Currently AMATS is guaranteed access to its TRC through FY2027. The PDIP program will be completely voluntary for project sponsors. As part of the AMATS application process the community can request to take part in the program by marking a box on the project application. There will be no penalty for failing to meet the project delivery goal other than the sponsor will not receive the additional 10 percent benefit. To meet the project delivery goal, the project sponsor must ensure its PS&E document is submitted to ODOT District 4 by the date outlined in the PDIP. If AMATS is not able to fund the project due funding not being available, the project will still receive the reduction of local share of 10 percent when it can be bid.
 - a. Timeline for the PDIP program is as follows:
 - i. Resurfacing program – 2 years from AMATS Resolution Approval
 - ii. STBG program – 4 years from AMATS Resolution Approval
 - iii. TASA program – 2 years from AMATS Resolution Approval
 - b. Project applicants that select to participate in the PDIP will be notified after project funding approval of the timeline for completing their project in order to receive the incentive.
13. Americans with Disabilities Act (ADA) Transition Plan – Applicants must certify that they have developed and maintain an ADA transition plan. Title II of the ADA specifically applies to public entities (state and local governments), and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance with the ADA. ADA transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. The transition plan requires an inventory of the current curb ramps and sidewalks, the identification of barriers, and a system for the removal of these barriers. Transition plans must also include a public involvement component. Applicants will certify the existence of their ADA transition plan in their project application.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

Description

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

Eligibility

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

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

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

Program Policies

1. Federal Participation
 - a. The maximum federal share for projects under the STBG program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding for STBG projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of the AMATS federal funding with a maximum reduction of \$100,000.
 - b. The local share for STBG projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
3. Right-of-Way – the right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined right-of-way and construction cap (see 5 below).
4. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved as long as the project's total cap is not

- increased. These projects have a combined right-of-way and construction cap (see 5 below).
5. STBG Funding Cap – STBG projects have a combined right-of-way and construction cap of \$6,000,000 in federal funds. Assuming an 80% Federal share, 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.
 - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
 8. Major Changes to Project Funding – Projects which have already received federal STBG funds through AMATS are not eligible to apply for additional STBG funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
 9. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

TRANSPORTATION ALTERNATIVES SET ASIDE (TASA)

Description

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

Eligibility

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

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

The feasibility study must include the following:

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

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

FY2024/2025/2026 TASA Supplemental Funding Pilot Program

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

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

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

Program Policies

1. Ownership – The proposed Alternative project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the proposal).
2. Cost Estimates – Cost estimates for TASA projects must be submitted by a professional engineer or architect.
3. Maintenance – Maintenance-type projects or work items, such as sidewalk replacement and bikeway resurfacing or regrading, are not eligible for TASA funding.
4. Upgrading – Upgrading trails (such as converting a granular-surfaced bikeway to asphalt or concrete) are eligible for funding except if previously funded with federal funds through AMATS. Sidewalks are eligible for upgrading if the project is taking a standard sidewalk and substantially widening it to accommodate multiple uses (ex. upgrading a 4-foot sidewalk to an 8-foot sidewalk to accommodate bicycle traffic)
5. Federal Participation
 - a. The maximum federal share for projects under the TASA Program is 80% of total eligible project costs (excluding 100% local items). Federal funds are also capped at the approved amount shown in the current TIP.
 - b. Federal funding participation for TASA projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
6. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum TASA funding by AMATS of \$1,000,000).
 - b. The local share for TASA projects is required to be in cash from local, state or other non- federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning is not considered as local share.
7. Planning – The planning funding approved for a SRTS Plan is that Plan's funding cap. Any unused funds cannot be transferred to a SRTS Plan's recommended infrastructure project. Up to 10% of the annual TASA allocation may be set aside to fund SRTS District-wide Plans.
8. Preliminary Engineering – The preliminary engineering funding may be adjusted from the original amount approved as long as the project's total cap is not increased (see 11 below). Up to 25% of the annual TASA allocation may be set aside to fund preliminary engineering.

9. Right-of-Way
 - a. The right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased (see 11 below).
 - b. Right-of-way acquisition may be included only as a part of the cost for the entire project, not as a stand-alone project.
10. Construction/Capital Purchases – the construction funding may be adjusted from the original amount approved for funding as long as the project's total cap is not increased (see 11 below).
11. TASA Funding Cap – TASA projects have a combined preliminary engineering, right-of-way and construction cap of \$1,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$1,250,000. Any cost above this amount is the responsibility of the local sponsor.
12. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.
 - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.
13. Major Changes to Project Funding – Projects which have already received federal TASA funds through AMATS are not eligible to apply for additional TASA funds through AMATS normal application cycle. If additional funding for a project is necessary a request must be made to the AMATS Staff and will be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final decision-making authority.
14. Self-Scoring – AMATS strongly recommends communities self-score their applications before submitting them for consideration.

AMATS RESURFACING PROGRAM

Description

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

Eligibility

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

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

Program Policies

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

6. Local Participation
 - a. The minimum local share is 20% of total eligible costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of AMATS federal funding with a maximum reduction of \$100,000 (based on the maximum Resurfacing funding by AMATS of \$800,000).
 - b. The local share for Resurfacing projects is required to be in cash from local, state or other non-federal sources. These projects are not eligible for softmatch credit, or 100% Federal funding participation, regardless of Federal or state eligibility. Planning and engineering costs (including the development of right-of-way and construction plans) are not considered as local share.
7. Right-of-Way – the right-of-way phase is not eligible for funding.
8. Resurfacing Funding Cap – Resurfacing projects have a construction cap of \$800,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$1,000,000. 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.
 - a. If the revised project cost estimate is lower than the original estimate, AMATS federal share, as shown in AMATS Funding Program and Balances Table, will be adjusted accordingly to reflect 80% of the revised estimate. The project cost shown in the TIP will not be changed and the project is still eligible to receive federal funding up to 80% of the original estimate.
 - b. If the revised project cost estimate, based on the original scope, is higher than the original estimate, AMATS federal share may be increased up to 80% of the revised estimate.
 - c. AMATS federal share increase is limited to 15% above the original federal share programmed for the project and is not to exceed the funding policy cap for right-of-way and construction. The AMATS Staff has the authority to make funding decisions for project cost increases based on the availability of funds. If a project is already at the AMATS funding policy cap, project cost increase requests must be reviewed by the TAC TIP Subcommittee, TAC and Policy Committee, with the Policy Committee having final

decision-making authority. Situations not specified herein will be reviewed by the TAC TIP Subcommittee.

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

Carbon Reduction Program (CRP)

Description

The Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Eligibility

Eligible routes for the CRP include principal and minor arterials, urban collectors and major rural collectors that are not on a state route. Minor rural collector and local roadways are not eligible for federal funding.

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

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

Program Policies

1. Federal Participation
 - a. The maximum federal share for projects under the CRP program is 80% of the total eligible project costs (excluding 100% local items). Federal funds are capped at the approved amount shown in the current TIP.
 - b. Federal funding for CRP projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items). If a sponsor takes advantage of the PDIP program the local share is reduced to 10% of the AMATS federal funding with a maximum reduction of \$100,000.

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

8. Major Changes to Project Funding – Projects which have already received federal 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.

PAVEMENT REPAIR & SIDEWALK RAMP PROGRAM

Description

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

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

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

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

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

Eligibility

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

Program Policies

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

FTA URBANIZED AREA FORMULA (SECTION 5307) PROGRAM

Description

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

Eligibility

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

Program Policies

1. Designated Recipients – Currently, the only designated recipients of Section 5307 funds in the AMATS area are METRO RTA in Summit County and PARTA in Portage County. Both METRO and PARTA receive the bulk of their Section 5307 funds from the Akron Urbanized Area's apportionment and receive smaller suballocations from the apportionment to the Cleveland Urbanized Area. Medina County Public Transit (MCPT) serves a portion of the Akron Urbanized Area, in and adjoining the Wadsworth area. As a result, MCPT will receive a

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

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

Description

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program provides funding for the purpose of assisting non-profit human/social services agencies, as well as providers of public transportation, in meeting the special transportation needs of the elderly and those with disabilities. This competitive grant program is administered by the ODOT Office of Transit as the Specialized Transportation Program. See the FTA circular 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 (see 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 direct recipients of FTA funds, and are eligible to receive Section 5310 funds. Social service agencies are also eligible to receive Section 5310 funds, and will receive those funds through ODOT acting as the designated recipient of funds. ODOT's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA Section 5310 funds. The PMP is discussed in the ODOT 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, the designated recipient (ODOT) 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. ODOT Office of Transit maintains evaluation criteria for the FTA Section 5310 program. All projects must meet minimum scoring requirements. ODOT will evaluate and prioritize all projects in coordination with AMATS, in keeping with the recommendations established within the Coordinated Plan and in consideration of the total funding available. Projects that are not consistent with the 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 Section 5339 funding. Both METRO and PARTA receive the bulk of their Section 5339 funding from the Akron Urbanized Area's apportionment, and may receive smaller sub allocations from the apportionment to the Cleveland Urbanized Area.
2. Evaluation of Projects – Annually, METRO and PARTA will submit a draft project list to AMATS requesting Section 5339 funds. The staff will ensure that the project lists are consistent with the Regional Transportation Plan, as well as the region's Transit Asset Management (TAM) planning activities. AMATS, METRO and PARTA will collaborate to ensure the appropriate and efficient use of funds and then make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. Cleveland Urbanized Area Section 5339 Funds – AMATS is responsible for programming the projects that METRO and PARTA will fund with Section 5339 funds they receive from the Cleveland Urbanized Area's apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5339 funds prior to obligating any Akron Urbanized Area funds.
4. Program Funding Cap – There is no funding cap for the FTA Section 5339 program.

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

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

DUTIES OF THE TECHNICAL ADVISORY COMMITTEE

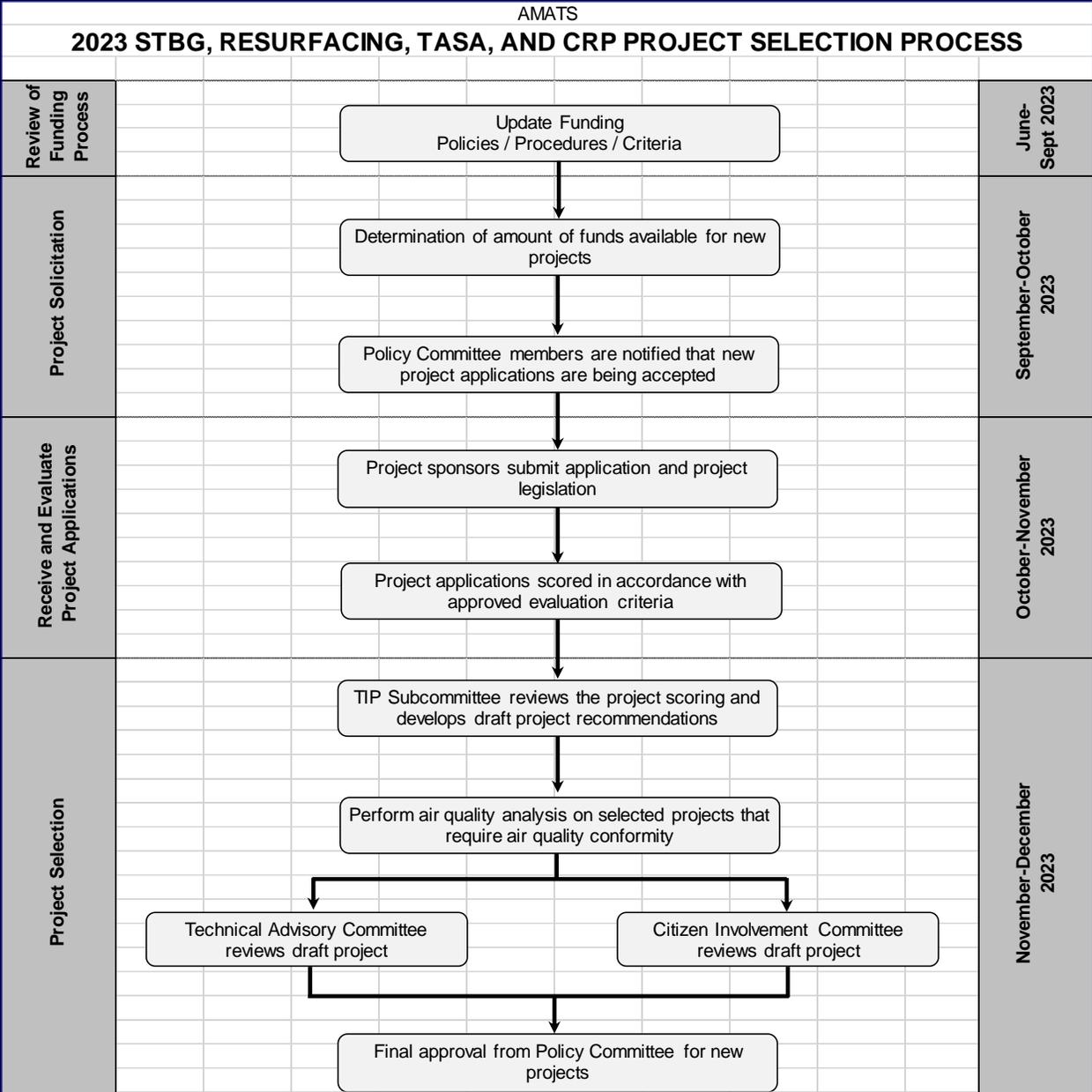
The Policy Committee has assigned to the Technical Advisory Committee the following duties in the development and monitoring of the STBG, TASA, Resurfacing and FTA Sections 5307, 5310 and 5339 funding programs:

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

DUTIES OF THE TAC TIP SUBCOMMITTEE

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

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



SECTION 4

PROJECT EVALUATION CRITERIA

Surface Transportation Block Grant Program (STBG)		
Roadway Condition (Maximum 30 Points)	Points	
<i>PCI Value</i>		
0-50		30
50-60		25
61-70		20
71-80		15
81-100		0
<i>Bridge Condition</i>		
0-4		20
<i>Signal Upgrade</i>		20
Roadway Safety (Maximum 25 Points)		
Project location identified on AMATS SS4A Plan High Injury Network		25
Bridge/Road Closed		25
High crash location listed on AMATS Traffic Crash Report		15
Bridge Load Restricted		15
Documented Landslide Endangering Road		15
Delay Reduction (Maximum 10 Points)		
Recommended Capacity Improvement in the 2020 CMP		10
Weighted Average Daily Traffic (Maximum 15 Points)		
15,000 or more		15
0 to 14,999		ADT/1000
Project Readiness (Maximum 15 Points)		
Stage 3 Plans complete (Traditional or Non-Traditional LPA)		15
ODOT LPA Project Scope Form submitted to AMATS		5
Complete Street Components (Maximum of 15 points)	Partial	Full
<i>Transit</i>		
Bus Signal Priority/Preemption	2	4
Enhanced Bus Shelters	2	4
Dedicated Transit Lane	2	4
Bus Rapid Transit Lanes	2	4
ADA Sidewalk Extensions at Bus Stops	2	4
Other Transit Enhancements	2	4
<i>Bicycle and Pedestrian</i>		
Cycle Track/Shared Use Path	2	4
New Sidewalks	2	4
On Street Bicycle Lane	2	4
Rapid Flashing Beacon, Pedestrian Refuge Island, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacon		4

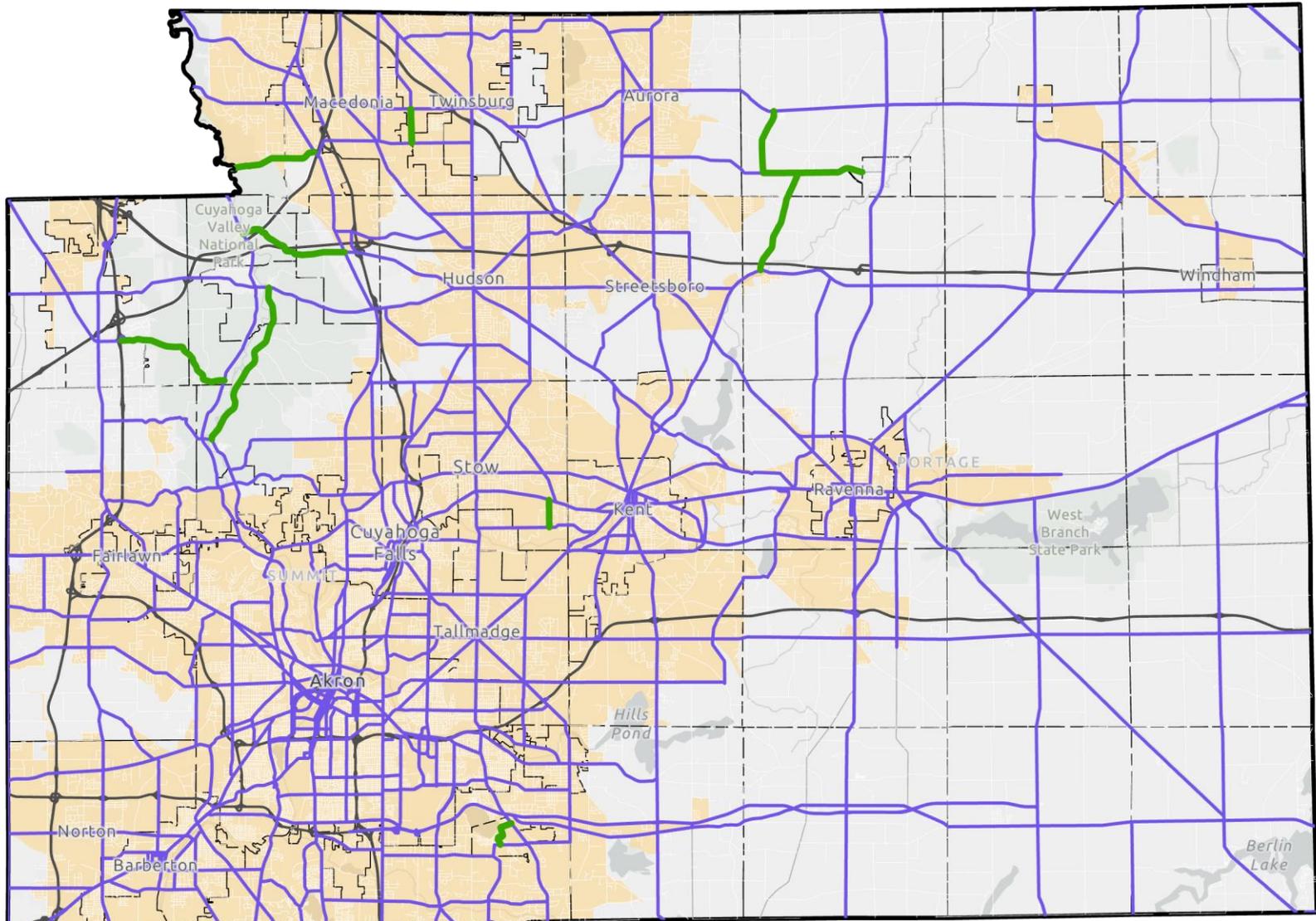
Connecting Communities Project		
Project recommended in Connecting Communities Planning Grant		5
Equitable Distribution of Funds		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-60		9
61-70		8
71-80		7
81-90		6
91-100		5
101-110		4
111-120		3
121-130		2
131-150		1
Greater than 150		0
Priority Project Selection		
Priority Project Selected by Sponsor		5

Transportation Alternatives Set-Aside Program		
Facilities (Maximum 25 Points)		Points
Regional Trail (Towpath, Portage, Headwaters, Bike and Hike)		25
Secondary Trail/Sidewalk/Bike Lane		15
Project Type (Maximum 25 Points)		
Project connects two existing bike/ped facilities		25
FY 2024/2025/2026 existing projects supplemental funding		25
Project connects to on existing bike/ped facility		20
Project is sidewalk replacement or bike/ped safety infrastructure		20
Project is a stand-alone project		15
Project upgrades trail surface from limestone to asphalt		5
Level of Use (Maximum 20 Points)		
How much use is the facility projected to have		0-20
Consistency with Plans (Maximum 35 Points)		
Recommended as part of a Ohio SRTS Travel Plan		10
Recommended in Connecting Communities Planning Grant		5
Recommended in Transportation Outlook 2045		5
Is on an existing transit line		5
History of bike/ped crashes		5
Rapid Flashing Beacon, Pedestrian Refuge Island, Crosswalk Visibility Enhancements, Pedestrian Hybrid Beacon		5
Equitable Distributions of Funds (Maximum 10 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-100		7
101-150		3

AMATS Resurfacing Program		
Pavement Condition Index		
<i>PCI Value</i>		
0-60		30
61-80	Subtract number from 90	
Equitable Distribution of Funds		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		25
0-50		24
51-60		23
61-70		22
71-80		21
81-90		20
91-100		19
101-110		18
111-120		17
121-130		16
131-150		15
Greater than 150		0
Weighted Average Daily Traffic		
0 to 14,999		ADT/1000
15,000 and above		15
Maintenance Performed by Sponsor		
Chip and Seal		10
Strip Paving		7
Crack Sealing		5
Patching		3
Priority Project Selection		
Priority project selected by sponsor		15
Other projects		0

Carbon Reduction Program (CRP)		
Project Type (Maximum 15 Points)		Points
Roundabout		15
Other traffic flow improvements (signal improvements, TWLTL)		10
Alternative Fuel Bus Purchases		10
Bicycle/Pedestrian Improvements		7
Project Delivery (Maximum 10 Points)		
Project Delivery in FY 26 or sooner		10
Project Delivery after FY 26		5
Safety (Maximum 10 Points)		
Project Identified in SS4A Plan High Injury Network		10
Project includes SS4A Proven Safety Countermeasure or Location Identified on AMATS Annual High Crash Report		5
Equity (Maximum 5 Points)		
Project within a disadvantaged community according to the Equitable Transportation Community Explorer		5
Impact on Emissions (Maximum 15 Points)		
Consistent reduction in idling time/emissions		15
Intermittent reduction in idling time/emissions		10
Limited reduction in idling time/emissions		5
Fair Share (Maximum 10 Points)		
<i>The Ratio of Funds Received (and Programmed) to a Target Budget</i>		
Percentage		
0-50		10
51-60		9
61-70		8
71-80		7
81-90		6
91-100		5
101-110		4
111-120		3
121-130		2
131-150		1
Greater than 150		0

SECTION 5
APPENDIX



Highways Eligible for Federal Funding

-  To Be Submitted for Approval
-  Eligible Roads
-  Urban Area/Cluster



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 2023-10 – Approving Support for ODOT CY 2024 Safety Goals

DATE: September 7, 2023

Executive Summary

The purpose of this resolution is to give support for ODOT safety performance targets for calendar year (CY) 2024.

Background on Performance Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Safety Target Setting and Coordination

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

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

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

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 2 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2018-2022 for setting the CY 2024 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2023 targets in December 2024. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline performance.

The CY 2023 highway safety targets for Ohio were:

- 1,173 fatalities
- 7,649 serious injuries
- 1.04 fatality rate
- 6.777 serious injury rate
- 824 non-motorized fatalities and non-motorized serious injuries

Baselines used to set the CY 2023 targets were (the average of CY 2017-2021):

- 1,197.2 fatalities
- 7,805.6 serious injuries
- 1.06 fatality rate
- 6.91 serious injury rate
- 840.4 non-motorized fatalities and non-motorized serious injuries

Agencies such as AMATS are also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2023 AMATS decided to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2023-02, approved in January 2023).

ODOT's Calculated Targets for CY 2024

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

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

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

- The state made progress last year in reaching key performance targets
- ODOT is investing \$185 million annually through its Highway Safety Improvement Program
- The state's distracted driving law was enhanced last year

Below are Ohio's CY 2024 targets. The baseline years for setting CY 2024 targets are CY 2018-2022. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2024 targets in December 2025. States will be notified in March 2026.

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 2024 Targets for Ohio are:

- 1,172 fatalities
- 7,270 serious injuries
- 1.05 fatality rate
- 6.51 serious injury rate
- 835 non-motorized fatalities and non-motorized serious injuries

The baselines used to set targets are (CY 2018-2022):

- 1,220.0 fatalities
- 7,529.4 serious injuries
- 1.09 fatality rate
- 6.78 serious injury rate
- 869.19 non-motorized fatalities and non-motorized serious injuries

Safety data for CY 2023 will be available in the spring (April 2024).

The staff is recommending that the Policy Committee support ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2024.

Staff Recommendation

Attached is Resolution 2023-10 for your review and consideration. This resolution approves support for ODOT's safety performance targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2023-10

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

APPROVING SUPPORT FOR ODOT CY 2024 SAFETY GOALS

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

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

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

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

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

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

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

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

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

RESOLUTION NUMBER 2023-10 (Continued)

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

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide safety efforts as discussed in the attached memorandum.
2. That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2024.
3. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for safety performance as discussed in the attached memorandum.
4. That this Committee agrees to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2023 Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2023-11 –Approving Amendment #2 to the FY 2024-2027
Transportation Improvement Program to add two new projects and revise
funding for two projects.

DATE: September 21, 2023

The following changes have been requested to the FY 2024-2027 Transportation Improvement Program:

Add Projects

1. **SUM-IR 77/SR 8-11.65/0.00** (PID 114865) – Is a project for improvements along SUM IR 77 just north of Lovers Lane to SR 8 and SR 8 from I-77 to just north of Perkins St including ramp and service road reconfigurations to increase safety and reduce congestion. This project is being added to the current Transportation Improvement Program so that engineering activities can begin in FY 2024. Engineering is being funded with \$1,600,000 of non-AMATS federal funding and \$400,000 of state funding. Construction is tentatively scheduled to begin in FY 2028.
2. **MPO Capital** – Is a new group project that will appear in the statewide line item table. This line items assumes \$150,000 for each year of the TIP to account for the urban paving curb ramp program. By adding this line to the TIP, AMATS will not need amendments to cover curb ramp allowances on urban paving program in the future.

Revise funding

3. **SUM-Springside Dr** – Is a project to add new sidewalks along Springside Dr from SR 18 to Cleveland Massillon Rd in Bath Township of Summit County. Preliminary Engineering funding has been moved into FY 2024 from FY 2023. This project is expected to begin construction in FY 2027.
4. **SUM-S Arlington Rd** - Is a project to widen South Arlington Rd from Boettler Rd to north of September Dr from 2 to 4 lanes in Green, Ohio. This project includes adding roundabouts at Boettler Rd and Southwood Dr. It also includes adding new sidewalks along the corridor. Federal discretionary funds have been added to this project and the total project cost has been updated to reflect the true scope of the project. This project is expected to begin construction in FY 2026.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air

quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The projects listed meet all amendment requirements mentioned above. Therefore, this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2023-11. This Resolution approves the amendment to the FY 2024-2027 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2023-11

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

Approving Amendment #2 to the FY 2024-2027 Transportation Improvement Program to add two new projects and revising funding for two projects.

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

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

WHEREAS, this Committee has been requested to amend the AMATS FY 2024-2027 Transportation Improvement Program to add two new projects and revise funding for two projects:

1. **SUM-IR 77/SR 8-11.65/0.00 (PID 114865)** – Is a project for improvements along SUM IR 77 just north of Lovers Lane to SR 8 and SR 8 from I-77 to just north of Perkins St including ramp and service road reconfigurations to increase safety and reduce congestion. This project is being added to the current Transportation Improvement Program so that engineering activities can begin in fiscal year 2024. Engineering is being funded with \$1,600,000 of non-AMATS federal funding and \$400,000 of state funding. Construction is tentatively scheduled to begin in FY 2028.
2. **MPO Capital** – Is a new group project that will appear in the statewide line item table. This line item assumes \$150,000 for each year of the TIP to account for the urban paving curb ramp program. By adding this line to the TIP, AMATS will not need amendments to cover curb ramp allowances on urban paving program in the future.
3. **SUM-Springside Dr** – Is a project to add new sidewalks along Springside Dr from SR 18 to Cleveland Massillon Rd in Bath Township of Summit County. Preliminary Engineering funding has been moved into FY 2024 from FY 2023. This project is expected to begin construction in FY 2027.
4. **SUM-S Arlington Rd** - Is a project to widen South Arlington Rd from Boettler Rd to north of September Dr from 2 to 4 lanes in Green, Ohio. This project includes adding roundabouts at Boettler Rd and Southwood Dr. It also includes adding new sidewalks along the corridor. Federal discretionary funds have been added to this project and the total project cost has been updated to reflect the true scope of the project. This project is expected to begin construction in FY 2026.

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

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

RESOLUTION NUMBER 2023-11 (Continued)

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

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the 2045 Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

1. That this Committee amends the Transportation Improvement Program FY 2024-2027 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the 2045 Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2023 Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 2 - 9/21/23
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027
 TABLE 2-3 (HIGHWAY IMPROVEMENTS)

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
114865	SUM IR 77/SR 8 11.65/0.00 (New project)		AKRON I-77 FROM JUST NORTH OF LOVERS LANE TO SR 8 AND SR 8 FROM I-77 TO JUST NORTH OF PERKINS ST	CORRIDOR IMPROVEMENTS ON MAINLINE, SERVICE ROADS AND RAMPS	FED STATE	P P	1,600,000 400,000				61,000,000	ODOT	EXEMPT
116457	SUM CR 537 0.19 SPRINGSIDE DR (REVISED FUNDING)	0.8	BATH TOWNSHIP SR 18 TO CLEVELAND MASSILLON RD	INSTALL NEW SIDEWALKS	TASA LOCAL TASA LOCAL TASA LOCAL TASA LOCAL	P P R R C C	35,518 2,852 10,000 30,559			590,000 147,500	934,559	SUMMIT COUNTY ENGINEER	EXEMPT
116917	SUM S ARLINGTON RD (GREEN) (REVISE FUNDING)		GREEN SOUTH OF BOETTLER RD TO JUST NORTH OF SEPTEMBER DR	WIDEN FROM 2 TO 4 LANES AND ADD NEW ROUNDABOUTS AT BOETTLER RD AND SOUTHWOOD DR. ALSO, ADD NEW SIDEWALKS.	CMAQ STBG LOCAL CMAQ STBG LOCAL LOCAL LOCAL FED-DIS	R R R C C C C C		762,124 674,602 359,182	3,305,666 1,699,040 1,126,177 9,233,339 2,000,000		8,041,190 18,148,352	GREEN	ANALYZE

AMENDMENT # 2 - 9/21/23
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027
 TABLE 2-4 (HIGHWAY GROUP)

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
	MPO Capital (New project)	N/A	AMATS	PAVEMENT REPAIR AND SIDEWALK RAMP PROGRAM	STBG	C	150,000	150,000	150,000	150,000	600,000	AMATS	EXEMPT

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 2023-12 – Approving the FY 2023 Year End Completion Report

DATE: September 6, 2023

This memorandum discusses the status of activities and expenditures for transportation planning in the Akron Metropolitan Area for the state fiscal year ending June 30, 2023. The purpose of this resolution is to approve the Fiscal Year 2023 Year End Completion Report for transmittal to ODOT.

Each year AMATS prepares a Transportation Planning Work Program that is the basis for federal financial assistance for planning. ODOT requires AMATS, following the close of each fiscal year (June 30), to review the previous year's Work Program and compare the scope of work that was originally proposed to that which was completed. Completion of the Work Program is a prerequisite for certification of the planning process, and this memorandum summarizes the Fiscal Year 2023 Year End Completion Report. The planning work necessary for FY 2023 was completed, and the expenditures were within the budgeted amounts. All items were completed by the end of the fiscal year on June 30.

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

Attached is a financial summary of the Fiscal Year 2023 Year End Completion Report for all work elements scheduled during FY 2023. Several significant products and activities were completed during FY 2023, including:

1. Maintained the FY 2021-2024 Transportation Improvement Program as amended
2. Developed the new FY 2024-2027 Transportation Improvement Program
3. Maintained the Congestion Management Process
4. Participated in the Statewide CMAQ Discretionary Funds Program
5. Monitored projects that use federal funds sub-allocated to AMATS
6. Maintained the current Regional Transportation Plan: *Transportation Outlook 2045* in accordance with the goals established in *AccessOhio 2045*, Ohio's New Statewide Transportation Plan
7. The Traffic Crashes and Safety Performance Measures (2019-2021) Technical
8. 2022 AMATS Annual Report

9. Promoted commuter alternatives through bicycle and pedestrian advocacy in line with *Walk.Bike.Ohio*, Ohio's first statewide bicycle and pedestrian plan
10. Management of the Gohio Commute Program
11. Continued the Pavement Condition Data Collection and Analysis Program
12. Continued implementation of performance measures as part of the Plan and TIP processes consistent with the FAST Act
13. Awarded a new round of Connecting Communities Planning Grants
14. Safe Streets and Roads For All (SS4A) Action Plan

Because AMATS is well within budget, funds were able to be carried over from FY 2023. These funds total approximately \$596,000 (see the attached summary table) and must be expended by December 31, 2023.

Attached is Resolution Number 2023-12 approving the FY 2023 Year End Completion Report and authorizing its submission to ODOT and USDOT as evidence of completing the FY 2023 Transportation Planning Work Program and Budget. All work elements remain within budget. The Staff recommends approval.

RESOLUTION NUMBER 2023-12

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

APPROVING THE FISCAL YEAR 2023 YEAR END COMPLETION REPORT

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

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

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

WHEREAS, this Committee has reviewed and found acceptable the Fiscal Year 2023 Year End Completion Report containing the work scheduled in the FY 2023 Transportation Planning Work Program and Budget and a comparison with progress made on those products.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the FY 2023 Year End Completion Report.
2. That this Committee directs the AMATS Staff to transmit a copy of this resolution to the United States Department of Transportation and the Ohio Department of Transportation as evidence of completing the FY 2023 Transportation Planning Work Program and Budget.

Mayor Gerard Neugebauer, 2023 Chairman
Metropolitan Transportation Policy Committee

Date

**YEAR END FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 1, 2022 to June 30, 2023**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	Carryover to FY2024
I. Short Range Planning	\$518,000	\$347,607	67%	\$169,000
FY2022 Carryover	118,000	117,179		0
FY2023	400,000	230,428		169,000
II. Transportation Improvement Program	\$274,000	\$273,355	100%	\$0
FY2022 Carryover	19,000	18,925		0
FY2023	255,000	254,430		0
III. Continuing Planning & Data Collection Transportation System Update	\$200,000	\$139,058	70%	\$60,000
FY2023	200,000	139,058		60,000
IV. Long Range Plan Activity	\$428,000	\$209,373	49%	\$216,000
FY2022 Carryover	118,000	115,838		0
FY2023	310,000	93,535		216,000
V. Service	\$573,000	\$457,610	80%	\$115,000
FY2022 Carryover	163,000	163,321		0
FY2023	410,000	294,290		115,000
VI. Planning Supplemental Funding	\$100,000	\$84,130	84%	\$0
FY2023	100,000	84,130		0
VI. OhioRideshare and AQ Advocacy	\$218,600	\$87,384	40%	\$0
FY2022 OhioRideshare Carryover	38,600	38,530		0
FY2023 OhioRideshare	80,000	42,405		0
FY2023 Air Quality	100,000	6,449		0
VII. Local	\$25,000	\$41,945	168%	\$0
AMATS local Costs**	25,000	41,945		0
VIII. AMATS Transportation Quarterly	\$52,240	\$15,989	31%	\$36,000
FY2023	52,240	15,989		36,000
IX. GRAND TOTAL AMATS BUDGET	\$2,388,840	\$1,656,451	69%	\$596,000

**Replacement vehicle \$24,534.00

2024 AMATS COMMITTEE MEETINGS

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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