

FY 2025 Year End Completion Report

July 1, 2024 to June 30, 2025



September 2025

Akron Metropolitan Area Transportation Study

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AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning

601.41 Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$212,480			\$26,560	\$26,560	\$265,600
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$265,508
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

601.41 was carried over for a 6-month period (July 1 – December 31, 2024).

601.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$336,000			\$42,000	\$42,000	\$420,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$331,913
Year-to-Date Percentage Expended	79%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Attend ODOT District 4 Safety Review Meetings
2. Assistance with major ODOT project studies on an as-needed basis – AMATS is participating as a stakeholder in the development of PID 114865, The SUM 77/8 Braid Project. The project includes corridor 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 work is being led by ODOT District 4 and Stage 1 plans are scheduled to be completed by FY 2026.
3. Prioritize AMATS area applications for TRAC (ODOT Major/New Construction Program) (as required)

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning - continued

4. Assist agencies in implementing the Coordinated Public Transit / Human Services Transportation Plan (as requested)
5. Coordinate performance measures with ODOT and public transit providers consistent with the BIL. Adopt or support statewide performance measures as they become available. Review and assess land use issues and active transportation gaps or improvements related to existing and proposed transit routes and facilities. Assessment products could include pedestrian counts, modeling, and a written assessment of location and possible recommendations for improvement.
6. Bike and Pedestrian Planning and Coordination (as needed) – Monitor roadway system for serious and fatal bicycle and pedestrian crashes. In the event of crashes, analyze the event for infrastructure deficiencies and provide local community with planning assistance related to the event. Assessment products could include traffic counts, crash history, crash plots, and a written summary assessment of location and possible recommendations for improvement.
7. Freight Planning and Coordination, ensuring alignment with *Transport Ohio* – Monitor roadways system for unanticipated bottlenecks impacting freight movement. Review and assess freight issues and conflicts within the AMATS area. Identify commercial developments that will impact the freight network and assess those impacts as needed or requested. Assessment products could include traffic counts, crash history, traffic generation estimates, modeling, and a written assessment of the location and possible recommendations for improvement.
8. Traffic Crashes and Safety Performance (2021-2023) Technical Memorandum
9. Assistance with safety studies (as needed)
10. Land Use Transportation Coordination (as needed) – Review and assess land use and transportation conflicts within the AMATS area. Identify new land use developments that will impact the transportation network and assess those impacts as needed or as requested. Assessment products could include traffic counts, crash history, traffic generation estimates, modeling, and a written assessment of the location and possible recommendations for improvement.
11. Maintain transportation performance measures data in accordance with federal guidance
12. Document metropolitan planning public involvement
13. Safe Streets 4 All assistance
14. Finalize the Road Diet Analysis
15. Assist ODOT in the development of the Strategic Transportation and Development Analysis (STDA)

Product	Scheduled Completion Date	Approval Date TAC	Approval Date Policy	Submitted to ODOT/FHWA
8.	December 2024	December 5, 2024	December 12, 2024	December 2024

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning - continued

Progress:

1. The ODOT Highway Safety Improvement Program has undergone changes recently, creating a new program to encourage systemic or proactive safety investments to prevent specific high-severity crash types. AMATS aims to align our safety program with ODOT's in order to rank and fund locations of concern. Applications for the Highway Safety Improvement Program (HSIP) Formal Safety funding category are now due August 31 each year and are submitted through ODOT District 4. These projects are signed off by the District Safety Review Team, in which AMATS participates. The AMATS staff continues to attend regular meetings of the District 4 Safety Review Team. AMATS Policy Resolution 2024-18 supports the statewide ODOT safety performance targets (approved in September 2024). See additional discussion under 602.41/.51 TIP.
2. Improvements to the I-76/77 Central Interchange and nearby areas continue. A significant number of projects are being constructed, with future projects also scheduled in the TIP.
3. AMATS supported ODOT District 4 Beltway Transportation Review Advisory Council (TRAC) applications in FY 2025. The staff continues to coordinate with ODOT and project sponsors on previous awards.
4. The Coordinated Plan identifies current transportation providers and the assets available to the region (public, private, and non-profit); assesses the transportation needs of individuals with disabilities, older adults, and low-income individuals; provides recommendations to address the identified gaps between current services and needs; and assigns priorities for implementation. The Coordinated Plan is particularly useful in the selection process of FTA Section 5310 Elderly and Disabled Program projects. The most recent Coordinated Public Transit/Human Services Transportation Plan was approved in January 2024.
5. AMATS continues to share GIS data and cartographic information with METRO RTA and PARTA, when requested, with both transit agencies sharing their GIS data files with AMATS as well. Also, staff continues to meet with METRO and PARTA periodically, when needed, to discuss adding projects to the TIP, and meets regularly with the planning staffs of both agencies, as well as attend ODOT Office of Transit and OPTA Zoom meetings to discuss and coordinate on transit issues. Any additional coordination was performed as needed. AMATS is required to establish targets for each performance measure established by USDOT, and to establish these targets in coordination with ODOT and the public transit agencies. The staff assisted METRO RTA and PARTA in organizing and producing a Transit Asset Management (TAM) Plan for each transit agency. Asset management has always been a component of the Regional Transportation Plan, and AMATS is moving forward to meet Infrastructure Investment and Jobs Act (IIJA) standards for maintaining the region's capital assets. An AMATS Policy Committee resolution supporting METRO RTA's and PARTA's TAM planning and State of Good Repair (SGR) targets was approved in September 2018 (Resolution 2018-17). PARTA and METRO RTA

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning - continued

continue to update and maintain their respective TAM Plans. Implementation of the TAM Plan is ongoing with both vehicle replacements and facility investments (see progress under 602.41/.51 TIP). AMATS' Policy Committee approved a resolution supporting ODOT's statewide goals for a number of performance measures in September 2018 (Resolution 2018-17). Additionally, performance measures were incorporated in the 2024 Transit Plan, approved in September 2024.

6. Bike and Pedestrian Planning and Coordination were performed as needed. AMATS staff participated in a Bicycle Fun Day in Cuyahoga Falls in May, promoting safe bicycling practices to children and handing out bike lights, bells, and coloring books.
7. Freight Planning and Coordination were performed as needed. AMATS staff began developing the 2024 Freight Plan in early 2024. The final Freight Plan was approved in September 2024 by the Policy Committee.
8. The Traffic Crashes and Safety Performance Measures (2021-2023) Technical Memorandum was completed and presented to the TAC and Policy Committee in December 2024. This report summarizes the highest crash locations in the area. The report is used to identify high crash roadway segments and intersections in need of safety improvements. The report also focuses on bicycle and pedestrian crashes and their characteristics. In addition, the crash report contains additional data and analysis related to performance measures. In accordance with federal legislation, AMATS used a five-year average to calculate baseline safety statistics. These baseline figures are the benchmarks to which all future calculations will be compared. The staff is continuing to coordinate with ODOT and the other MPOs on safety-related performance measures and supports ODOT's safety targets in calendar year 2025 (approved with a separate Policy Committee Resolution 2024-18 in September 2024).
9. The staff provides safety data regularly to AMATS members, consultants, and the public, and provides comment and review on safety-related studies and issues as needed. Staff also assisted Fairlawn with the application for Safe Streets for All Continued Planning and Implementation funding (See #13 below).
10. The staff continues to perform Land Use Transportation Coordination as needed. The bulk of the staff's land use coordination activities during the last fiscal year have involved the Connecting Communities Initiative, as well as bicycle and pedestrian planning (see additional progress under other work elements).
11. There are seven areas for which AMATS maintains data for tracking performance goals. These areas are:
 - Safety,
 - Infrastructure Condition,
 - Congestion Reduction,
 - System Reliability,
 - Freight Movement and Economic Vitality,
 - Environmental Sustainability, and
 - Reduced Project Delivery Delays

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning - continued

AMATS obtains this data through a number of sources. The AMATS staff maintains a robust traffic counting program in coordination with outside sources of counts, such as ODOT. AMATS tracks pavement and bridge conditions also in coordination with ODOT, the county engineers, and hired consultants. StreetLight Data is used to track congestion, system reliability, traffic counts and freight movements. This data is available from 2016 to the present. Environmental data is maintained in coordination with ODOT and NOACA (the MPO for the Cleveland metropolitan area). Project delivery is managed through the AMATS Technical Advisory Committee and programmed through ODOT. The staff continues to track this data successfully on an on-going basis. A full discussion of performance measures can be found in Chapter 2 of the Transportation Improvement Program (TIP) FY 2026-2029. See also the AMATS CMAQ Performance Plan Mid-Period Progress Report (Resolution 2024-19, September 2024).

12. AMATS staff conducted six Citizen Involvement Committee meetings. These meetings were held virtually, recorded, and added to AMATS website. AMATS staff attended a Climate Action Transportation Summit in Hudson in November. Additionally, staff participated in a Bicycle Fun Day in Cuyahoga Falls in May. Public open houses for Transportation Outlook 2050 were held in April in both Akron and Kent. As part of the SR 619 Corridor Development Connecting Communities Planning Grant, a community survey was held in June and July 2025, with outreach to the public at a community event, Music by the Lake. All survey responses will be included in the final plan, which is expected in fall 2025. Finally, AMATS 3P - Public Participation Plan included revisions as a result of the federal certification review process from May 2021. The first revision states that staff will acknowledge receiving any correspondence from the public within seven days, with staff maintaining files documenting all correspondence. The second revision reflected guidance received from ODOT regarding the Title VI complaint process and documentation.
13. AMATS assisted the city of Fairlawn with their application for a Continuing Planning and Implementation grant. Additionally, staff provided guidance to the Village of Lakemore as they considered an application. Other communities have requested conversations regarding the application process for SS4A funding, as well as the High-Injury Network. The process of updating the High Injury Network began in the summer of 2025. Staff has incorporated SS4A recommendations into the process of reviewing project applications for AMATS funding.
14. Development of the Road Diet Analysis began in spring of 2025. Currently, there is a draft report and it is expected that the report will be presented and approved by Policy Committee by the end of 2025.
15. As needed, staff coordinated with ODOT staff preparing this analysis and shared regional information with them, such as the AMATS Planning Data Forecast.

WORK PROGRAM NO. 601.41/51 - Short Range Transportation Planning - continued

Delays/Problems Encountered/Corrective Action:

14. The Road Diet Analysis had to be stalled while other, more important AMATS work took place. Work began on the report in 2025 and will be approved by the end of the year.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 602.41/51 Transportation Improvement Program

602.41 Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$38,344			\$4,793	\$4,793	\$47,930
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$47,928
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

602.41 was carried over for a 6-month period (July 1 – December 31, 2024).

602.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$200,000			\$25,000	\$25,000	\$250,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$201,542
Year-to-Date Percentage Expended	81%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Maintain the FY 2024-2027 TIP
 - a. Periodic Amendments (as needed)
 - (i) Public Involvement Meetings (as needed)
 - (ii) Air Quality Conformity Modeling (as needed)
 - b. Annual Listing of Obligated Projects
2. Develop and Approve the new FY 2026-2029 TIP
3. Manage STBG and TASA allocations (continuous)
4. Attend Project Scoping meetings (as needed)
5. Project Status Review Meetings (quarterly at a minimum)
6. Assist ODOT with Annual Project Lock-Down Schedule
7. Manage FTA Section 5307, 5310 and 5339 apportionments (continuous)

WORK PROGRAM NO. 602.41/51 Transportation Improvement Program – continued

8. Participate in the Statewide CMAQ Discretionary Program
9. Maintain performance measures as part of the TIP process consistent with current federal guidance

Product	Scheduled Completion Date	Approval Date TAC	Approval Date Policy	Submitted to ODOT/FHWA
1b.	September 2024	N/A	N/A	September 2024

Progress:

1. The FY 2024-2027 TIP was completed in May 2023, and was maintained, as amended, on the AMATS website, in a searchable format.
 - a. Amendments to the FY 2024-2027 TIP were prepared for the following projects. The AMATS Citizens Involvement Committee meets periodically and reviews most TIP amendments before approval by the Policy Committee. All meetings were advertised inviting public participation. All TIP amendments were evaluated for air quality conformity and environmental justice:
 - i. This amendment to the TIP (amendment #8) revises funding for right-of-way phase for the IR 76 Kenmore Leg as well as funding for the replacement of the Main St High Level Bridge; adds the State St widening project from Quick Rd to Wyoga Lake Rd; and deletes the SR 532 & Albrecht Ave project as monies were moved to the construction phase. (August 2024; Resolution #2024-15)
 - ii. This amendment to the TIP (amendment #9) adds \$14,368,000 in capital funding for replacement buses and \$3,386,880 in capital funding for preventative maintenance for METRO RTA in FY 2025. (August 2024; Resolution #2024-16)
 - iii. This amendment to the TIP (amendment #10) adds Ohio Workforce Mobility Program Funds for PARTA in FY 2025. PARTA received \$638,800 for five projects; CNG Fuel Pump Upgrade; Computer and IT Upgrades; Long-Range Planning; Administrative Facility Rehabilitation; and Security Equipment Upgrade. (December 2024; Resolution #2024-20)
 - iv. This amendment to the TIP (amendment #11) revises funding for the IR 76 Kenmore Leg project by adding additional funding for the construction phase, which is expected to begin in FY 2027. (February 2025; Resolution #2025-01)
 - v. This amendment to the TIP (amendment #12) deletes three projects from this TIP, as they will be moved into the next TIP. Those projects include the Stow Hike & Bike construction phase to be moved to FY 2030; the Veteran's Rails to Trails construction phase to be moved to FY 2030; and the SR 43 construction phase to be moved to FY 2029. (March 2025; Resolution 2025-04)

WORK PROGRAM NO. 602.41/51 Transportation Improvement Program – continued

- b. The Annual Listing of Obligated Projects in the current TIP was completed in September 2024 and placed on the AMATS website. Relevant documents were transmitted to ODOT. The annual listing of projects is comprised of funds obligated during the prior fiscal year (in this case, FY 2024). The complete TIP, as amended, is maintained on the AMATS website.
2. The publication of the new FY 2026-2029 TIP was completed in May 2025, on schedule. The complete TIP listing as amended is maintained on the AMATS website, in an interactive, searchable map.
3. The staff continued to receive project expenditures from ODOT and track AMATS area usage of funds. The staff works with ODOT and the other MPOs to ensure that funds are spent in a timely manner, including the trading of funds with other MPOs and amendments to the TIP to schedule projects as efficiently as possible. The AMATS TIP Subcommittee reviews this process, with ODOT District 4 participating. The TAC and Policy Committee receive full spreadsheet updates at every meeting tracking the status of AMATS-attributable funds and fund balances.
4. The staff attends Project Scoping meetings as needed before construction begins in order to look at field conditions with project sponsors and other stakeholders and discuss the scope of work as well as any anticipated changes to the project. Project Scoping meetings are held at irregular intervals based on the project schedule.
5. Project Status Review Meetings for ODOT District 4 were held virtually in August and November of 2024, and February and June of 2025; for District 3 they were held August and December of 2024, and March and May of 2025. These meetings are invaluable for AMATS to keep up with the progress of projects and prevent delays. The status of projects funded by AMATS was discussed at these meetings, as well as important milestone dates. The staff met and coordinated with ODOT in an effort to optimize funds. As a result, the TIP was amended on several occasions. (See TIP amendments under item #1a. above).
6. The Project Lock-Down Schedule was discussed at the November District 4 and December District 3 Project Status Review meetings. The Lock-Down Schedule was finalized by ODOT Central Office in January 2025.
7. The staff coordinated periodically with the RTA project sponsors to ensure that projects were on schedule and within apportioned funding levels. The staff assisted METRO and PARTA with their FY 2025 Program of Projects. The staff coordinates with FTA on the usage of Akron-urbanized area Section 5307 and 5339 funding. As a result, the TIP was amended on several occasions (See TIP amendments under item #1a. above). The staff coordinates with ODOT Office of Transit on TIP amendments and administrative modifications of existing projects. For the Specialized Transportation Program - Section 5310, both METRO and PARTA are no longer recipients and have transferred the rights to ODOT to run the program. AMATS no longer needs to approve of the awards for Section 5310 through a TIP amendment.
8. The staff coordinated with the other Ohio MPOs on the statewide CMAQ discretionary program. The AMATS staff is currently overseeing four projects for the state CMAQ

WORK PROGRAM NO. 602.41/51 Transportation Improvement Program – continued

committee using \$13.8 million dollars in federal funds. See AMATS Policy Resolution 2023-15 (approved December 2023). Another round of CMAQ funding became available in June 2025. AMATS received 19 CMAQ applications by the July 18, 2025 deadline. Approval of projects is expected in fall of 2025.

9. Chapter 2 of the AMATS FY 2026-2029 TIP provides a full discussion of transportation performance measures. AMATS had two options to establish safety performance targets: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. AMATS agreed to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area. The AMATS Policy Committee approved support for ODOT's statewide 2% annual reduction target across all five safety categories: the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate and the number of non-motorized fatalities and serious injuries. See AMATS Policy Resolution 2024-18, approved in September 2024. Additionally, AMATS Policy Committee approved Resolution 2024-19 in September 2024. This resolution approved the CMAQ Performance Plan Mid-Period Progress Report, which illustrates AMATS progress over the previous two years since the AMATS CMAQ Performance Plan was prepared in collaboration with ODOT, Federal Highway Administration, and other stakeholders. Air quality related targets and progress are monitored on an on-going basis and tracked in relation to CMAQ funded projects.

AMATS continues its long-standing use of performance measures in project selection as described more fully in the AMATS Funding Policy Guidelines, which were updated and approved in September 2023.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 605.41/51 Transportation System Update

605.41 Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$167,720			\$20,965	\$20,965	\$209,650
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$209,603
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

605.41 was carried over for a 6-month period (July 1 – December 31, 2024).

605.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$320,000			\$40,000	\$40,000	\$400,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$382,571
Year-to-Date Percentage Expended	96%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Maintain data files including: land use and zoning, population, employment, dwelling unit, and other Census data, motor vehicle registrations, transit ridership, traffic counts, intersection geometrics, signalization, road and street information, pavement and bridge condition ratings, FFC, etc. (on-going)
 - a. Report performance measures consistent with the BIL
2. Mechanical and manual traffic counts (seasonal)
 - a. Update traffic counts on the AMATS website (as available)
 - b. Count traffic on area highways and intersections
3. Mechanical and manual bicycle and pedestrian counts (seasonal)
 - a. Update bicycle and pedestrian counts on the AMATS website (as available)

WORK PROGRAM NO. 605.41/51 Transportation System Update - continued

- b. Count bicycle and pedestrian movement
- 4. Continue the Pavement Condition Data Collection and Analysis Program – Consultant collects Pavement Condition Data on the federally eligible roadways over a 2-year period, with half of the system collected each year. In December 2024, AMATS will receive updated shapefiles and a web map with new Pavement Condition Index (PCI) Data. AMATS uses PCI data for project selection criteria and as an internal performance measure. (Consultant-led work)
- 5. Continue work on the Regional Signal Inventory Analysis - Consultant will collect traffic signal information by visiting all signals in the AMATS region. The purpose of this inventory is to identify what technology is available in each signal. This information will be used to formulate future plans regarding the potential for signal coordination throughout the region. AMATS will receive a signal inventory database from the consultant at the end of the project, which is scheduled to be completed by June 2025. (Consultant-led work)

Progress:

- 1. The staff is continuing to maintain all data files, including insertion of data into the Geographic Information System (GIS) database.
 - a. The staff is incorporating AMATS performance measures in line with the adoption of ODOT performance measures. The staff is supporting ODOT targets and tracking progress toward meeting the region's goals.
- 2. AMATS staff completed all planned traffic counts for the 2025 counting season.
 - a. Current traffic counts are being maintained on the AMATS website in an interactive map that was developed in 2021.
 - b. The number of traffic counts completed by the staff since the beginning of the fiscal year on July 1 (through June 30): 488.
- 3. Since its implementation in July 2017, bicycle and pedestrian counts can now be performed by the Mio-Vision Camera. Tracking bicycle and pedestrian counts and movements with the Mio-Vision allows for improved documentation and more efficient data collection by storing the videos for reference and access at any time. Moving forward, bicycle and pedestrian counts will take place when requested.
 - a. There were no updates to the bicycle or pedestrian counts on the website
 - b. There were no bicycle or pedestrian counts requested in FY 2025.
- 4. AMATS entered into a contract with Pavement Management Group (PMG) in July 2019 to collect and analyze an estimated 860 centerline miles of pavement in the AMATS service area over two years. In January 2022, AMATS entered into another contract with PMG. PMG completed and delivered the previous contract to AMATS in FY 2025. AMATS will begin the process of entering into a new contract this fall. The Pavement Condition Data Collection and Analysis Program is extremely helpful to the AMATS communities,

WORK PROGRAM NO. 605.41/51 Transportation System Update - continued

identifying locations where pavement conditions need repair, and aiding in the submission of applications for funding.

5. GPD was chosen to complete the Regional Signal Inventory Analysis, and a contract was signed in January 2024. GPD began their analysis in March of 2024. The final analysis was delivered in June of 2025. Staff reviewed and requested 23 missing signals be added to the final analysis.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 610.41/51 Transportation Plan Update

610.41 Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$95,920			\$11,990	\$11,990	\$119,900
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$119,896
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

610.41 was carried over for a 6-month period (July 1-December 31, 2024).

610.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$200,000			\$25,000	\$25,000	\$250,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$198,363
Year-to-Date Percentage Expended	79%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Maintain the current Regional Transportation Plan: *Transportation Outlook 2045*, ensuring it aligns with *AccessOhio 2045*
 - a. Periodic amendments (as needed)
2. Develop and Approve the next Regional Transportation Plan: *Transportation Outlook 2050*
 - a. Develop the Freight Plan
 - b. Develop the Preservation Needs Report
3. Maintain the travel demand model (as needed)
4. Develop the new Congestion Management Process (CMP)
 - a. Annual CMP Status Report

WORK PROGRAM NO. 610.41/51 Transportation Plan Update - continued

5. Integrate performance measures as part of the Regional Transportation Plan update process consistent with federal legislation and guidance
6. Integrate elements of the Bipartisan Infrastructure Law (BIL) into the transportation planning process including, but not limited to: consulting with officials responsible for housing, developing a housing coordination plan, utilizing web-based tools for public involvement, clarifying the requirements when multiple MPOs cover the same urbanized area or when designating MPO officials or representatives

Progress:

1. AMATS continued to maintain the current Regional Transportation Plan (approved in May 2021), making no amendments to *Transportation Outlook 2045*, during the course of FY 2025.
 - a. There were no plan amendments during the last fiscal year.
2. The draft *Transportation Outlook 2050* was posted to the AMATS website and approved by the Policy Committee in March 2025. AMATS held an open public comment period and two public meetings in April. A final *Transportation Outlook 2050* was approved by the Policy Committee in May 2025 through Resolution 2025-06.
 - a. Work began on the Freight Plan in FY 2024. A draft of the plan was presented to the Policy Committee in August 2024, with final approval in September 2024.
 - b. Staff began development of the Highway Preservation Needs Report during FY 2024. The final report was presented and approved by AMATS Policy Committee in August 2024. The purpose of this report is to identify and evaluate the preservation needs of the existing highway system.
3. The AMATS staff continues to maintain its travel demand model in coordination with ODOT Statewide Planning & Research. The travel demand model was used for TIP and Air Quality analyses.
4. Development of the Congestion Management Process (CMP) Report began in June 2024 with an analysis of the region's roadway system and identification of congested arterial roadways and freeways. A draft CMP was presented to AMATS committees in September, with final approval in December 2024. The staff continues to maintain the Congestion Management Process (CMP), updating the travel demand model with new roadway configurations and traffic data. The staff continues to cooperate with ODOT Office of Statewide Planning & Research.
 - a. The first Annual Congestion Report was completed and approved in May 2022. The FY 2023 and FY 2024 Annual Congestion Report was delayed due to the late release of Streetlight data. In lieu of the Annual CMP Status Report, the Congestion Management Process (CMP) Report is being completed. In FY 2026, staff will gather Streetlight analysis and review to see if the results will be enough to complete another Annual Congestion Report.
5. AMATS has integrated performance measures as part of the Regional Transportation Plan update process consistent with the Infrastructure Investment and Jobs Act (IIJA).

WORK PROGRAM NO. 610.41/51 Transportation Plan Update - continued

ODOT calculated a 2 percent annual reduction target across the five performance measures for safety: number of fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. AMATS had two options: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. AMATS decided to support the goals set forth by ODOT for the entire state. The other areas for which AMATS determined performance measures for our area are: Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. The AMATS Policy Committee approved support of ODOT's performance targets and CMAQ traffic congestion performance targets in September 2024 (Resolution 2024-19). See Section 5 on p.65 of *Transportation Outlook 2050*, titled "System Performance: Transportation Performance Measures", for additional information.

6. AMATS regularly collaborates with municipal officials in the planning process, especially during the Connecting Communities Planning Grant Program (see 625.41/51). Housing was discussed during the Bus Rapid Transit meetings with METRO RTA as well as during the Coordinated Plan work that was completed in coordination with METRO and PARTA. AMATS coordinated with NOACA regarding Air Quality issues and other MPOs through participation in OARC Committees and the statewide CMAQ committee. Additionally, AMATS utilizes both Zoom and Microsoft Teams as well as online surveys, comment pages on the AMATS website, and social media to encourage public involvement. Finally, staff has begun incorporating ARCGIS Experience in our mapping, with several web maps now available on the website.

Delays/Problems Encountered/Corrective Action:

4a. The Annual CMP Status Report that has been delayed due to the late release of Streetlight Data will be replaced by the CMP Report. AMATS will revisit the Annual CMP Status Report in FY 2026, with another report being dependent on what data is available.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 625.41/51 Service

625.41 – Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$134,820			\$16,852	\$16,853	\$168,525
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$168,523
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

625.41 was carried over for a 6-month period (July 1 – December 31, 2024).

625.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$360,000			\$45,000	\$45,000	\$450,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$227,509
Year-to-Date Percentage Expended	51%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Plan implementation assistance (as required) - Work with communities to ensure their local comprehensive plans are consistent with AMATS Transportation Outlook 2045 and will be consistent with the development of Transportation Outlook 2050 (Local - led projects); Assist local communities as needed on their connectivity/transportation plans as needed (Local-led projects)
2. Assist ODOT in Reviewing Design Traffic Analyses
3. Provide data for use by others (ODOT District 4 will be copied on all responses to requests)
4. Review transportation impacts of zoning changes, subdivision proposals and development plans (as requested)
5. Assist NOACA and ARAQMD with Ozone Action Day and Particulate Matter (FP3) Alerts
6. Air Quality Coordination (as needed)

WORK PROGRAM NO. 625.41/51 Service - continued

7. Assist Ohio EPA by reviewing EPA Permits to Install
8. Redesign the AMATS website and continue to maintain it (on-going)
9. AMATS Connecting Communities Planning Grant: Corridor Study in Prospective Community
 - a. Assist current grant recipients, New Franklin's SR 619 Corridor Development Planning Study and Akron's Summit Lake Pedestrian Safety Master Plan. AMATS staff will develop a document spelling out the existing conditions and issues in the study area. AMATS staff will work with the grant recipients to publish an RFQ to hire a consultant to complete each study. The final product will include recommendations to improve safety for all users in the study areas. Both studies are expected to be completed sometime in 2025, although it is impossible to estimate an exact time due to potential contracting delays. (Consultant-led work)
10. Assist local communities with applications to secure grants through the Bipartisan Infrastructure Law (BIL)

Progress:

1. The AMATS director met, or conferred with, Policy Committee members, including METRO and PARTA, to discuss area projects and Regional Transportation Plan recommendations as needed.
2. Although ODOT Office of Statewide Planning & Research did not request assistance from AMATS in reviewing Design Traffic Analyses in FY 2025, AMATS staff is committed to assisting at any time.
3. AMATS provided traffic count and demographic data to the general public and local agencies. AMATS maintains data and traffic counts on the agency website.
4. There were no requests for a subdivision proposal or development plan. AMATS staff will review any of these plans for transportation/access issues, conflicts, etc.
5. The staff continues to coordinate with NOACA, Ohio EPA and the Akron Regional Air Quality Management District (ARAQMD) with Particulate Matter (FP3) Alerts and Ozone Action Days. The staff is notified of Ozone Action Days and Particulate Matter (FP3) Alerts, and NOACA communicates the alerts to the public. There were 10 Air Quality Advisories during FY 2025, eight of which were Ozone Action Days and two were Particulate Matter.
6. AMATS continues to coordinate with ODOT and adjacent MPOs, particularly NOACA, on air quality issues. AMATS and NOACA are both part of the eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA). Based on air quality readings, the United States Environmental Protection Agency (USEPA) designated this area as a non-attainment area for ozone and maintenance area for particulate matter (PM2.5). Consequently, AMATS, NOACA and ODOT coordinate in the analysis of mobile emissions as part of the planning process.
7. AMATS staff received no requests to review EPA permits to install in FY 2025.

WORK PROGRAM NO. 625.41/51 Service – continued

8. The AMATS website remains a key channel of communication with the public and our members. Current information is maintained on the AMATS website, including the posting of traffic counts, special studies, Policy Committee mail out packets, and upcoming AMATS events. The new Transportation Improvement Program (TIP) FY 2026-2029 and the new 2050 Regional Transportation Plan, *Transportation Outlook*, are posted on the AMATS website, including amendments and documents pertaining to the development of the 2050 Regional Transportation Plan. The website contains multiple modes of access for commenting or asking questions. Multiple languages are available for viewing web-related documentation. Title VI documentation, as well as comment and complaint forms are also clearly presented on the AMATS website. A new website was developed during FY 2024, and officially launched on June 5, 2024.
9. Staff continued working with the recipients of the seventh round of funding.
 - a. City Architecture was chosen as the consultant for the Summit Lake Pedestrian Safety Master Plan and a kickoff meeting was held in October. The Summit Lake Pedestrian Safety Master Plan builds on previous initiatives in the Summit Lake neighborhood to improve safety for pedestrians and bicyclists. Meetings were held with various Akron departments to ensure the recommendations from the plan could be implemented. A final report was delivered in the summer of 2025. New Franklin's SR 619 Corridor Development Study was officially underway in March, with OHM Advisors as the consultant. The SR 619 Corridor Development Study takes a proactive approach to potential development with the goal of creating connections for bicyclists and pedestrians to safely navigate the area. The consultant scheduled meetings with a steering committee comprised of local business and property owners and made available a survey for residents to weigh in on the types of improvements they would like to see. This study is expected to be finalized by fall 2025.
10. In the beginning of calendar year 2025, staff focused efforts on learning and understanding changes to how the IJJA was administered as well as communicating these changes to members. Staff assisted Kent when their RAISE grant was paused, in order to keep their project on schedule. Also, staff assisted Fairlawn with their application for a Safe Streets for All (SS4A) implementation grant.

Delays/Problems Encountered/Corrective Action:

None

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 667.51 Gohio Commute Program

667.51 (PID #118657)

FUNDING SOURCES:	USDOT	FHWA/CMAQ	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:		\$80,000				\$80,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$23,428
Year-to-Date Percentage Expended	29%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Anticipate adding new participants to the database throughout the fiscal year
2. Print and distribute Gohio Commute calendar
3. Maintain Gohio Commute website (ongoing)
4. Market Gohio Commute website (as needed) through advertising
5. Assist Gohio Commute participants with web entry (as needed)
6. Provide carpool services for Wayne, Stark and Tuscarawas Counties (as required)
7. Update Highway Rideshare signage. ODOT will be completing the sign replacement during FY 2025. This will take place on ODOT's schedule, although it is estimated to be completed by the end of FY 2025. There are 22 signs that will be replaced.

Progress:

1. There are currently 2,799 members registered in the AMATS database of Gohio Commute, the statewide website that replaced OhioRideshare in May 2017.
2. Received and distributed the 2025 Gohio Commute calendars in November 2024.
3. Continued the maintenance of the Gohio Commute website. The staff continued to communicate with the consultant to ensure that the website is operating smoothly.
4. The staff advertised the Gohio Commute Program in the online versions of both the Leader Publications (akron.com) and the Portager (theportager.com), as well as through links on other websites. Additionally, the agency participated in the statewide Commuter Challenge in September, promoting the website and alternative modes of transportation in the process.

WORK PROGRAM NO. 667.51 Gohio Commute Program - continued

5. The staff is continuing to assist Gohio Commute participants with website entry as needed.
6. The staff continues to provide carpool services for Wayne, Stark and Tuscarawas Counties.
7. Staff worked with ODOT personnel to determine which signs should be replaced as well as what funding source should be used. ODOT has changed the funding date to align with the estimated purchase date. At this time, sign replacement should take place during FY 2026.

Delays/Problems Encountered/Corrective Action:

7. ODOT has pushed back the replacement date of the signs to align with the estimated purchase date, which is expected to be sometime during FY 2026.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 667.52 Air Quality Advocacy Program

667.52 (PID #118654)

FUNDING SOURCES:	USDOT	FHWA/CMAQ	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:		\$100,000				\$100,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$40,913
Year-to-Date Percentage Expended	41%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Produce communications materials and hold outreach events advocating alternative modes of transportation
2. Commuter Alternatives - Bicycle and Pedestrian
3. Coordinate Bike & Brainstorm Events - The purpose of a Bike-N-Brainstorm event is to have an active public meeting where staff and local officials meet with the public, participate in a bike ride through the community, then discuss the experience. This tool provides the opportunity for important public feedback.

Progress:

1. The AMATS-produced Bike Maps continued to be requested and distributed to promote exploring and biking in the Greater Akron area. AMATS hired OHM Advisors to update the Bike Map beginning in April 2024. The maps were completed, printed, and distributed beginning in August 2024. The online version of the Bike Map was completed in January 2025.
2. The staff continues to advocate for the use of alternatives to single-occupancy vehicles by promoting Gohio Commute and by coordinating with bicycle user groups and other advocates of pedestrian facilities. In May 2025, staff participated in Cuyahoga Falls Bicycle Fun Day, distributing bike bells, lights, and coloring books. This event encourages safe bike riding skills to children.

WORK PROGRAM NO. 667.52 Air Quality Advocacy Program – continued

3. The staff continues to coordinate Bike-N-Brainstorm events, incorporating bicycle planning into the local planning process. Several years ago, AMATS began organizing Bike-N-Brainstorm rides as an alternative way to receive feedback regarding on-road bike improvements in the Akron area. A Bike-N-Brainstorm event consists of a bike ride along a key corridor or area to experience what it is like to bike there, followed by a brainstorming session to discuss needs and potential improvements to encourage biking and improve safety. Although still an active program AMATS offers to members, there were no Bike-N-Brainstorm events in FY 2025. Staff will continue to look for opportunities to partner with communities on Bike-N-Brainstorms.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT
PREPARED BY METRO RTA

WORK PROGRAM NO. 674.51 METRO RTA Operational Planning

674.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	METRO RTA	TOTAL
ORIGINAL AMOUNT:					\$825,000	\$825,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$825,000
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Monthly Performance Report for fixed route and demand response services
2. Public Transportation Management System (PTMS) Data Submission - Scheduling and Dispatch software for upgrading the mobile application
3. METRO's Annual Program of Projects Submission
4. Continue implementation of Reimagine METRO Transit Service Plan
5. Transit-Oriented Development Project Development
6. Complete BRT Feasibility Study and enter into FTA CIG Project Development - Phase 1 of the BRT Feasibility Study was completed in February 2024, prioritizing three corridors for bus rapid transit; A4 – West Market St/RKP Transit Center/East Exchange St/East Market St/South Arlington St, C6 – Wooster Rd/Kenmore Blvd/RKP Transit Center/East Exchange St/ East Market St/South Arlington St, B4 – State Rd/Howard St/N. Main St/RKP Transit Center/East Exchange St/East Market St/South Arlington St. Next steps to be completed during FY 2025 include developing implementation strategies, BRT design standards, study results/outreach/partnerships, conceptual design, and stakeholder/public engagement.
7. National Transit Database Report
8. Continued implementation of performance measures in coordination with AMATS and ODOT per federal guidance
9. Implement Transit Asset Management Plan (ongoing)
10. Bus Stop Optimization Planning
11. Continued development of EZFare mobile ticketing platform

WORK PROGRAM NO. 674.51 METRO RTA Operational Planning - continued

Progress:

1. Performance metrics for fixed-route and demand response services were compiled and distributed monthly to inform evaluation and reporting.
2. Successfully submitted data through the Public Transportation Management System (PTMS) to support enhancements to METRO's scheduling, dispatch systems, and mobile application.
3. Completed METRO's Annual Program of Projects submission, outlining how federal transit funds will be allocated in compliance with FTA requirements.
4. Fully implemented the Reimagine METRO transit service plan, including redesigned routes, zone-based service models, and increased service frequency on key corridors.
5. Completed the internal project development phase for transit-oriented development, identifying priority sites and laying groundwork for future coordination with local jurisdictions.
6. Completed the BRT Feasibility Study and advanced early-stage project development activities consistent with FTA CIG guidance, preparing for next steps as funding pathways evolve.
7. Submitted a complete and timely annual report to the National Transit Database (NTD), fulfilling all federal reporting obligations.
8. Continued implementation and refinement of federally required performance measures in collaboration with AMATS and ODOT.
9. Updated and validated METRO's Transit Asset Management (TAM) Plan to ensure data accuracy and compliance with federal asset condition and performance requirements.
10. Completed internal review and analysis of bus stop optimization recommendations, including stop consolidation and amenity strategies.
11. The EZFare mobile ticketing platform is implemented and being expanded in the form of Ticket Vending Machines (TVM) being placed at transit centers.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT
PREPARED BY PARTA

WORK PROGRAM NO. 674.52 PARTA Planning Activities

674.52

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	PARTA	TOTAL
ORIGINAL AMOUNT:					\$65,000	\$65,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$65,000
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Monthly and annual performance reporting – (ongoing)
2. Transit operations planning technical memoranda (as required)
3. ODOT reporting (formerly Blackcat) completed by staff, including information involving vehicle inventory, financial statistics, employee statistics, safety and security statistics, and operations and ridership statistics
4. National Transit Database Annual Report
5. Continued development and planning of recommendations contained in the Transit Development Plan (ongoing)
6. Implement elements of the Coordinated Public Transit/Human Services Transportation Plan (ongoing)
7. Further implementation of NEORIDE coordination effort with other northeast Ohio regional transit agencies (ongoing)
 - a. Continued development of the EZFare mobile ticketing platform utilizing Stored Value which will allow better utilization of the service by all passengers especially those who are considered unbanked
 - b. Continued promotion of the EZFare mobile ticketing platform as a safer and easier way to pay fare
8. Continued implementation of performance measures in coordination with AMATS and ODOT per federal guidance (ongoing)
9. Maintain and evaluate PARTA's Transit Asset Management Plan
10. Continue work with Portage County municipalities to increase transit amenities based on ridership, demographics, and safety. (ongoing)
11. Begin developing the new 10-year plan for PARTA
12. Continue analyzing, planning, and developing routes. (ongoing)

WORK PROGRAM NO. 674.52 PARTA Planning Activities – continued

Progress:

1. Performance data is compiled and presented to the General Manager and the Board of Trustees monthly. Information includes route performance and overall system functionality along with financial information including grant related project updates.
2. PARTA continued to have a transit operations planning technical memoranda when required.
3. Blackcat statistics are no longer requested. ODOT reporting for 5310 has been completed. As capital projects progress, more progress reports may be requested and will be completed as needed.
4. PARTA continues to input information into the National Transit Database Annual Report. Data was submitted April 25, 2025 and closed out by the FTA.
5. PARTA routes are consistently being reviewed for effectiveness. PARTA is constantly looking for opportunities to implement service recommendations/requests. Several updates to route timings went into effect in July 2025 and others will take effect in the middle of August 2025.
6. The Coordinated Public Transit/Human Services Transportation Plan was approved in January 2024 and PARTA will continue to look for opportunities to implement recommendations from the Plan. PARTA continues to provide service to individuals with disabilities, and the senior population through Dial-A-Ride paratransit services which are recommendations of the Coordinated Public Transit/Human Services Transportation Plan.
7. PARTA attended regular NEORide board meetings.
 - a. Account-based ticketing has been implemented.
 - b. PARTA continued promoting EZFare on their website as well as on buses.
8. Continued implementation of performance measures in coordination with AMATS and ODOT per federal guidance.
9. PARTA continued to maintain and evaluate their Transit Asset Management Plan. The next update will be due in October 2026.
10. PARTA is still involved in designing alternative transportation improvements in two current roadways projects: 1. PID 112026 SR 59-2.14 (E. Main St.), construction beginning August 2025; and 2. PID 118500 POR SR 59 02-93 (SR 59 Alternative Transportation Improvements), construction beginning 2027.
11. PARTA has identified a consulting firm (Benesch) and has started the process of developing a new 10-year Transit Development Plan. The process should be completed by the end of 2025.
12. PARTA continued analyzing current routes for improvement opportunities. Further planning and developing of routes will continue.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 682.51 Local

682.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:					\$25,000	\$25,000
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$20,077
Year-to-Date Percentage Expended	80%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. Vehicle maintenance and repair
2. Travel and miscellaneous meeting/hospitality expenses (as needed)
3. AMATS marketing expenses (as needed)
4. AMATS Annual Meeting
5. The initial purchase of capital items (as needed)

Progress:

1. The staff continues to maintain two vehicles: one vehicle for staff and one vehicle for traffic counting and accompanying equipment.
2. Travel and miscellaneous meeting/hospitality expenses were charged as needed.
3. AMATS marketing expenses were charged as needed.
4. The staff held its Annual Meeting on October 11, 2024. Featured presentations included Dr. David Kaplan, Kent State University Professor of Geography and a panel discussion on community experiences in planning and building roundabouts that included representatives from Green, Akron, and Kent.
5. No capital items were purchased.

Delays/Problems Encountered/Corrective Action:

None.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
FISCAL YEAR 2025 PROGRESS REPORT

WORK PROGRAM NO. 697.41/51 – AMATS Transportation Newsletter / Annual Report

697.41 Carryover

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$23,516			\$2,940	\$2,939	\$29,395
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$29,394
Year-to-Date Percentage Expended	100%
Year-to-Date Percentage of Work Completed	100%

697.41 was carried over for a 6-month period (July 1 – December 31, 2024).

697.51

FUNDING SOURCES:	USDOT	FHWA	FTA	ODOT	AMATS	TOTAL
ORIGINAL AMOUNT:	\$44,823			\$5,603	\$5,603	\$56,029
REVISED AMOUNT:						

Progress:	FY 2025
Year-to-Date Expenditure	\$39,647
Year-to-Date Percentage Expended	71%
Year-to-Date Percentage of Work Completed	100%

Promised Products:

1. July-December Newsletter
2. January-June Newsletter
3. Web Updates
4. 2024 AMATS Annual Report

Product	Scheduled Completion Date	Approval Date TAC	Approval Date Policy	Submitted to ODOT/FHWA
1.	December 2024	N/A	N/A	December 2024
2.	June 2025	N/A	N/A	June 2025
4.	April 2025	N/A	N/A	February 2025

WORK PROGRAM NO. 697.41/51 – AMATS Transportation Newsletter / Annual Report - continued

Progress:

1. The July-December 2024 Newsletter was completed and has been posted on the AMATS website.
2. The January-June 2025 Newsletter was completed and has been posted on the AMATS website.
3. The AMATS website is updated monthly with notices, articles, technical studies, and meeting materials and minutes.
4. The 2024 AMATS Annual Report was completed and posted on the AMATS website ahead of schedule in February of 2025. Notable accomplishments during the previous calendar year include the development of the Active Transportation Plan, Freight Plan, Transit Plan, and the completion of the Areawide Roundabout Study. Additionally, a new Coordinated Public Transit – Human Services Transportation Plan was completed with the cooperation of the area transit agencies, and staff coordinated a successful Bike-N-Brainstorm in Hudson.

Delays/Problems Encountered/Corrective Action:

None