

FUNDING POLICY GUIDELINES

Revised - November 2009
Approved by Policy Resolution Number 2009-19R

Akron Metropolitan Area Transportation Study
806 CitiCenter
146 South High Street
Akron, Ohio 44308

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

TABLE OF CONTENTS

| <u>Section</u> | | <u>Page</u> |
|----------------|---|-------------|
| 1 | Introduction | 3 |
| 2 | Policy Guidelines | |
| | Program Administration | 4 |
| | General Project Eligibility | 5 |
| | Funding Programs | |
| | Surface Transportation Program | 6 |
| | Congestion Mitigation/Air Quality Program | 8 |
| | Transportation Enhancement Program | 10 |
| | Resurfacing Program | 12 |
| | Pavement Repair and Sidewalk Ramp Program | 14 |
| | FTA Urbanized Area Formula Program | 15 |
| | FTA Elderly and Disabled Program | 16 |
| | FTA JARC Program | 18 |
| | FTA New Freedom Program | 20 |
| 3 | TIP Project Selection and Implementation Process | |
| | Duties of TAC and TAC TIP Subcommittee | 22 |
| | Project Selection Process | 24 |
| 4 | Evaluation Criteria | |
| | STP Project Evaluation Criteria | 26 |
| | CMAQ Project Evaluation Criteria | 28 |
| | TEP Project Evaluation Criteria | 30 |
| | Resurfacing Project Evaluation Criteria | 31 |
| | FTA JARC Program Project Evaluation Criteria | 32 |
| | FTA New Freedom Program Project Evaluation Criteria | 33 |
| 5 | Appendix | |
| | Overview of Funding Programs | |
| | Roadways Eligible for Federal-aid Funding | |
| | Definitions | |

SECTION 1

INTRODUCTION

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

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

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

As part of preparing the TIP, the AMATS Policy Committee has the lead responsibility for programming transportation projects under the Federal Highway Administration's Surface Transportation Program, Congestion Mitigation/Air Quality Program, and Transportation Enhancement Program and the Federal Transit Administration's Urban Formula, Elderly and Disabled, Job Access and Reverse Commute (JARC) and New Freedom Programs.

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

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

SECTION 2

POLICY GUIDELINES

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

PROGRAM ADMINISTRATION

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

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

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

6. Fair Share Distribution – Several AMATS funding programs use equitable distribution of funds as an evaluation criterion. This criterion uses a target budget for each community in

the AMATS area. The target budget is based on the community's percent of the population compared to the total funds spent and programmed by AMATS since 1972. The community's percent population for the target budget is calculated using the percent urban population from the 1980 and 1990 Census and total population from the 2000 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. Application Legislation - Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) seeking STP, CMAQ or TEP 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.
3. 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 TEP projects).
4. 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.
5. 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.
6. 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.
7. Planning Studies – Applications that are submitted for planning studies will be evaluated on a case-by-case scenario.

SURFACE TRANSPORTATION PROGRAM

Description

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

Eligibility

STP funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Regional Transportation Plan. STP 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.

STP 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.

Program Policies

1. Federal Participation

- a. The maximum federal share for projects under the STP 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 STP projects is either the federal participation rate approved for the project or the total federal funds approved for the project, whichever is less.

2. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
- b. The local share for STP projects is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee). 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) and state funding 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. STP Funding Cap - STP projects have a combined right-of-way and construction cap of \$6,000,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$7,500,000. Any cost above this amount is the responsibility of the local sponsor.
6. Project Delays – projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
7. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

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

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

8. Major Changes to Project Funding – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

CONGESTION MITIGATION/AIR QUALITY PROGRAM

Description

The Congestion Mitigation/Air Quality Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. The AMATS area is designated as a non-attainment area for ozone and PM_{2.5} and is, therefore, eligible to receive CMAQ funding. ODOT suballocates a portion of their statewide CMAQ funding to Ohio MPOs that are in non-attainment.

Eligibility

In determining project eligibility, only projects that have documented ozone emissions and PM_{2.5} reductions can be considered. These projects may include signalization and operational highway improvements including roundabouts, replacement or retrofit of older diesel buses, alternative fuel programs, rideshare projects and park-and-ride projects. CMAQ funds cannot be used for projects such as the addition of through lanes or a new highway.

Program Policies

1. Federal Participation

- a. The maximum federal share for projects under the CMAQ 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 CMAQ projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.

2. Local Participation

- a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
- b. The local share for CMAQ projects is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee). 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 or CMAQ eligibility determination) and state funding 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. CMAQ Funding Cap - CMAQ 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 – Funding for CMAQ 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 – CMAQ project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

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

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

8. Major Changes to Project Funding – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

TRANSPORTATION ENHANCEMENT PROGRAM

Description

The Transportation Enhancement Program (TEP) provides funding for facilities for bicyclists and pedestrians and sidewalks. Ten percent of a state's Surface Transportation Program funding is dedicated to this program. ODOT suballocates a portion of their statewide STP funding to Ohio MPOs for TEP projects.

Eligibility

All TEP projects must relate to surface transportation and must address a transportation need, use, or benefit. Project categories include pedestrian and bicycle facilities. Preliminary engineering, right-of-way and construction are eligible project costs.

Program Policies

1. **Ownership** - The proposed Enhancement 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 TEP 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 TEP funding.
4. **Upgrading** – Upgrading bikeways (such as converting a granular-surfaced bikeway to asphalt or concrete) are eligible for funding except if previously funded with federal funds through AMATS.
5. **Federal Participation**
 - a. The maximum federal share for projects under the TEP 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 TEP projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
6. **Local Participation**
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
 - b. The local share for TEP projects is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee). 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) and state funding are not considered as local share.

7. 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 TEP allocation may be set aside to fund preliminary engineering.
8. 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.
9. 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).
10. TEP Funding Cap - TEP projects have a combined preliminary engineering, right-of-way and construction cap of \$700,000 in federal funds. Assuming an 80% Federal share, total project cost should not exceed \$875,000. Any cost above this amount is the responsibility of the local sponsor.
11. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

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

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

12. Major Changes to Project Funding – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

AMATS RESURFACING PROGRAM

Description

Resurfacing projects on non-state routes using AMATS STP 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.

Program Policies

1. Resurfacing - Resurfacing is defined as a thin asphalt type overlay, not to exceed 3 inches, or similar treatment. 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. No more than 20% of the annual STP allocation will be set aside as a target budget to fund this program
6. Local Participation
 - a. The minimum local share is 20% of total eligible costs (excluding 100% local items).

- b. The local share for Resurfacing projects is required to be in cash and from non-federal, non-state sources (Unless otherwise approved by the TAC TIP Subcommittee). 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) and state funding 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 STP projects that are delayed or cancelled will be re-evaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
 10. Project Cost Increases – Project phases scheduled in the next fiscal year will be updated in AMATS funding program to reflect the latest estimates. Project sponsors must submit revised project cost estimates for the phase that is scheduled in the next fiscal year.

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

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

11. Major Changes to Project Funding – Project sponsors that reapply for additional funding for an existing project programmed with AMATS funds, will not have their original project cancelled provided it remains a viable project.

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.

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 STP 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 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 for Section 5307 is generally 80% federal and 20% local.

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.
2. **Evaluation of Projects** – Annually, METRO and PARTA will submit applications to AMATS for projects requesting Section 5307 funds. The staff will ensure that the applications are consistent with the Regional Transportation Plan and make recommendations to the Policy Committee and Technical Advisory Committee based on the priorities of the Regional Transportation Plan. If issues arise with a specific project that the staff cannot resolve, the TAC TIP Subcommittee will be called on to resolve the issue.
3. **Cleveland Urbanized Area Section 5307 Funds** – AMATS is responsible for programming the projects that METRO and PARTA will fund with the Section 5307 funds they receive from the Cleveland Urbanized Area's apportionment. Annually, AMATS will work with METRO and PARTA to ensure that FTA obligates all of the Cleveland Urbanized Area Section 5307 funds prior to obligating any Akron Urbanized Area funds.
4. **Program Funding Cap** – There is no funding cap for the Section 5307 Program.

FTA ELDERLY AND DISABLED (Section 5310) PROGRAM

Description

The Federal Transit Administration Elderly and Disabled (Section 5310) Program provides funding for the purpose of assisting private social service agencies in meeting the transportation needs of the elderly and persons with disabilities. It is administered by ODOT Office of Transit as the *Specialized Transportation Program*. Locally, the program is administered by AMATS in cooperation with ODOT Office of Transit.

The FTA provides federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. The FTA provides 80% of the cost of capital items; the remaining 20% must be provided by local funding. ODOT writes the specifications and purchases the vehicles or equipment with costs reimbursed by FTA and the recipient.

The Elderly and Disabled Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the Elderly and Disabled Program are available to finance capital projects. Eligible purposes include buses, vans, communications equipment, wheelchair lifts, scheduling and coordination hardware and software, and the support of mobility management programs.

Program Policies

1. **Designated Recipients** – ODOT remains the designated recipient of Section 5310 funds. All subrecipients will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.
2. **Evaluation of Projects** – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

Annually, ODOT will provide to AMATS primary evaluation criteria for the Elderly and Disabled (Specialized Transportation) Program. All Elderly and Disabled projects must meet ODOT's minimum scoring requirements.

AMATS will prioritize Elderly and Disabled projects in keeping with the recommendations in the Coordinated Plan. Elderly and Disabled Program project applications that are not consistent with the Coordinated Plan will not be scored or forwarded to ODOT. ODOT Office of Transit will have the responsibility for final approval of projects for the Elderly and Disabled (Specialized Transportation) Program. When issued, ODOT Office of Transit rules

and regulations for the Specialized Transportation Program will supersede the AMATS Funding Policy Guidelines where applicable.

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

FTA JOB ACCESS REVERSE COMMUTE (Section 5316) PROGRAM

Description

FTA's Job Access and Reverse Commute (JARC) Program provides grants for competitively selected projects to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals. The program requires coordination of federally assisted programs and services in order to make the most efficient use of available resources. Capital and operating projects are eligible. Federal funds can be used for up to 50% of the net project cost for operating projects. Capital projects are eligible to be reimbursed for 80% of the total project cost. The remaining funds must come from local sources.

The JARC Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be competitively selected and consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the JARC (Section 5316) Program are available to finance capital and operating projects. Eligible purposes include late-night and weekend transportation services, the expansion of fixed-route public transit, demand response van service, ridesharing, coordination and mobility management and ITS improvements.

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of JARC (Section 5316) funds in the AMATS area. Any subrecipients of JARC funds will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.
2. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

Potential sponsors of JARC projects must forward a Letter of Intent to the Staff indicating an interest in pursuing federal funding for a specific project. The Letter of Intent should contain sufficient information to identify the general scope of the project, anticipated costs and requested federal funding

Project sponsors will complete a project application and forward it together with special legislation to the Staff. If a project sponsor submits more than one application, the projects should be prioritized according to the recommendations in Coordinated Plan. The AMATS Staff, METRO and PARTA will review all project applications, apply evaluation criteria, and develop a listing of project funding recommendations that will be presented to the TAC TIP

Subcommittee. The Project Evaluation Criteria are included in Section E. METRO and PARTA will abstain from reviewing their own project applications.

3. Program Funding Cap – There is no funding cap for the JARC Program.

FTA NEW FREEDOM (Section 5317) PROGRAM

Description

The New Freedom Program is a new program authorized in SAFETEA-LU to support **new** public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. New Freedom funds may be used to finance capital and operating expenses. The federal share of eligible capital costs may not exceed 80% of the net capital costs of the project. The federal share of the eligible operating costs may not exceed 50% of the net operating cost of the activity. All of the local share must be provided from sources other than federal DOT funds.

The New Freedom Program is required to be part of a locally developed coordinated public transit-human services transportation plan, as mandated in SAFETEA-LU. Projects must be competitively selected and consistent with the AMATS Area Coordinated Public Transit Human Services Transportation Plan.

Eligible Projects

Grants under the New Freedom (Section 5317) Program are available to finance capital and operating projects. Eligible purposes include new public transportation services beyond those required by the ADA and alternatives to public transportation designed to assist those with disabilities. Such projects include enhancing demand response service beyond the minimum requirements of the ADA, making accessibility improvements, travel training, mobility management and coordination activities.

Program Policies

1. Designated Recipients – METRO RTA and PARTA are the designated recipients of New Freedom (Section 5317) funds in the AMATS area. Any subrecipients of New Freedom funds will receive their funds through one of the recipients. Funds must be spent in the AMATS area. The area's Program Management Plan (PMP) describes the designated recipient's policies and procedures for administering FTA funds. The PMP is part of the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The PMP also describes the competitive selection process.
2. Evaluation of Projects – All projects must be competitively selected and consistent with the region's Coordinated Public Transit Human Services Transportation Plan.

Potential sponsors of New Freedom projects must forward a Letter of Intent to the Staff indicating an interest in pursuing federal funding for a specific project. The Letter of Intent should contain sufficient information to identify the general scope of the project, anticipated costs and requested federal funding

Project sponsors will complete a project application and forward it together with special legislation to the Staff. If a project sponsor submits more than one application, the projects

should be prioritized according to the recommendations in the Coordinated Plan. The AMATS Staff, METRO and PARTA will review all project applications, apply evaluation criteria, and develop a listing of project funding recommendations that will be presented to the TAC TIP Subcommittee. The Project Evaluation Criteria are included in Section F. METRO and PARTA will abstain from reviewing their own project applications.

3. Program Funding Cap – There is no funding cap for the New Freedom Program.

SECTION 3

TIP PROJECT SELECTION AND IMPLEMENTATION PROCESS

Final selection of STP, CMAQ, TEP, Section 5307 Urban Formula, JARC and New Freedom projects is the responsibility of the AMATS Policy Committee. The AMATS Policy Committee will have the responsibility to make recommendations to ODOT on the selection of projects for the Elderly and Disabled Program. 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 STP, CMAQ, TEP, Section 5307, JARC and New Freedom 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 one representative from each city with a population of over 20,000, 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.
- 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.

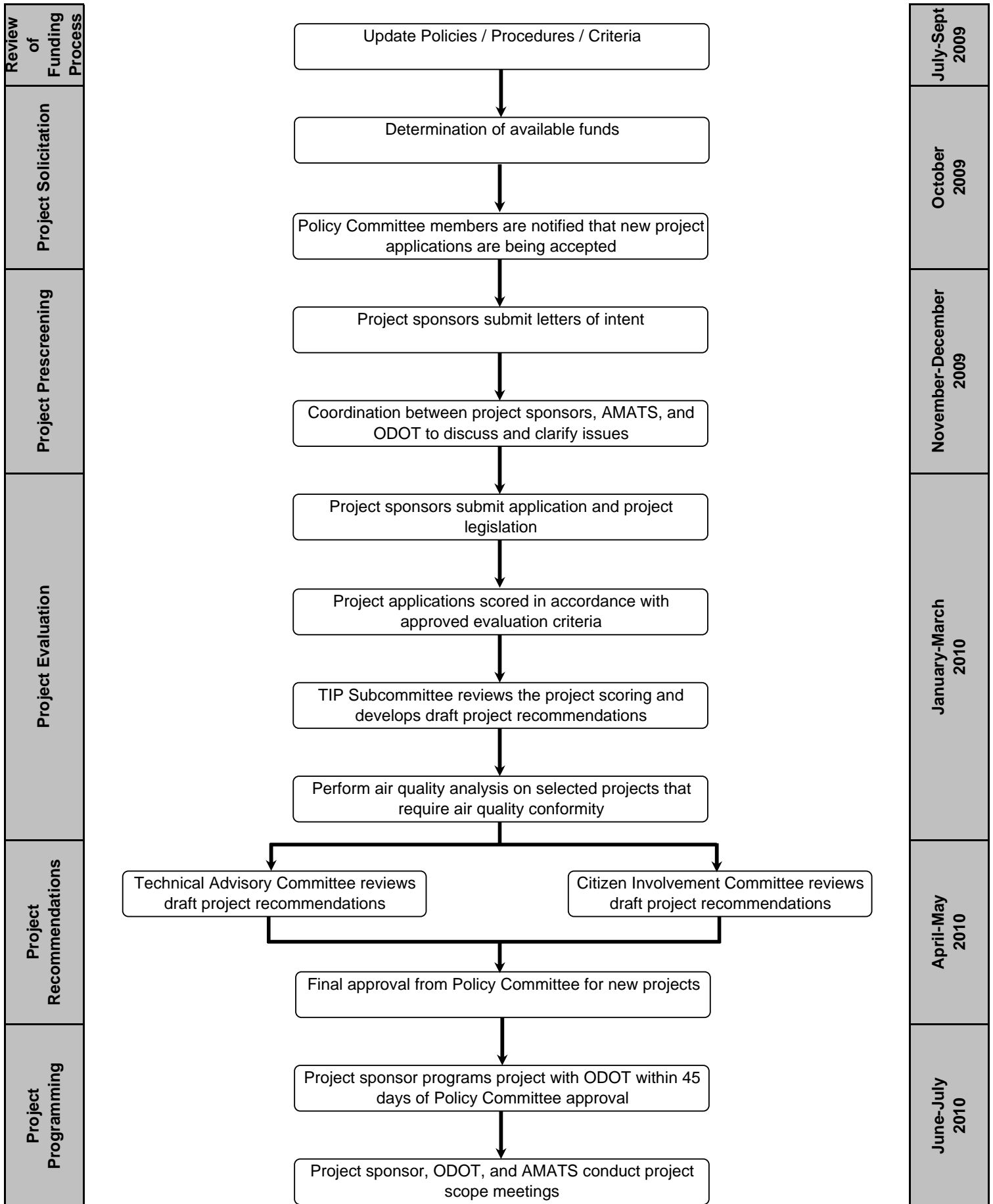
DUTIES OF THE TAC TIP SUBCOMMITTEE

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.

PROJECT SELECTION PROCESS



SECTION 4

PROJECT EVALUATION CRITERIA

SURFACE TRANSPORTATION PROGRAM

Project Evaluation Criteria

| 1. Proposed Project Type (maximum 25 points) | | Points |
|---|--|---------------|
| Preservation and Operational | Reconstruction (>25% of pavement needs repaired/replaced) Turn lanes Intersection improvements Signal interconnects Standard lane widths Transit capital improvements | 25 |
| | Bridge rehabilitation/replacement | 16 |
| Capacity | Additional through lanes New roadway | 8 |
| Points awarded in the category with the majority of project activity | | |
| 2. Project Readiness (maximum 30 points) | | Points |
| | Stage 3 Plans complete (Traditional or Non-Traditional LPA) | 30 |
| | Environmental Clearance | 15 |
| | Project Scoped and Programmed with ODOT | 5 |
| Traditional LPA – ODOT administers project Non-Traditional LPA – Sponsor administers project | | |
| 3. Safety (maximum 10 points) | | Points |
| | High-crash location listed in AMATS/ODOT Traffic Crash Reports Top 50% of list | 10 |
| | Bottom 50% of list | 5 |
| | Bridge General Appraisal Number 5 or below | 10 |
| 4. Weighted Average Daily Traffic (maximum 15 points) | | Points |
| | 20,000 or more | 15 |
| | 15,000 to 19,999 | 10 |
| | 10,000 to 14,999 | 5 |
| | Under 10,000 | 0 |
| For Intersection Projects | | |
| | Entering Average Daily Traffic (ADT) | |
| | $\frac{(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\dots}{2}$ | |
| For Highway Segment Projects | | |
| | $\frac{(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\dots}{\text{Total Length of all Project Sections}}$ | |
| A Section Length is that distance over which ADT is approximately uniform. | | |

| 5. Federal Functional Classification (maximum 20 points) | | Points |
|--|--|---------------|
| Freeway, Expressway | | 20 |
| Principal Arterials | | 20 |
| Minor Arterial | | 10 |
| Collector, Local | | 0 |
| If project involves more than one functionally classified route, the route with the greatest impact to the project will be scored under this criteria. | | |
| 6. Equitable Distribution of Funds (maximum 20 points) | | Points |
| <u>The Ratio of Funds Received (and Programmed) to a Target Budget Percentage</u> | | |
| 0-50 | | 20 |
| 51-100 | | 16 |
| 101-150 | | 12 |
| 151-200 | | 8 |
| 201-250 | | 4 |
| Over 250 | | 0 |
| Fair Share Target Budget calculation is described under Program Administration | | |

Transit capital projects are eligible for STP funding but are evaluated separately.

CONGESTION MITIGATION/AIR QUALITY PROGRAM

Project Evaluation Criteria

| 1. Project Type Effectiveness (maximum 25 points) | Points |
|---|---------------|
| Traffic Flow Improvements (includes Roundabouts) | 25 |
| Ridesharing | |
| Park and Ride Lots | |
| Access Management | |
| Replacement of non-alternative fuel buses with alternative fuel buses (alternative fuel buses includes clean diesel) | |
| Methods to increase transit ridership | 16 |
| New public transit programs | |
| Downtown parking control during peak hours | |
| Diesel bus retrofits | |
| Bikeways/bicycle facilities | 8 |
| Pedestrian facilities | |
| High Occupancy Vehicle lanes | |
| Commuter rail | |
| Points awarded in the category with the majority of project activity | |
| 2. Project Readiness (maximum 30 points) | Points |
| Stage 3 Plans complete (Traditional or Non-Traditional LPA) | 30 |
| Environmental Clearance | 15 |
| Project Scoped and Programmed with ODOT | 5 |
| Traditional LPA – ODOT administers project | |
| Non-Traditional LPA – Sponsor administers project | |
| 3. Emissions Reduction per \$100,000 of Project Cost (max 30 points) | Points |
| 3.00 tons and above | 30 |
| 2.50-2.99 tons | 25 |
| 2.00-2.49 tons | 20 |
| 1.50-1.99 tons | 15 |
| 1.00-1.49 tons | 10 |
| 0.50-0.99 tons | 5 |
| 0.25-0.49 tons | 2 |
| less than 0.25 tons | 0 |
| $2 \times \frac{(\text{Annual Tonnage Reduction NOX}) + (\text{Annual Tonnage Reduction HC})}{\text{Total Project Cost (000,000)}}$ | |
| 4. Reduction in Vehicle Miles Traveled per Day (maximum 20 points) | |
| 2 points for each reduction of 1000 vehicle miles traveled per day | |

| 5. Multimodal Features (maximum 10 points) | |
|--|----|
| Highway, Transit, Bicycle, Pedestrian, Passenger Rail, Freight 2 Points for each additional mode | |
| For a multimodal feature to be considered it must relate to at least 10% of the total cost of the project | |
| 6. Existing Level of Service (maximum 25 points) | |
| LOS F | 25 |
| LOS E | 17 |
| LOS D | 8 |
| Calculations to be completed by the AMATS Staff to ensure consistency. | |
| 7. Safety (maximum 10 points) | |
| High-crash location listed in AMATS Traffic Crash Report | |
| Top 50% of list | 10 |
| Bottom 50% of list | 5 |
| 8. Federal Functional Classification (maximum 20 points) | |
| Freeway, Expressway | 20 |
| Principal Arterials | 20 |
| Minor Arterial | 10 |
| Collector, Local | 0 |
| If project involves more than one functionally classified route, the route with the greatest impact to the project will be scored under this criteria. | |
| 9. Equitable Distribution of Funds (maximum 20 points) | |
| The Ratio of Funds Received (and Programmed) to a Target Budget <u>Percentage</u> | |
| 0-50 | 20 |
| 51-100 | 16 |
| 101-150 | 12 |
| 151-200 | 8 |
| 201-250 | 4 |
| Over 250 | 0 |
| Fair Share Target Budget calculation is described under Program Administration | |
| 10. Intelligent Transportation System Component | |
| A) Freeway Incident Management Projects (excluding service patrols) | 20 |
| B) Signal Interconnect included in project | 15 |
| C) Transit ITS projects | 10 |
| D) Freeway Service Patrols | 5 |

Transit capital projects are eligible for CMAQ funding but are evaluated separately.

TRANSPORTATION ENHANCEMENT PROGRAM

Project Evaluation Criteria

The available TEP funding will be used to fund projects using the following priority groups:

- 1. Towpath Trail**
- 2. Western Reserve Heritage Trail**
- 3. The Portage**
- 4. Tallmadge/Freedom Trail**
- 5. Feeder Bikeways**
- 6. Sidewalk Projects**
- 7. Bikeway upgrading** (converting a granular-surfaced bikeway to asphalt or concrete)

After Priority Group 1 projects are fully funded, Priority Group 2 projects will be considered. This process will continue until available funds are depleted.

To assist in selecting projects that fall within the same priority group, four factors will be considered for scoring. Each of these factors will be weighted equally and scored on a sliding scale between 1 (lowest) and 5 (highest):

1. Safety

How much does the project improve safety conditions for bicyclists and/or pedestrians?

2. Level of Use

How much use is the facility projected to have?

3. Gaps

Will the facility fill in gaps between existing projects?

4. Fair Share

How much past federal funding has been received by the sponsoring applicant? Applicants that have received more than their proportionate share of AMATS-controlled federal funding in the past will receive a low score and those that have received little federal funding will receive a high score.

AMATS RESURFACING PROGRAM

Project Evaluation Criteria

| 1. Equitable Distribution of Funds (maximum 20 points) | Points | | | | | | | | | | | | |
|---|----------------|----|------------------|----|------------------|----|--------------|--------------|---------|---|----------|---|--|
| <p>The Ratio of Funds Received (and Programmed) to a Target Budget <u>Percentage</u></p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 2px 5px 2px 20px;">0-50</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">20</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">51-100</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">16</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">101-150</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">12</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">151-200</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">8</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">201-250</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">4</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">Over 250</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">0</td> </tr> </table> <p>Fair Share Target Budget calculation is described under Program Administration</p> | 0-50 | 20 | 51-100 | 16 | 101-150 | 12 | 151-200 | 8 | 201-250 | 4 | Over 250 | 0 | |
| 0-50 | 20 | | | | | | | | | | | | |
| 51-100 | 16 | | | | | | | | | | | | |
| 101-150 | 12 | | | | | | | | | | | | |
| 151-200 | 8 | | | | | | | | | | | | |
| 201-250 | 4 | | | | | | | | | | | | |
| Over 250 | 0 | | | | | | | | | | | | |
| 2. Pavement Condition Rating (maximum 30 points) | Points | | | | | | | | | | | | |
| <p><u>PCR Value</u></p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 2px 5px 2px 20px;">0-60</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">30</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">61-70</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">20</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">71-80</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">5</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">81-100</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">Not Eligible</td> </tr> </table> <p>Latest PCR developed by ODOT at the time application is processed</p> | 0-60 | 30 | 61-70 | 20 | 71-80 | 5 | 81-100 | Not Eligible | | | | | |
| 0-60 | 30 | | | | | | | | | | | | |
| 61-70 | 20 | | | | | | | | | | | | |
| 71-80 | 5 | | | | | | | | | | | | |
| 81-100 | Not Eligible | | | | | | | | | | | | |
| 3. Weighted Average Daily Traffic (maximum 15 points) | Points | | | | | | | | | | | | |
| <table style="width: 100%; border: none;"> <tr> <td style="padding: 2px 5px 2px 20px;">20,000 or more</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">15</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">15,000 to 19,999</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">10</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">10,000 to 14,999</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">5</td> </tr> <tr> <td style="padding: 2px 5px 2px 20px;">Under 10,000</td> <td style="text-align: right; padding: 2px 5px 2px 20px;">0</td> </tr> </table> <p>For Intersection Projects</p> $\frac{\text{Entering Average Daily Traffic (ADT)}}{2} = \frac{(\text{Leg 1 ADT})+(\text{Leg 2 ADT})+(\text{Leg 3 ADT})+(\text{Leg 4 ADT})+\dots}{2}$ <p>For Highway Segment Projects</p> $\frac{(\text{Section ADT})\times(\text{Section Length})+(\text{Section ADT})\times(\text{Section Length})+\dots}{\text{Total Length of all Project Sections}}$ <p>A Section Length is that distance over which ADT is approximately uniform</p> | 20,000 or more | 15 | 15,000 to 19,999 | 10 | 10,000 to 14,999 | 5 | Under 10,000 | 0 | | | | | |
| 20,000 or more | 15 | | | | | | | | | | | | |
| 15,000 to 19,999 | 10 | | | | | | | | | | | | |
| 10,000 to 14,999 | 5 | | | | | | | | | | | | |
| Under 10,000 | 0 | | | | | | | | | | | | |

FTA JOB ACCESS AND REVERSE COMMUTE (SECTION 5316) PROGRAM

Project Evaluation Criteria

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------------|-----------------------|-------------------|--|---|-------------------|---|---|--|----|---|--|----|---|--|----|--|--|---|---|--|----|---------------------------------------|--|---|
| 1. | <u>PROJECT TYPE</u> | <u>Points</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Mobility Management</td> <td style="text-align: right;">Maximum 30 Points</td> <td></td> </tr> <tr> <td colspan="3">Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions</td> </tr> <tr> <td style="padding-left: 20px;">Combining METRO, PARTA and at least two social service agencies</td> <td></td> <td style="text-align: right;">30</td> </tr> <tr> <td style="padding-left: 20px;">Combining METRO or PARTA and at least two social service agencies</td> <td></td> <td style="text-align: right;">25</td> </tr> <tr> <td style="padding-left: 20px;">Combining at least four social service agencies</td> <td></td> <td style="text-align: right;">15</td> </tr> <tr> <td style="padding-left: 20px;">Combining at least two social service agencies</td> <td></td> <td style="text-align: right;">5</td> </tr> <tr> <td>Acquisition of Intelligent Transportation System (ITS) technologies</td> <td></td> <td style="text-align: right;">10</td> </tr> <tr> <td>Providing travel training for clients</td> <td></td> <td style="text-align: right;">5</td> </tr> </table> | | | Mobility Management | Maximum 30 Points | | Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions | | | Combining METRO, PARTA and at least two social service agencies | | 30 | Combining METRO or PARTA and at least two social service agencies | | 25 | Combining at least four social service agencies | | 15 | Combining at least two social service agencies | | 5 | Acquisition of Intelligent Transportation System (ITS) technologies | | 10 | Providing travel training for clients | | 5 |
| Mobility Management | Maximum 30 Points | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Combining METRO, PARTA and at least two social service agencies | | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Combining METRO or PARTA and at least two social service agencies | | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| Combining at least four social service agencies | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| Combining at least two social service agencies | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| Acquisition of Intelligent Transportation System (ITS) technologies | | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| Providing travel training for clients | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Public Transportation</td> <td></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">- Points Awarded in One Category Only</td> <td style="text-align: right;">Maximum 15 Points</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Expansion of fixed routes to high employment areas</td> <td></td> <td style="text-align: right;">15</td> </tr> <tr> <td style="padding-left: 20px;">Late-night and weekend fixed-route service</td> <td></td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Demand-responsive Van Service</td> <td></td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Subsidizing the costs associated with adding reverse commute bus routes or service</td> <td></td> <td style="text-align: right;">5</td> </tr> </table> | | | Public Transportation | | | - Points Awarded in One Category Only | Maximum 15 Points | | Expansion of fixed routes to high employment areas | | 15 | Late-night and weekend fixed-route service | | 10 | Demand-responsive Van Service | | 5 | Subsidizing the costs associated with adding reverse commute bus routes or service | | 5 | | | | | | |
| Public Transportation | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Points Awarded in One Category Only | Maximum 15 Points | | | | | | | | | | | | | | | | | | | | | | | | | |
| Expansion of fixed routes to high employment areas | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| Late-night and weekend fixed-route service | | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand-responsive Van Service | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| Subsidizing the costs associated with adding reverse commute bus routes or service | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Other Project Types</td> <td style="text-align: right;">Maximum 5 Points</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Ridesharing and Carpooling Activities Coordinated with OhioRideshare</td> <td></td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Demand Responsive Van Service - Social Service Agencies</td> <td></td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Transit Voucher Programs for Low-Income Workers</td> <td></td> <td style="text-align: right;">5</td> </tr> </table> | | | Other Project Types | Maximum 5 Points | | Ridesharing and Carpooling Activities Coordinated with OhioRideshare | | 5 | Demand Responsive Van Service - Social Service Agencies | | 5 | Transit Voucher Programs for Low-Income Workers | | 5 | | | | | | | | | | | | |
| Other Project Types | Maximum 5 Points | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ridesharing and Carpooling Activities Coordinated with OhioRideshare | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Responsive Van Service - Social Service Agencies | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| Transit Voucher Programs for Low-Income Workers | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | <u>PROJECT CONTINUITY</u> | <u>Points</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| | Maintains or Supports Existing JARC Project | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Expands Existing JARC Project | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| | New JARC Project | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | <u>PROJECT EFFECTIVENESS</u> | <u>Points</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| | - Applications Ranked Against One Another | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Number of Jobs Accessed | 0 - 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Ridership Estimates (One-Way Trips) | 0 - 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Addresses Gaps in Service or Unmet Needs | 0 - 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Minimizes Costs per ride and cost per hour of service | 0 - 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | <u>COORDINATION</u> | <u>Points</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| | Project supports coordination among RTAs and human service agencies | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Project does not support coordination with local RTA | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | <u>COORDINATED PLAN STATUS</u> | <u>Points</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| | Maximum 30 Points | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Supports Primary Recommendations in the Coordinated Plan | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Supports Secondary Recommendations in the Coordinated Plan | 10 | | | | | | | | | | | | | | | | | | | | | | | | |

**FTA NEW FREEDOM (SECTION 5317) PROGRAM
PROJECT EVALUATION CRITERIA**

1. PROJECT TYPE Points

| | | |
|---------------------------------------|--|----|
| Public Transportation | Enhancing public transportation demand-response services | 18 |
| | Feeder services: New "feeder" service (transit service that provides access) to established fixed-route or commuter service | 10 |
| | Making accessibility improvements to transit and intermodal stations not designated as key stations | 10 |
| | Travel training (for clients) | 4 |
| Alternatives to Public Transportation | Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation | 25 |
| | Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs | 5 |
| | Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers | 4 |
| | Supporting new programs for volunteer drivers and aides | 4 |

2. PROJECT EFFECTIVENESS Points

- Applications Ranked Against One Another

| | |
|--|-------|
| Impact on Availability of Service to the Disabled | 0 - 5 |
| Additions to Enhancements or Infrastructure | 0 - 5 |
| Ridership | 0 - 5 |
| Addresses gaps in service or unmet needs | 0 - 5 |
| Expands existing successful project | 0 - 5 |
| Minimizes costs per ride and cost per hours of service | 0 - 5 |

3. COORDINATION Points

| | |
|---|----|
| Project supports coordination among RTAs and human service agencies | 10 |
| Project does not support coordination with RTA | 0 |

4. COORDINATED PLAN STATUS Maximum 30 Points Points

| | |
|---|----|
| Supports Primary Recommendations Listed in the Plan | 30 |
| Supports Secondary Recommendations Listed in the Plan | 10 |

SECTION 5

APPENDIX

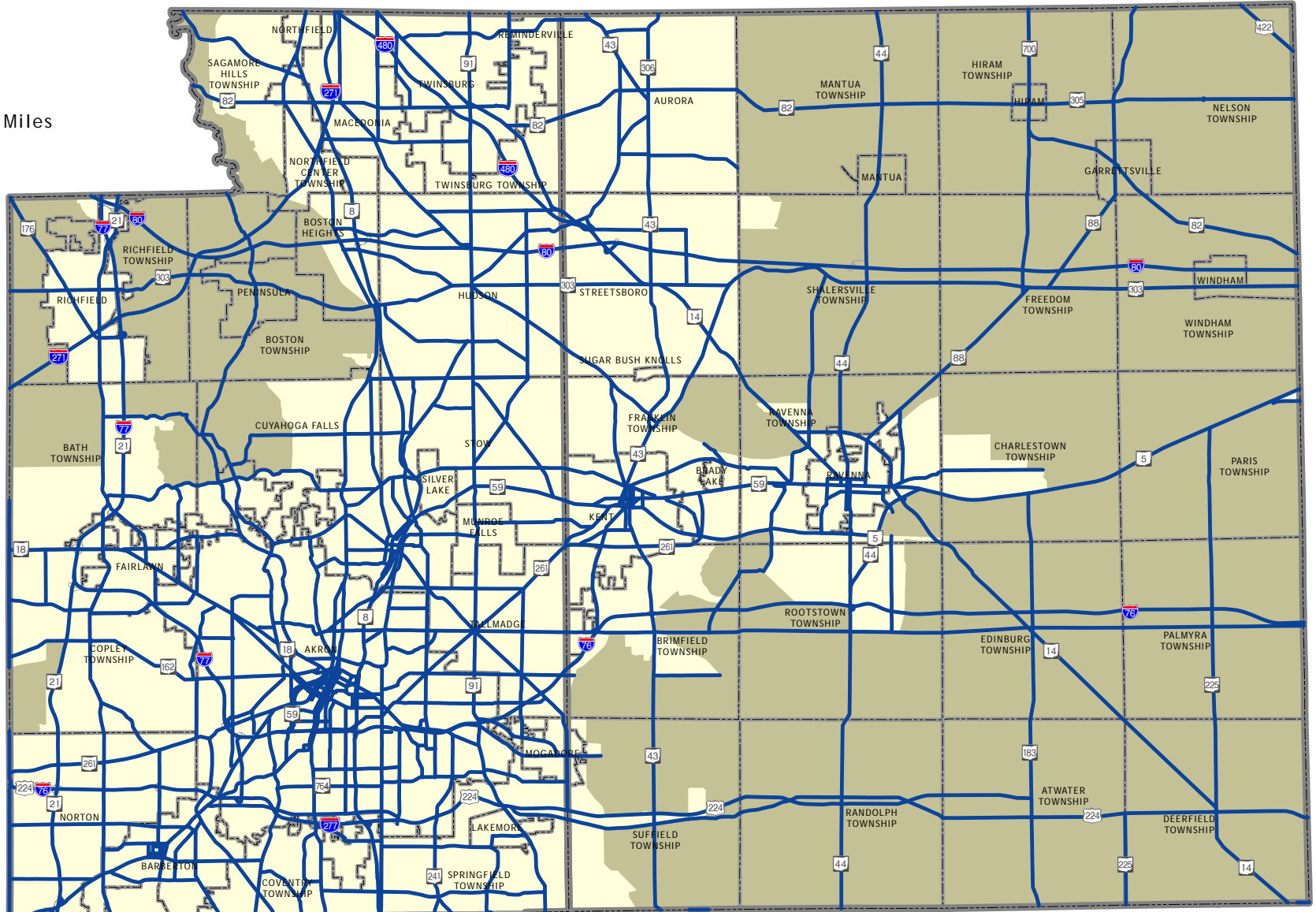
Akron Metropolitan Area Transportation Study
Transportation Funding Programs

| Funding Program | Description/Primary Purpose | Eligible Project Phases | Funding Match | Maximum Project Funding | Program Annual Allocation |
|--|---|--|---|-------------------------|------------------------------------|
| Surface Transportation Program (STP) | Funding for a wide variety of projects including highways, transit and bicycle and pedestrian facilities. | Right-of-way Construction | 80% federal 20% local | \$6,000,000 | \$9,500,000 |
| Congestion/Mitigation Air Quality Program (CMAQ) | Funding for projects that document an improvement in air quality. Examples are signal coordination, roundabouts, diesel retrofit, alternative fuel vehicles and park and ride lots. | Right-of-way Construction | 80% federal 20% local | \$6,000,000 | \$5,100,000 |
| Transportation Enhancement Program (TEP) | Funding for facilities for bicyclists and pedestrians. | Engineering Right-of-way Construction | 80% federal 20% local | \$700,000 | \$900,000 |
| AMATS Resurfacing Program | Asphalt resurfacing projects only. Three inches maximum thickness. All non-state routes except local and minor rural collector roads. | Construction | 80% federal 20% local | \$800,000 | 20% of annual STP allocation |
| Pavement Repair and Sidewalk Ramp Program | Funding for full/partial depth pavement repairs and sidewalk ramp upgrades on ODOT Urban Paving Program projects. All state routes within municipalities are eligible. | Construction | 80% federal 20% local | *\$150,000 | \$350,000 of annual STP allocation |
| FTA Urbanized Area Formula Program (Section 5307) | Funding for capital expenses such as buses and bus related equipment, preventive maintenance, capital cost of leasing and planning. | Planning Purchasing Construction | 80% federal 20% local | None | \$6,800,000 |
| FTA Elderly and Disabled Program (Section 5310) | Funding assistance to social service agencies for the purpose of providing transportation needs for the elderly and disabled. | Purchasing Construction | 80% federal 20% local | None | \$80,000 |
| FTA Job Access Reverse Commute Program (Section 5316) | Funding for projects that improve access to transportation services to employment, job training, and support services for welfare and low income recipients. | Purchasing Construction Operating | Operating 50% / 50% Capital Projects 80% / 20% | None | \$290,000 |
| FTA New Freedom Program (Section 5317) | Funding for new public transportation services and alternatives beyond those required by the ADA. May be used to finance capital or operating expenses. | Purchasing Construction Operating | Operating 50% / 50% Capital Projects 80% / 20% | None | \$180,000 |

* Policy Committee can approve a higher amount



0 1 2 3 4 Miles



HIGHWAYS ELIGIBLE FOR FEDERAL FUNDING

- Eligible Roads
- Urban Area
- Rural Area

DEFINITIONS

ADA – Americans with Disabilities Act of 1990.

Alternative Fuel Vehicles – Vehicles powered by something other than traditional diesel fuel or gasoline. Examples include vehicles powered by compressed natural gas (CNG), clean diesel fuel, biodiesel fuel, hybrid electric systems, and fuel cells.

Coordinated Public Transit Human Services Transportation Plan - A comprehensive strategy that identifies the needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services. The plan attempts to eliminate duplication of services, and is developed through a process that includes representatives of public, private and non-profit transportation and human services providers, as well as participation by the public.

Designated Recipient - An entity designated by the Governor of a State to receive FTA funds. Under the JARC and New Freedom programs, the designated recipient is responsible for competitively allocating JARC or New Freedom funds to itself and subrecipients in an area.

Environmental Justice – Executive Order that requires MPOs to identify and address disproportionately high and adverse public health and environmental effects of transportation policies, programs, and activities on minority and low-income populations.

Fiscal Year – AMATS follows the state fiscal year that begins on July 1 of the preceding calendar year and ends on June 30 of the current calendar year.

Freeway Service Patrols – Patrols used to reduce clearance time of incidents by dealing primarily with flat tires, stalled/disabled vehicles, debris on roadway, and property damage-only incidents. Tasks include assessing equipment and manpower needed to clear vehicles or debris, coordinating with emergency services, and providing traffic control.

Independent Utility – A completed project that has an immediate benefit and use to the public.

Lockdown – A specified date that a project sponsor commits to delivering a project(s) for the next fiscal year.

Logical Termini – A project has rational end points based on a physical or traffic pattern change.

Policy Cap – A maximum amount of funds that the AMATS Funding Policy establishes for any project and phase.

Project Cap – A maximum amount of funds approved for an individual project, by phase, and not to exceed the policy cap.

Programming Package – Initial project information package submitted to ODOT.

Regional Transportation Plan – A planning document that identifies existing and future transportation problems and provides a list of financially constrained recommended improvements extending over a 20-year period.

Reservoir Project – Status given to a project that can be awarded in the year preceding the fiscal year that is shown in the TIP

Signal Interconnect – A set of traffic signals that communicate, via hardwire or wireless, and can internally adjust timing based on traffic demand.

Social Service Agency – A social service, or human service, agency that is a non-profit or governmental organization that provides assistance or services to improve the condition of disadvantaged people. Services are provided within the following types of categories: community, elderly, disability, health, housing, education/training, juvenile justice, women and minorities.

STIP – State Transportation Improvement Program. This document incorporates the TIPs of all MPOs.

Target Budget – Each community is assigned a budget that is used in determining an equitable distribution of funds based on population with adjustments made for annexations.

TIP – Transportation Improvement Program is a document that lists projects, generally those that involve federal funds, to be implemented over a four-year period.

Urbanized Area – An area comprised of one or more places and the adjacent densely settled territory that together have 50,000 or more people as defined by the US Census.