



SCATS FY 2027

Unified Work Program

FINAL - May 2026

Stark County Area Transportation Study

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EXECUTIVE SUMMARY

This report is a statement of the transportation activities of SCATS and a detailed work program for fiscal year 2027.

FY 2026 Accomplishments

The following listing summarizes the major accomplishments of SCATS in FY 2026:

Short-range Planning

Transit Planning – SARTA staff assisted in the management of the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 grant program), as well as, the Stark County Mobility Coordination Committee. SARTA staff continues the development of transit service, providing information to SCATS for transit CMAQ analyses as needed, scheduling and route development and mapping; ongoing marketing studies; assisting with planning and maintaining the TIP, TDP and Transportation Plan Updates, continued transit corridor planning, alternate fuel project planning, and transit service evaluation. SARTA maintains the Google transit layer for online information and trip planning. SARTA continues Hydrogen Fuel Cell project implementation and promotion of alternate fuels.

Safety Planning – SCATS, in conjunction with ODOT and local communities, continues to identify high hazard areas in the transportation system. Staff continues to work with the Safe Communities of Stark County, as well as the Stark County Fatality Review Board, to promote safe driving behaviors. The SCATS Policy Committee passed a resolution in support of ODOT’s targets pertaining to Safety Performance Measures. SCATS hired consultant Burgess & Niple and Subconsultant Toole Design in FY 2025 to develop a Safe Streets and Roads for All Comprehensive Safety Action Plan. That effort was completed in January 2026.

Intelligent Transportation Systems (ITS) – SCATS hired consultant Burgess & Niple and subconsultant WSP in FY 2025 to update the Stark County ITS plan and architecture. This update was completed in July 2025. Staff reviews and promotes the use of various transportation-related ITS systems within Stark County including the web-accessible I-77 Dynamic Message Boards and traffic camera system, as well as the transit-related Pinpoint program and route and schedule finding applications.

Bike Suitability Map – Staff completed an update of the Ride Stark – Bike Suitability Map.

Transportation Improvement Program

Staff continued its role as a Program Manager for SCATS-funded projects. Staff participated as a member of the Transportation Improvement District. Staff continued work with local communities on funding projects. FY 30 and FY 31 CMAQ projects were added to the TIP. STBG Funds, CMAQ Funds, Carbon Reduction (CR) Funds, and TASA funds were allocated.

Surveillance

In FY 2025, staff started working with 2024 crash data and using 2022-2024 data. In FY 2026, staff completed 2024 Crash Report and Safety Work Plan. Staff rated roadway segments in addition to intersections. SCATS participates in the countywide GIS with other county agencies. Staff collected 224 traffic counts. Staff conducted 33 days of pedestrian and bicycle counts at five locations. Staff conducted two turning movement counts. Staff conducted one speed study.

Transportation Plan

Staff implemented the 2050 Long Range Plan, “Moving Stark Forward 2050”. Staff kept models and networks up to date.

Service

SCATS continued to provide special assistance to local governments by performing services such as subdivision, site plan and/or zoning reviews; providing design-year traffic for transportation projects; providing transportation planning data to the public; contributing to traffic engineering studies; and attending meetings and hearings dealing with transportation-related projects. Staff distributed aerial photography and other products from the countywide GIS. SCATS continued funding locally selected planning studies to allow local subdivisions to do small area planning studies. SCATS started planning grants for City of Massillon, and Village of Brewster.

Sustainability Planning

SCATS staff continues to participate in Sustainability Planning efforts in Stark County and in Northeast Ohio.

Outreach

The SCATS work program activities were publicized on the RPC website, in the Planning Progress and the Annual Report. Staff participated in community activities in around the county seeking public input to the development of the Safety Action Plan.

FY 2027 Work Program Priorities

This transportation planning work program executes the overall transportation planning process described in the Prospectus.

During FY 2027, SCATS will focus its Work Program on the following priorities:

1. Implement the *Long-Range Transportation Plan*, Moving Stark Forward, 2050, and planning provisions of the Infrastructure Investment and Jobs Act (IIJA).
2. Implement the *FY 2026 – 2029 TIP*.
3. Develop the *FY 2028 – 2031 TIP*
4. Act as Program Manager for the SCATS-funded projects in Stark County.
5. Partner with ODOT and regional MPO's on ODOT's Traffic Congestion, Safety initiatives, C/AV and electric charging stations.
6. Continue implementation of Safety Work Plan, working with state and local stakeholders to identify and address safety issues in Stark County in conjunction with safety performance measures.
7. Continue implementation of a Geographical Information System (GIS) to integrate transportation database information with geographic locations, focusing on roadway widths, lane widths, and shoulder widths.
8. Perform short-range planning and surveillance tasks of transit activities to support Stark Area Regional Transit Authority (SARTA) and implement the *Stark County Coordinated Human Services – Public Transit Transportation Plan*. Continue to participate with the Stark County Mobility Coordination Committee.
9. Coordinate the implementation of performance measures and reporting in cooperation with ODOT and SARTA.
10. Assist ODOT in the implementation of the Access Ohio 2045 and "Walk.Bike.Ohio".
11. Continue the locally-selected Community Transportation Planning Studies program.

12. In conjunction with ODOT and local partners, report Performance Measures consistent with MAP-21 and the FAST Act and the IIJA.
13. Keep the *Public Involvement Process* updated to meet goals for periodic review and explore new strategies, including virtual public involvement.
14. Continue to promote Complete Streets policies. Continue to coordinate with other planning departments on housing equity.

FY 2027 Work Program Products

The anticipated major products of SCATS in FY 2027 are:

Short-Range Planning

- Safety Work Plan/Crash Report
- Administration of the 5310 Program and access to essential services
- Coordination of Performance Measures with ODOT and SARTA
- CMAQ justifications for FY 2028 projects

Transportation Improvement Program

- Development of the FY 2028-2031 TIP
- Utilization of ODOT's online E-STIP system to administer the FY 2026-2029 TIP
- Air-quality conformity determinations as needed
- Participation in statewide CMAQ allocation process
- Project status monitoring

Surveillance

- Basic surveillance data updates
- Traffic counting
- Traffic crash data collection
- GIS Updates
- Update of GIS roadway widths, lane widths, and shoulder widths

Transportation Plan

- Update of Transportation Planning models as needed
- Environmental Mitigation
- Air-Quality Conformity determination as needed
- Access Ohio 2045 Implementation
- Continued implementation of FAST ACT and IIJA performance measures into the long-range planning process
- Continued implementation of the 2050 Long Range Transportation Plan, “Moving Stark Forward 2050”
- Implementation of “Walk.Bike.Ohio”

Service

- Assistance to local governments through locally-selected Community Transportation Planning Studies program
- Subdivision, site plan and/or zoning reviews
- Design-year traffic input for transportation projects
- Transportation planning data
- Traffic engineering studies
- Participation in meetings and hearings dealing with transportation-related projects
- Continued participation with local planning efforts through application of effective sustainable planning principles
- Continued participation in Sustainability Planning efforts in NE Ohio

SARTA Transit Planning

- Operational Planning and implementation of the TDP
- Continued implementation of findings from the Enhanced Ridership/Marketing Study
- Continuation of transit performance targets and performance measures in the planning process and its coordination with SCATS and ODOT
- Continued implementation of the Hydrogen Fuel Cell project
- Participation and assistance to the Stark County Mobility Coordination Committee
- Review of an On-Demand Proline Service system and review of fiscal sustainability

Outreach

- Coverage of the SCATS work program activities through the Citizen Advisory Council, the RPC website, *Planning Progress* newsletter, emails, press releases, social media and the Annual Report

- Electronic and web-based publishing of the TIP and other SCATS Documents
- Annual Listing of Federally Funded Projects
- Update and review of Title VI documentation as needed
- Update of *Public Involvement Process* as needed

SCATS FY 2027 Transportation Planning Budget

Table I-1 and I-2 provide a summary of the fiscal year 2027 budget, the work elements and responsible agencies.

Table I-1 Transportation Planning Budget

USDOT CPG	\$730,783		SCATS	SARTA	Total
FTA	\$165,223	Direct Labor	348,223	208,410	556,633
ODOT	\$91,348	Fringe	283,872	-	283,872
SCATS Local	\$91,348	Indirect	138,384	-	138,384
SARTA Local & State	\$43,187	Other Direct	143,000	-	143,000
TOTAL	\$1,121,889	TOTAL	913,479	208,410	1,121,889

* Totals may not match due to rounding

Table I-2 Agency Responsibility

AGENCY RESPONSIBILITY					
Work Element		SCATS		SARTA	Total
		Man Hrs	Dollars		
601	Short-range Planning	1234	\$100,000		\$100,000
602	TIP	1833	\$148,500		\$148,500
605	Surveillance	1629	\$131,979		\$125,000
610	Plan	1666	\$135,000		\$135,000
625	Service	2884	\$228,000		\$228,000
675	SARTA			\$208,410	\$208,410
695	Administration	1753	\$142,000		\$142,000
697	Outreach	346	\$28,000		\$28,000
	Total	11,274	\$913,479	\$208,410	\$1,121,889

From CAP for Calendar Year 2026

Work Elements



Element 601 – SHORT-RANGE PLANNING

OBJECTIVE – To identify, analyze, and make recommendations for the near-term highway and transit facility needs of persons and goods.

PAST PERFORMANCE – Transportation Systems Management process and reports starting March, 1976; *Maintenance Plan for Air Quality* (March 1994), *Congestion Management System (CMS) Manual of Practice* (March 1997), *CMS Performance and Strategy Evaluation Report* Oct 97, US 62 Major Investment Study (MIS), I-77 MIS, US 30 MIS. *Transit Development Plan* and updates starting June, 1981; Administration of Specialized Transportation Program since 1977. *Congestion Management Process Report* since 2004. Safety work plans and crash reports. Comprehensive Safety Action, 2026. ITS Architecture updated in 2025.

METHODOLOGY

Traffic Congestion Management Process (TCMP) – Implement a congestion management system with Operation and Management Strategies to meet requirements of the federal planning regulations. The system includes the following activities: data collection and system monitoring, system performance evaluation, development of congestion reduction strategies or projects, and implementation of strategies and projects. The TCMP system covers the entire transportation planning area and includes all interstates, freeways, expressways, arterials and other facilities in the traffic assignment network. Transit and other intermodal facilities such as rail facilities and airports in the area are also analyzed. SCATS uses Streetlight Data to identify problem areas and evaluate solutions. SCATS began implementation of TCMP in Stark County in FY 97. A TCMP manual of practice was prepared to guide the process. The TCMP provides a baseline look at existing and future congestion on the transportation system of Stark County. Staff will review potential adjustments to short-range planning activities as guidance for performance measures are disseminated.

Safety Work Program – SCATS will partner with ODOT on the District Work Plan. SCATS will work with state and local stakeholders on identifying and studying safety problems. SCATS will continue to work with Safe Communities of Stark County, as well as the Stark County Fatality Review Board, to encourage safe driving behaviors. SCATS will work with local communities to identify funding sources for safety improvements and consider low-cost solutions where immediate construction is not possible as part of the Safety Work Program. Coordination of safety efforts is necessary to improve the safety of the transportation system.

Intelligent Transportation Systems – SCATS will work with ODOT District 4 and Central Office, SARTA, and local officials on updating the Canton Area ITS Architecture system. The 2004 ITS regional architecture was updated for Stark County by consultant Bugess & Niple and subconsultant WSP in FY 2025. SCATS will continue to be an advocate for ITS in Stark County (traffic signals, traveler information, transit ITS, etc.). SCATS will also work toward incorporating ITS considerations in implementing projects within Stark County and will work with adjacent areas that have completed ITS studies. Staff will continue to provide outreach for ODOT and SARTA ITS information systems.

Security Program – SCATS will be an advocate for transportation security in Stark County through regional initiatives that include federal, state, and local governments, as well as SARTA. SCATS, in conjunction with SARTA and ODOT, will work with the Stark County Emergency Management Agency and the Local Emergency Planning Committee (LEPC) to coordinate the identification of security needs that can be addressed in the transportation planning process.

Transit – SCATS staff will work with SARTA in the implementation of the *Transit Development Plan*. Staff will continue to work with the Stark County Mobility Coordination Committee. This committee is part of the implementation of the *Stark County Human Services – Public Transit Coordinated Transportation Plan* as well as the Section 5310 program as amended under MAP-21, the FAST Act, and the IIJA, with SARTA acting as the Designated Recipient. SCATS will plan for access to essential services and identify any gaps. These are all ISATO activities.

Air Quality – SCATS will monitor air quality and emission inventories and implement the *Air Quality Maintenance Plan*.

Element 601 – Short Range Planning

601	Funding (to date)		Products TCMP Report updates Safety Work Program ITS updates Mobility Coordination Committee 5310 Program Air Quality monitoring	Due	Completed
	Source	Amount		as needed	
	CPG	\$80,000		Dec-26	
	ODOT	\$10,000		As needed	
	SCATS	\$10,000		ongoing	
	Total	\$100,000		ongoing	
				ongoing	

Element 602 – TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE – To administer a staged 4-year program of transportation improvements that is fiscally constrained. To monitor projects to ensure implementation in a timely fashion.

PAST PERFORMANCE – Previous Transportation Improvement Programs (TIPs). SCATS Public Involvement Process.

METHODOLOGY – SCATS staff will review proposed projects with ODOT, Stark County, SARTA, other transit operators, and local communities to assist with prioritization of projects in accordance with their ranked importance, funding, timing, and planning progress. Staff will review proposed program changes for air quality, fiscal constraint, and public involvement issues and maintain TIP amendments, including submission of transit TIP amendments to ODOT Transit for inclusion in the STIP. On a biennial schedule, in odd-numbered years, staff will prepare a financial analysis of the TIP and prepare a program of projects consistent with the availability of funds over the next four years. In even-numbered years, SCATS will solicit for CMAQ projects and add them to the TIP through the amendment process. In cooperation with the TRAC process, SCATS will prioritize projects and secure funding. SCATS will perform air-quality conformity analyses and undertake interagency consultations as part of the TIP process.

Staff will complete the FY 2028-2031 TIP. Staff will solicit additional projects for STBG, TASA, and CRP funds for the new TIP. Staff will execute TIP amendments in accordance with the *SCATS Public Involvement Process*. Staff will provide for public involvement with emphasis being placed on involving low-income and minority groups. Staff will complete the air-quality conformity determination for the new TIP, including the interagency consultation process.

Staff continues to identify and analyze new sources of transportation funding including the Transportation Improvement District, the State Infrastructure Bank and other innovative financing techniques including coordination with State and Federal programs with OPWC, Municipal Road Fund, Carbon Reduction, CMAQ, and locally-funded programs.

Staff will continue to participate as a voting member of the Stark County Transportation Improvement District Board. SCATS will participate in the statewide CMAQ allocation process.

SCATS will provide assistance to communities in programming transportation and transportation enhancement projects by informing them of federal, state, and local funding availability; assisting them in identifying the appropriate funding source; and guiding them through the application process. Staff will monitor project implementation through ELLIS and the E-STIP. Staff will report to the Policy Committee and act as Program Manager for the SCATS-funded projects in Stark County. Staff will remotely attend quarterly project progress meetings with ODOT District 4 and project sponsors and partner with District 4 to coordinate and fund improvements to the state highway system in Stark County. SCATS will monitor appropriate performance measures in the TIP as they have been developed in conjunction with FHWA, FTA, ODOT, and SARTA.

Staff will complete CMAQ Justification Analyses for FY 2027 and 2028 air-quality-non-exempt TIP projects.

Element 602 – Transportation Improvement Program

602	Funding (to date)		Products	Due	Completed
	Source	Amount		As needed	
	CPG	\$118,800		Monthly	
	ODOT	\$14,850		May-27	
	SCATS	\$14,850		Feb-27	
	Total	\$148,500		As needed	
				As needed	
			Performance Measure Monitoring		
			Project Programming Assistance		

Element 605 – SURVEILLANCE

OBJECTIVE – To maintain the basic planning data for input into the other aspects of the transportation planning process.

PAST PERFORMANCE – Transportation Systems Statistics reports, continuing surveillance of population, economic, land use, and other Socio-Economic and Environmental (SEE) factors. Traffic counts. Road inventories. Land-use data by traffic zones. Annual traffic Crash Reports. SEE Factors Report. Development of Topologically Integrated Geographic Encoding and Referencing (TIGER) files. Joint coordination by Census Bureau, SCRPC, SCATS, and Northeast Ohio Four County Regional Planning and Development Organization (NEFCO) in correction, update, and extension of the census data. Aerial photographs approximately every three years. Implementation of GIS system. Collection and analysis of transit ridership information and traffic crash reports. Web-based traffic count system.

METHODOLOGY – SCATS collects and analyzes detailed information on the transportation system of Stark County including congestion, safety, crash data, pavement, road inventory, and modal conditions. Staff counts traffic volumes on selected local highways within Stark County for input into the Safety Work Plan and the Congestion Management Process Report and maintains a web-based traffic count system to make all traffic count data for Stark County available via the internet. SCATS budgets \$15,000 for the purchase of new traffic counters to replace old ones as needed. SCATS will coordinate data collection with ODOT to eliminate duplication of efforts, promote data sharing, and publish an annual report on high crash locations. Staff will make use of “Streetlight” data in the planning process. This information is utilized to analyze detailed physical, social, economic, and environmental data pertinent to transportation planning. Staff also counts pedestrians and bicycles on trails, which is an ISATO activity.

Staff also maintains a Geographic Information System (GIS) and incorporates demographic and transportation system information that can be utilized to update roadway information without extensive fieldwork. SCATS will utilize Ohio Department of Development county level population forecasts as population control totals for transportation planning and associated travel demand modeling purposes. SCATS will review current data inputs and identify potential deficiencies as data needs are incorporated into performance measures for the planning process. Staff will review and update roadway widths, lane widths, and shoulder widths on roads classified as arterials and collectors.

Element 605 – Surveillance

605	Funding (to date)		Products	Due	Completed
	Source	Amount		ongoing	
	CPG	\$105,583		Sep-26	
	ODOT	\$13,198		as needed	
	SCATS	\$13,198		ongoing	
	Total	\$131,979		ongoing	
				ongoing	
			Traffic Counting Program	ongoing	
			GIS Road Widths Update	June-27	
			Purchase new Traffic Counters	as needed	

Element 610 – TRANSPORTATION PLAN

OBJECTIVE – To evaluate and validate, on a continuing basis, the current Transportation Plan; development trends; new forecasts and policies; and to work toward the creation of a Transportation Plan with a horizon date of 2050. To assist ODOT in statewide multimodal transportation planning.

PAST PERFORMANCE – 1990, 2000, 2010, 2020, 2030 and 2040 Plans and updates. Validation of networks and models using 2010 base data. Assignments of existing and future-year traffic networks to identify deficiencies. Development of alternative projects to remedy deficiencies and improve transportation system performance. Evaluation and selection of projects for inclusion in Plan. Fiscal analysis and identification of a fiscally-constrained Plan and Needs Plan. Moving Stark Forward 2050 was completed in the spring of 2025.

METHODOLOGY – Staff will update and maintain travel demand modeling (TDM) networks for air-quality modeling and conformity analysis utilizing Motor Vehicle Emissions Simulator (*MOVES*) software and cooperate with ODOT and its consultants on the statewide traffic assignment model. Maintaining TDM networks involves keeping independent variables, such as population, dwelling units, vehicles, and median household income, up to date. Staff will provide these variables to ODOT as needed.

Staff, in conjunction with ODOT and SARTA, will continue developing and implementing performance measures in the planning process as required by MAP-21, the FAST Act, and the IJJA. Staff will continue implementation of Access Ohio 2050, implementation of Transport Ohio, as well as, the “Walk.Bike.Ohio” plan.

Staff will implement the 2050 Transportation Plan. This involves confirming that new TIP projects are in the 2050 plan, encouraging project sponsors to work toward implementing future projects, and maintaining future highway networks. Staff will review the Comprehensive Map of County Roads for Municipal Road Fund (MRF) eligibility as needed.

Element 610 – Transportation Plan

610	Funding (to date)		Products	Due	Completed
	Source	Amount		ongoing	
	CPG	\$108,000		As needed	
	ODOT	\$13,500		As needed	
	SCATS	\$13,500		As needed	
	Total	\$135,000		As needed	
			Travel demand model maintenance		
			Provide Ind Var to ODOT		
			Perf. Based Planning Reporting		
			MRF Map Review		
			Transportation Plan implementation		

Element 625 – SERVICE

OBJECTIVE – To provide available planning data and services to public agencies and persons in the public and private sectors involved in transportation or related programs.

PAST PERFORMANCE – Continuing work item.

METHODOLOGY – To provide special assistance to local governments and the general public by performing services such as:

- Provide design-year traffic data for transportation projects.
- Review Municipal Road Fund (MRF) projects and recommend annual program to the County Commissioners.
- Dissemination of data to the public, including aerial photos and GIS maps.
- Continue program of funding locally-selected Community Transportation Planning Studies (CTPS) for local communities to develop projects eligible for funding. Program enables applicants to use consultants to do small area studies and plans. These studies may fall under the category of ISATO activities, such as Safe-Routes-to-School studies, pedestrian/bike/sidewalk/trail studies, traffic-calming studies, etc. These studies are selected through an application process. Studies are approved by the SCATS Policy Committee. Consultants are selected through a competitive application process. Once consultants are selected and a scope and fee have been agreed upon, the consultant carries out the study. SCATS funds are limited to \$30,000 per study with the local community being responsible for at least 10% of the study cost. SCATS will fund up to \$60,000 on these studies per year.
- Keep Title VI documents up to date.
- Other ongoing or as-needed activities:
 - Subdivision, site plan, and/or zoning reviews for SCRPC and local governments on transportation improvements when requested.
 - Traffic engineering studies (traffic signal warrants, high accident locations, etc.).
 - Assist in the preparation of environmental assessments of highway projects when required.
 - Provide data used in preparation of Environmental Impact Statements, noise, and air-quality projects when required.
 - Attend meetings and hearings dealing with transportation related projects.
 - Implement various components of the completed Regional Sustainability Plan by incorporating elements and methodologies from the study into local planning efforts.
 - Continue participation with local planning efforts through application of effective sustainable planning principles, including the City of Canton’s Smart City initiative.
 - Collect and analyze data.
 - Staff will utilize ODOT’s on-call consultants as needed.

This work is performed without charge up to a limit of 40 person-hours per project unless the Policy Committee has authorized the staff to spend more time. More detailed or time-consuming projects are performed on a contractual basis.

Element 625 - SERVICE

625

Funding (to date)	
Source	Amount
CPG	\$182,400
ODOT	\$22,800
SCATS	\$22,800
Total	\$228,000

Products

Design Traffic Input
Muni Road Fund Recommend
Provide aerial, GIS maps
Community Planning Studies
Update Title VI Documents
Other activities

Due	Completed
As needed	
Jun-27	
As needed	
As needed	
As needed	
As needed	

Element 675 – SARTA TRANSIT PLANNING

OBJECTIVE – To perform activities preliminary to and in preparation for construction, acquisition, or improved operation of public transportation systems, facilities, and equipment.

PAST PERFORMANCE – The continued development of transit service including scheduling and route development; Ongoing Marketing Study; aiding the SCATS staff in developing the TIP, TDP and Transportation Plan Updates; transit service evaluation, Title VI Study; Bus shelter amenities, Google Maps, installation of ITS system components including route planning, automated route information, on-line reservations and notifications, smartphone apps, automated destination and arrival information signs and on-line real time route information. Upgrade of computer software companywide continues. SARTA has completed an Emergency Response Contact List that will provide the framework to respond to emergency situations that require immediate availability of SARTA's labor force.

Completed:

- Purchasing of Hydrogen Fuel Cell vehicles: Worked with CalStart in California, converted a CNG bus past its useful life to use a hydrogen fuel cell, evaluation of the vehicle once converted, and installation of a hydrogen fueling infrastructure. Completed the purchase of twelve (12) hydrogen buses, one (1) < 30' Hydrogen bus and one (1) hydrogen fueling station. Completed the expansion of hydrogen fueling station (initially completed in September of 2016).
- Implemented and continued "Fueling the Future". In 2017 SARTA acquired a 40' hydrogen bus from the University of Alabama to use as a hydrogen touring classroom. This bus is used to show students and future hydrogen users of the benefits of being environmentally good stewards through solar, wind and alternative fuel energies. The traveling hydrogen bus visited 7th grade classrooms in NE Ohio in the fall 2019, Southern Ohio schools in the spring 2018. Grant research funding is being provided for this project. SARTA is working to ensure the program continues.
- SARTA has updated its branding with new logo. This includes buses, transit stop signs, shelter information and transit stations.
- SARTA has updated its website.
- Tap Card – With the replacement of SARTA's fare boxes SARTA is rolling out a new fare medium. Riders are now able to register their cards online or at the transit centers. The tap card stores passes, tickets and/or cash value and the rider will just have to tap their card on the designated area on the fare box.
- EZFare - The goal of this project is to create one single platform to purchase mobile fares, making transportation between counties easier for passengers.
- Expanding SARTA facilities for training, vehicle storage, vehicle maintenance, conference rooms, and Paratransit rider evaluations. (Opened March 2024)
- New transit facility for our Massillon location. (Opened March 2024)
- SARTA staff has completed an update to the Transit Development Plan (TDP)

METHODOLOGY (All tasks in this Work Element are performed by SARTA Staff)

SARTA Operational Planning

SARTA will provide input into the Transportation Plan, TIP, Para-transit management Scheduling Software, TDP, Security Plan, Safety Plan and Work Program as required and as requested. SARTA will monitor and assist sub-recipients of 5310 grant funds per the Program Management Plan.

SARTA will continue the incorporation and review of transit performance targets and performance measures in the planning process and its coordination with SCATS and ODOT as necessary to meet FAST Act requirements. This includes the continued development and update of transit safety plans necessary to implement the Safety Management System per the Public Transportation Agency Safety Plan (PTASP) Final Rule.

SARTA will perform quarterly route/service evaluations to analyze transit service performance and operations for increased ridership.

SARTA will conduct a Human Services Review.

SARTA will continue dialog with other political jurisdictions and public agencies concerning the expansion of public transportation options, develop target areas for new service, and review the possibility of private sector involvement.

SARTA staff continues to assess existing and future financial conditions based upon a review of historical trends in costs and revenues and future projections. Staff will prepare a forecast of baseline transportation system and capacity expansion

costs (capital, operating, and maintenance) for officials to use in making service and investment decisions. Staff continues to review potential sources of revenue and financing techniques that may involve public/private partnerships to address future shortfalls and needs estimates reflected in transportation plans. SARTA will continue to implement a communication and shared-dispatch system. This is a technology-driven system aimed at coordinating transport services through a single, unified center. This initiative improves efficiency by connecting multiple agencies and providing a one-stop system for transportation needs, including pilot programs for veteran medical access.

Reports and Statistical Data

SARTA will continue to collect and maintain data necessary for the National Database Report, as well as the Safety and Security National Transit Database requirements, and preparation for the Triennial Audit in 2028. Staff continues integrating departments and processes into a “paperless” recordkeeping system. Adobe Acrobat DC software package for planning department, giving them the ability to combine reports with scanned or emailed documents has been completed. SARTA will continue to gather reports and statistical data. Reporting is due quarterly or annually to the FTA and ODOT.

Transit Promotion

SARTA will continue to reach out to various market segments of the SARTA service area to demonstrate the usefulness of the service, including travel training, as well as a new cooperative partnership with diverse groups such as Stark State College, Stark County Parks, the Stark County District Library, Canton Park and Recreation Division, and others to meet diverse transportation needs.

SARTA will continue to participate as an active member of the SCATS Policy Committee and Technical Advisory Committee and attend other meetings as necessary.

SARTA will continue citizen information meetings and public meetings regarding long-range and other plans, the use of Federal funds, annual program of projects, and periodic route and service changes.

SARTA will continue to provide data necessary for completing the appropriate TIP Amendments resulting from these plans and funding sources.

Specific Short-Term Planning projects include:

- Feasibility study of regional pass for expansion of EZFare system. NEORide will be performing this study which should be concluded by 2027.

Other Future projects include:

- Replacement of Buses and Preventative Maintenance.
- SARTA will be replacing the roofs at gateway and cornerstone. This project has not gotten started yet, we have been awarded funding through FY 24 Low or No Emissions Bus and Bus Facilities grant.
- SARTA will be looking into cleaning out our Deisel fuel tanks in preparation for Gasoline tanks.
- SARTA will renovate Cornerstone Transit Center. IF awarded FY26 BUILD funding, project will begin in the ladder half of 2026
- SARTA will remodel the Old Administration building as well as maintenance garage along with replacing the roof that connects both facilities

Element 675 – SARTA Transit Planning

(Funding reflects \$139,631 FTA, \$14,538.75 Match balance remaining: and \$0 State)

675	Funding (to date)		Products	Due	Completed
	Source	Amount	Reports & Statistical Data	ongoing	
	FTA	\$139,631	Human Services Review	Jun-26	
	State	\$0	Proline Review		Dec. 24
	SARTA	\$14,538.75	Transit Promotion	ongoing	
			Qtrly. FTA, ODOT & Safety data	Apr-26	
	Total	\$174,538.75	Communications/Shared		
			Dispatch	ongoing	

Element 695 – TRANSPORTATION PROGRAM ADMINISTRATION

OBJECTIVE – To direct the transportation planning program.

PAST PERFORMANCE – SCATS transportation program supervision.

METHODOLOGY – Staff will provide technical direction of the work program elements and coordination of the SCATS transportation program with other sections, funding agencies, political units, and transportation system operators. Staff will prepare and follow-up for Policy Committee meetings and participate in interagency organizations such as the Ohio Association of Regional Councils (OARC) Transportation Committee, the Association of Metropolitan Planning Organizations (AMPO), etc., to collectively share experiences, gain expertise, and formulate policies.

Staff will purchase hardware and software for UWP projects as needed. Any purchase of hardware and software for UWP projects will follow prior ODOT approval. Staff will prepare draft and final annual Unified Work Programs and annual Progress Report.

Element 695 – Transportation Program Administration

695	Funding (to date)		Products FY 2028 Work Program UWP Progress Report Communicate to Policy Committee Manage/Facilitate Staff Activities	Due	Completed
	Source	Amount		May-27	
	CPG	\$113,600		Sep-26	
	ODOT	\$14,200		ongoing	
	SCATS	\$14,200		ongoing	
	Total	\$142,000			

Element 697 – OUTREACH

OBJECTIVE – To provide periodic reporting to the public on the status of the planning process, provide information on transportation issues, and allow for full public involvement at key decision points.

PAST PERFORMANCE – The *SCATS Report*, from 1995 through 1998 – has since been incorporated into RPC quarterly newsletter, *Planning Progress*. *SCATS Annual Report*, annually from 1972 through 1985 and then biennially from 1987 to 1993. *RPC Annual Report* published annually since 1957.

METHODOLOGY – Staff prepares and publishes various documents pertaining to transportation planning efforts in the region. Transportation issues are included at Citizen Advisory Council meetings and in each issue of the *Planning Progress*, the Stark County RPC newsletter, that is published at least quarterly. The RPC also publishes and distributes an annual report (which includes a SCATS report) in conjunction with the RPC Annual Dinner. Copies are distributed by mail and email to various mailing lists, distributed through the RPC pamphlet rack, and made available at meetings. The RPC maintains a Facebook page; and other social media, as an efficient means to provide information to the public.

The Public Involvement Process will be examined and updated as needed to incorporate new methods for outreach as part of SCATS's goal to provide the plan with periodic review. In response to modern opportunities and limitations brought to light by the COVID-19 epidemic, alternative strategies will be explored and incorporated into the plan that provide for improved methodology for engaging and including the public in SCATS programs.

The RPC also has a website where SCATS provides information to the public. The website includes the 2050 Transportation Plan “Moving Stark Forward 2050”, the TIP, the traffic volume map, and other SCATS information. SCATS staff maintains the website by keeping these documents up to date. SCATS staff also posts proposed TIP amendments and draft documents on the website for public comment.

Staff compiles and publishes the Annual Listing of Federal Projects. This list is a federal requirement to publish a list of projects for which federal funds were obligated in the previous fiscal year.

Element 697 – Outreach

697	Funding (to date)		Products Input into Planning Progress Input into RPC Annual Report Website Maintenance Annual Listing of Federal Projects Update of Public Involvement Process	Due	Completed
	Source	Amount		Quarterly	
	CPG	\$22,400		Jan-27	
	ODOT	\$2,800		ongoing	
	SCATS	\$2,800		Sep-26	
	Total	\$28,000		as needed	

Totals	Funding (to date)	
	Source	Amount
	CPG	\$730,783
	ODOT	\$91,348
	SCATS	\$91,348
	Total	\$913,479

Cost Allocation - SCATS FY 2027								
		FY26 Carryover	Consolidated Plan Grant			Local Match	SARTA	
			TOTAL FY27	Federal CPG	ODOT		FTA 5307	Local Match
601 Shortrange Planning	direct labor		44,518	35,614	4,452	4,452		
	fringe		36,291	29,033	3,629	3,629		
	indirect		17,691	14,153	1,769	1,769		
	other direct		1,500	1,200	150	150		
	TOTAL		100,000	80,000	10,000	10,000		
602 TIP	direct labor		58,076	46,461	5,808	5,808		
	fringe		47,344	37,875	4,734	4,734		
	indirect		23,080	18,464	2,308	2,308		
	other direct		20,000	16,000	2,000	2,000		
	TOTAL		148,500	118,800	14,850	14,850		
605 Surveillance	direct labor		41,571	33,256	4,157	4,157		
	fringe		33,888	27,111	3,389	3,389		
	indirect		16,520	13,216	1,652	1,652		
	other direct		40,000	32,000	4,000	4,000		
	TOTAL		131,979	105,583	13,198	13,198		
610 Transportation Plan	direct labor		56,495	45,196	5,649	5,649		
	fringe		46,054	36,844	4,605	4,605		
	indirect		22,451	17,961	2,245	2,245		
	other direct		10,000	8,000	1,000	1,000		
	TOTAL		135,000	108,000	13,500	13,500		
625 Service	direct labor	97,171	75,929	60,743	7,593	7,593		
	fringe	79,214	61,897	49,518	6,190	6,190		
	indirect	38,616	30,174	24,139	3,017	3,017		
	other direct	60,000	60,000	48,000	6,000	6,000		
	TOTAL	275,000	228,000	182,400	22,800	22,800		
675 SARTA	direct labor							
	fringe							
	other direct							
	TOTAL						165,223	43,187
695 Administration	direct labor		59,658	47,727	5,966	5,966		
	fringe		48,633	38,907	4,863	4,863		
	indirect		23,708	18,967	2,371	2,371		
	other direct		10,000	8,000	1,000	1,000		
	TOTAL		142,000	113,600	14,200	14,200		
697 Outreach	direct labor		12,203	9,762	1,220	1,220		
	fringe		9,948	7,958	995	995		
	indirect		4,849	3,880	485	485		
	other direct		1,000	800	100	100		
	TOTAL		28,000	22,400	2,800	2,800		
CPG Totals	direct labor		348,449	278,759	34,845	34,845		
	fringe		284,056	227,245	28,406	28,406		
	indirect		138,474	110,779	13,847	13,847		
	other direct		142,500	114,000	14,250	14,250		
	TOTAL		913,479	730,783	91,348	91,348		
Grand Totals	direct labor	97,171	348,449	278,759	34,845	34,845	0	0
	fringe	79,214	284,056	227,245	28,406	28,406	0	0
	indirect	38,616	138,474	110,779	13,847	13,847	0	0
	other direct	60,000	142,500	114,000	14,250	14,250	0	0
	TOTAL	275,000	1,121,889	730,783	91,348	91,348	165,223	43,187

Increasing Safe and Equitable Transportation Options

SCATS ISATO PL Set Aside

Work Element	Estimated ISATO activity spend (CPG)	Work Activities	Percentage of Total Funds
601 - Short Range Planning	\$22,857	Mobility Coordination Committee; Complete Streets standards and policies; Ride Stark; Transit	28.57%
602 - TIP	\$20,993	Solicit additional TA and CR projects for TIP; TIP Amendments	17.70%
605 - Surveillance	\$2,342	Bike and Pedestrian Counts with new equipment; Drone Program w/GIS Dept.	2.40%
610 - Transportation Plan	\$15,840	2050 Transportation Plan update; Walk.Bike.Ohio Plan	15.00%
625 - Service	\$43,559	Community Transportation Planning Studies, Safe Routes to School Planning; assistance with School Travel Plan	27.78%
675 - SARTA Transit Planning	\$160,000	Increase public transportation ridership; Hydrogen Project Planning	100.00%
Total	\$265,592		31.14%

**RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY AREA TRANSPORTATION STUDY
APPROVING THE FY 2027 UNIFIED WORK PROGRAM**

WHEREAS, the Policy Committee of the Stark County Area Transportation Study is the designated Metropolitan Planning Organization for Stark County, and

WHEREAS, this Committee is responsible for transportation planning in Stark County as detailed in 23 CFR 450, and

WHEREAS, this Committee has directed the preparation of a FY 2027 Unified Work Program to meet the planning requirements,

NOW, THEREFORE, BE IT RESOLVED:

1. That this Committee approves the SCATS FY 2027 Unified Work Program.
2. That this Committee approves the FY 2027 Planning Budget as included in the FY 2027 Unified Work Program.
3. That this Committee authorizes SCATS Staff to adjust the FY 2027 Budget as required to accommodate final carryover balances from FY 2026.
4. That this Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the MPO.



John Highman

Chair, SCATS Policy Committee



Date