

TRANSPORTATION COORDINATION COMMITTEE

April 28, 2011

There was a **Transportation Coordination Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, April 28, 2011**, at **3:00 p.m.** in the Conference Room of the Commission office located at 130 West North Street, Lima, Ohio.

The agenda was as follows:

1. Roll Call
2. Approval of TCC minutes – March 24, 2011
3. Acceptance of TAC minutes – April 26, 2011
4. RTA Report
5. Draft Spot Safety Curve Improvement Study
6. Title VI Plan Update
7. Final FY 2012-2015 Transportation Improvement Program
8. Final FY 2012 Unified Planning Work Program (UPWP)
9. Final CSX Railroad Grade Crossing Safety Analysis
10. Other
11. Adjournment

A quorum being present, Roy Hollenbacher brought the meeting to order proceeded with the agenda.

1. **ROLL CALL**

Mr. Gregory Berquist	City of Delphos
Mr. Kevin Cox	Perry Township
Mr. Howard Elstro	City of Lima
Ms. Shelley Gould	Allen County Regional Transit Authority
Mr. Roy Hollenbacher	Bath Township
Mr. Timothy Piper	Allen County Engineer's Office
Mr. Dan Reiff	Allen County
Mr. Charles Schreck	ODOT District One
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima
Mr. Howard Violet	Marion Township

STAFF

Mr. Thomas Mazur	Lima-Allen County Regional Planning Commission
Ms. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Ms. LeeAnn Sypherd	Lima-Allen County Regional Planning Commission

2. **APPROVAL OF TCC MINUTES – March 24, 2011**

Motion 37 (04-28-11) TCC

Chris Seddelmeyer made the motion that the TCC minutes of March 24, 2011 be approved. Seconded by Gregory Berquist; motion carried.

3. **ACCEPTANCE OF TAC MINUTES – April 26, 2011**

Motion 38 (04-28-11) TCC

Gregory Berquist made the motion that the TAC minutes of April 26, 2011 be accepted. Seconded by Shelley Gould; motion carried.

4. RTA REPORT

Shelley Gould reported that the Allen County Regional Transit Authority (ACRTA) staff attended training throughout much of the month of March. The ACRTA will have their Triennial Review this year; this review is conducted by the Federal Transit Authority (FTA). The FTA will review the activities of the ACRTA over the past three years. Three of the ACRTA staff members attended an FTA Financial training in preparation for this review. Shelley Gould reported that three staff members attended a Safety Seminar and two staff members attended a Drug and Alcohol training. Shelley Gould reported that the ACRTA is going through an audit at this time as well.

Motion 39 (04-28-11) TCC

Gregory Berquist made the motion to accept the RTA report. Seconded by Chris Seddelmeyer; motion carried.

5. DRAFT SPORT SAFETY CURVE IMPROVEMENT STUDY

Thomas Mazur reported that this study is a pilot project that was suggested during a Fatal Review Team meeting. The report is approximately 40 pages long and looks at four different locations. The report mainly focuses on low-cost improvements and incremental change. James Patterson reported that staff reviewed various curve roadway sections within Allen County where crashes were occurring. Staff originally identified nine curve locations and narrowed that down to four curves. The problematic curves are located at Dutch Hollow Road by the cemetery where a fatal accident occurred last year, Napoleon Road approximately halfway between the Village of Lafayette and the Village of Beaverdam, North Street where it turns into Reservoir Road by the water treatment plant and finally, Zurmehly Road between Shawnee Road and Shawnee High School. James Patterson reported that each section is dedicated to one of the four curves. Some of the low-cost improvements are better signage, directional arrows, continuation of edge markings and chevrons. Most of the crashes on these curves happened at night, under rainy or wet conditions. James Patterson reported that impairment of the drivers was also a factor in some of the crashes. James Patterson reported that there is a utility pole very close to the roadway on Dutch Hollow Road and someone has placed a reflector on the pole. Timothy Piper reported that there is a law that states that nothing can be placed on a utility pole. A sign can be placed on another post close by the utility pole. Chris Seddelmeyer asked if these improvements were going to be completed. James Patterson replied that these are recommendations. Roy Hollenbacher asked if the Ohio Department of Transportation (ODOT) would fund these recommended improvements. James Patterson replied that the improvements may be funded with ODOT Highway Safety Program (HSP) funds. Roy Hollenbacher asked if ODOT funds can be used for traffic counts or improvements to township roadways. Thomas Mazur replied that typically roadways need to be on the functional classification system or meet the crash thresholds for eligibility. Timothy Piper stated that he was surprised that Napoleon Road was one of the four targeted curves as the curve is so gradual. Thomas Mazur replied that the townships that the roadway travels through were not so much concerned about the crashes as the run-off-the-road occurrences. James Patterson reported that over the study period from 2007 through 2009, this curve on Napoleon Road experienced 10 crashes. The edges of the roadway need some work. Timothy Piper stated that edge line along the curve might be of help.

Motion 40 (04-28-11) TCC

Howard Violet made the motion to approve the Draft Spot Safety Curve Improvement Study. Seconded by Kevin Cox; motion carried.

6. TITLE VI PLAN UPDATE

Thomas Mazur presented a handout to the Committee members and reported that this document is in a draft status. According to the Civil Rights Act of 1964 specifically Title VI, the Lima-Allen County Regional Planning Commission (LACRPC) must address any lack of service or discriminatory acts towards anyone of color, minority race, ethnicity, creed, religion, national origin or gender. Title VI looked at race and gender. Other federal legislation addresses other issues such as disability with the Americans with Disabilities Act (ADA); Environmental Justice (EJ) addresses poverty. The group of protected classes has grown. Thomas Mazur reported that the LACRPC Title VI Plan and Compliance Procedures states that any form of discrimination will not be tolerated within the Commission office, with any of the services that the Commission provides, or in the way that funds are allocated for certain types of projects. This brings us to a second issue. Staff is attempting to find out what is considered a service and what is considered a transportation related contract. If Title VI is interpreted broadly, then the LACRPC should be soliciting Disadvantaged Business Enterprises (DBE) for all contracts. Thomas Mazur reported a goal of 12% as representing total county minority population percentage for transportation planning monies. If funds MPO are allocated to a political subdivision, the political subdivision is charged with attempting to meet the DBE goals identified by ODOT. The Allen County Engineer's Office (ACEO) as well as the City of Lima also must meet DBE goals and objectives established by ODOT. Typically, these entities hire DBE's as sub-contractors on projects. Thomas Mazur reported that the LACRPC does have a list of DBE's but they are no closer than approximately 70 miles away. The Board has a policy to use local service providers whenever possible. Staff has been working with the Chamber of Commerce and the Allen Economic Development Group (AEDG) to identify local DBE's for many different services such as cleaning services. Thomas Mazur reported that there is a Small Business Assistance Center located within the Chamber of Commerce tasked to help DBE's to get started but the Center has not really gotten off the ground yet. Kevin Cox asked if staff had spoken with Frank Lamar or Walter Potts about local DBE's. Thomas Mazur replied in the affirmative. Dan Reiff stated that Frank Lamar and Walter Potts were on the Minority Board. Thomas Mazur reported that in the AAC meeting it was suggested that staff contact the Chamber of Commerce Young Professionals as to whether there are any young, aspiring minority owned businesses within the area that might be able to become a DBE. Shelley Gould stated that one of the major problems is the amount of paperwork required to become a certified DBE. Thomas Mazur reported that staff has not received any complaints.

Motion 41 (04-28-11) TCC

Chris Seddelmeyer made the motion to accept the Draft Title VI Plan Update. Seconded by Timothy Piper; motion carried.

7. FINAL FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

Marlene Schumaker received an email from ODOT on Friday, April 22, 2011 that changed all of the tables and the verbiage within the TIP. Thomas Mazur reported that this is the 4th Draft of the FY 2012-2015 Transportation Improvement Program (TIP). All of the changes have been highlighted within the text. Marlene Schumaker reported that any item in yellow is a change and any item in green will be removed. The TIP started out with approximately \$426 million in projects, then went down to approximately \$305 million in projects and now stands at approximately \$338 million in projects. ODOT added some projects in FY 2012. Marlene Schumaker reported that in March the Lima Grade Separation Project was removed from the TIP. The project has been added back into the TIP with a new description and the project has been moved to FY 2012 from FY 2015. Marlene Schumaker reported that many of the changes are ODOT moving projects around and trying to get the projects up and running. The funding amounts in many projects have changed because ODOT is looking at

7. FINAL FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (Continued)

different funding sources. Some of the projects phases have changed. Thomas Mazur reported that on page 14 the highlighted area addresses the Lima Grade Separation Project and the Bellefontaine/Kibby intersection. Local residents, the hospitals, etc. all have expressed a strong desire to see an underpass placed at the crossing. There were no funds to complete the project. ODOT discussed the intersection of Bellefontaine Avenue and Kibby Street. This project also had to be removed from the TIP because ODOT did not have enough funds allocated to the project. The federal monies that were allocated to this project had to be removed. Thomas Mazur reported that there is still an issue with the lack of funds for the purchase of rolling stock for ACRTA. The Board does have the authority to allow ACRTA to utilize Congestion Mitigation Air Quality (CMAQ) funds at 100% for the purchase of rolling stock if ACRTA can prove that the new vehicles release fewer emissions and are more fuel efficient than the old vehicles. Charles Schreck reported that the 100% was only for two years which has passed. Marlene Schumaker reported that she received an email stating that the 100% still applies. Thomas Mazur reported that the 80/20 match still applied unless the Board approves the 100%. Marlene Schumaker reported that there is now a small amount of CMAQ funds available in FY 2012. Thomas Mazur reported that the buses that ACRTA purchase cost approximately \$330,000 each. Thomas Mazur reported that staff expects more changes to come. Marlene Schumaker reported that Table 7 went from having all monies allocated to having approximately 40% available. Charles Schreck reported that the Lima RR Grade Separation Project on Table 2 needs to be removed from the table as the table is for projects scheduled for construction and this project is not scheduled to begin in FY 2012; the project does not have construction monies allocated, it has design funds allocated at this time. The project must remain on Table 14. The project can be added back into the construction table by resolution once all funding has been secured. Marlene Schumaker reported that Table 2 will supersede all resolutions to add projects that were passed on the past. Thomas Mazur asked Charles Schreck when the TIP has to be in place. Charles Schreck replied that the TIP must be approved and in place before July 1, 2011. Marlene Schumaker reported that amendments will be required to add or add back in any projects. Chris Seddelmeyer asked how Table 7 relates to Table 2. Marlene Schumaker replied that the tables relate if an actual construction project is going to be done. Chris Seddelmeyer stated that the Shawnee Road Project is included in Table 7 for FY 2013 but on Table 2 the project is listed for FY 2014. Charles Schreck replied that Table 7 lists the use of the MPO, STP and CMAQ monies. Some projects may be on Table 2 but the project is utilizing other funds, other projects that are on Table 7 that are in a different phase. Thomas Mazur asked Timothy Piper if the Shawnee Road Projects were both in FY 2014. Timothy Piper responded in the affirmative. Roy Hollenbacher asked what the red lettered projects signified. Thomas Mazur replied that they are ODOT projects that the MPO is supplying funds for. Marlene Schumaker reported that the changes will be made before the document is submitted to ODOT.

Motion 42 (04-28-11) TCC

Timothy Piper made the motion to accept the Final FY 2012-2015 Transportation Improvement Program with the two changes. Seconded by Howard Elstro; motion carried.

8. FINAL FY 2012 UNIFIED PLANNING WORK PROGRAM

Thomas Mazur presented copies of the Final FY 2012 Unified Planning Work Program (UPWP) and reported that the document provides the rationale and justification to draw down federal monies. Normally, a formal review of the document is scheduled with ODOT and the Federal Highway Administration (FHWA). No meeting has been scheduled at this time. Thomas Mazur reported that there have been no major changes have been made to the document. Marlene Schumaker reported that a \$4.00 budget change was made which

8. FINAL FY 2012 UNIFIED PLANNING WORK PROGRAM (Continued)

changes most of the tables within the document. Thomas Mazur reported that the document reflects a budget of approximately \$820,000, with approximately 70% allocated to ODOT related projects. Thomas Mazur reported that there are three resolutions within the document that require action. The first resolution is on page 58, the Certificate of Indirect Costs. Marlene Schumaker reported that the overhead rate went from .4943 to .4944. Thomas Mazur reported that a resolution is required for the Self-Certification for the MPO which is on page 59. Thomas Mazur reported that the final resolution adopts the entire document.

Motion 43 (04-28-2011) TCC

Gregory Berquist made the motion to accept the Certificate of Indirect Costs. Seconded by Thomas Tebben; motion carried.

Motion 44 (04-28-2011) TCC

Gregory Berquist made the motion to accept the Metropolitan Transportation Planning Process Certification. Seconded by Thomas Tebben; motion carried.

Motion 45 (04-28-11) TCC

Gregory Berquist made the motion to accept the resolution Approving the FY 2012 Unified Planning Work Program as a Basis for Soliciting Federal Funding Assistance. Seconded by Thomas Tebben; motion carried.

9. FINAL CSX RAILROAD GRADE CROSSING SAFETY ANALYSIS

Thomas Mazur reported that the CSX Railroad Grade Crossing Safety Analysis was presented at the March TCC meeting. The report analyzed thirteen (13) different crossings. Staff received comments pertaining to the recommendations to close two crossings over the rail line. Staff spoke with Mr. Dick Shaffer from Monroe Township and explained that the Commission does not have the authority to close township roads; that these were just recommendations. Thomas Mazur reported that the report was amended to reflect the concerns of the City of Lima Engineer pertaining to placing stop bars at crossings. The report suggested that the stop bars were required according to the Manual of Uniform Traffic Control Devices (MUTCD). Stop bars are not required in the current Ohio MUTCD; staff was reviewing the draft of the new federal MUTCD which has not yet been approved. The recommendation for stop bars was for the crossing at Pearl Street and the recommendation has since been adjusted in the document.

Motion 46 (04-28-11)

Howard Elstro made the motion to accept the Final CSX Railroad Grade Crossing Safety Analysis. Seconded by Thomas Tebben; motion carried.

10. OTHER

a. 2010 Annual Report

Thomas Mazur requested a motion to accept the Annual Report.

Motion 47 (04-28-11) TCC

Chris Seddelmeyer made the motion to accept the Annual Report. Seconded by Dan Reiff; motion carried.

10. OTHER (Continued)

b. Public Participation Plan-Newsletter Survey

Thomas Mazur reported that one of the requirements of the Public Participation Plan (PPP) and FHWA was that the LACRPC assess the public opinion of the Newsletter. Last year, the survey was mailed; this year the survey was undertaken using the Survey Monkey tool and emails were sent to the newsletter mailing list asking that the recipients go to the website and complete the survey. The response rate this year was at approximately 26%. Thomas Mazur reported that staff found some of the responses to question 4: “Are there topics currently not addressed in the newsletter that you would like to see addressed” such as more dense housing patterns and health benefits. Staff also received an invitation to the Young Professionals Green Tie Event. Staff was asked why the carbon footprint of certain subdivisions, developments and projects are not analyzed.

c. House Bill 114-Axle Weight Limits

Timothy Piper reported that he sent a correspondence to Allen County’s Representative pertaining to this issue and it appears that the bill may be rescinded.

11. ADJOURNMENT

Motion 48 (04-28-11) TCC

Howard Elstro made the motion that the meeting be adjourned. Seconded by Thomas Tebben; motion carried.