

## TRANSPORTATION COORDINATION COMMITTEE

June 23, 2011

There was a **Transportation Coordination Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, June 23, 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 – May 26, 2011
3. Acceptance of TAC minutes – June 21, 2011
4. RTA Report
5. 2040 Population & Land Use Projections
6. Retrospective of Spot Safety Intersection improvement Studies
7. Status Update: High Water Hazard Analysis
8. Status Update ACRTA FY 2012-2015 Operational Analysis & Management Plan
9. Proposed FY 2012-2015 TIP Amendment
10. Other
11. Adjournment

A quorum being present, Larry Vandemark brought the meeting to order and proceeded with the agenda.

### 1. **ROLL CALL**

Ms. Teresa Adams	City of Lima
Mr. Gregory Berquist	City of Delphos
Mr. Kevin Cox	Perry Township
Mr. Howard Elstro	City of Lima
Mr. Roy Hollenbacher	Bath Township
Mr. Timothy Piper	Allen County Engineer's Office
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima
Mr. Larry Vandemark	American Township

### **GUESTS**

Ms. Rosann Christian	Allen County Regional Transit Authority
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### **STAFF**

Mr. Thomas Mazur	Lima-Allen County Regional Planning Commission
Mr. Justin Niese	Lima-Allen County Regional Planning Commission
Mr. James Patterson	Lima-Allen County Regional Planning Commission
Ms. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Ms. Lisa Steffen	Lima-Allen County Regional Planning Commission

### 2. **APPROVAL OF TCC MINUTES – May 26, 2011**

#### **Motion 56 (06-23-11) TCC**

Gregory Berquist made the motion that the TCC minutes of May 26, 2011 be approved. Seconded by Kevin Cox; motion carried.

**3. ACCEPTANCE OF TAC MINUTES – June 21, 2011**

**Motion 57 (06-23-11) TCC**

Gregory Berquist made the motion that the TAC minutes of June 21, 2011 be accepted. Seconded by Roy Hollenbacher; motion carried.

**4. RTA REPORT**

Rosann Christian reported that the Allen County Regional Transit Authority (ACRTA) has been working on improved coordination with other local transit and paratransit agencies. The ACRTA anticipates added some increased and enhanced services in the near future. Rosann Christian reported that some of the contract services that the ACRTA performs are with New Freedom grant monies; not all of the monies are being utilized therefore the ACRTA wants to take advantage of those funds by increasing the ACRTA's contract services. The ACRTA also has some Jobs Access Reverse Commute (JARC) funds that have not yet been utilized. The ACRTA is looking at the utilization of the funds by acquiring some "pass-through" funds as local match and possibly increasing service hours by adding some hours in the early morning and/or the late afternoon as well as possibly adding Saturday service. Rosann Christian reported that the ACRTA has experienced an increase ridership due to the increase in fuel; people sometimes have to decide between a gallon of gas and a gallon of milk. In conversations with other agencies as well as other transit systems about other funding options, the "pass-through" option appears to be a viable option for the ACRTA. The idea of coordination and collaboration is beginning to appeal to several local agencies as these same agencies are facing the very real possibility of severe budget cuts. Rosann Christian reported that there are additional federal funds that are "sitting on the table" and the ACRTA would like to be able to bring those federal funds into the community. Rosann Christian reported that the ACRTA is looking into replacing four of its aging converted vans. The ACRTA would like to change from the converted vans to the Light Transit Vehicles (LTVs). The LTVs are approximately 25 feet long thereby giving the ACRTA a little more capacity for the contract services. Rosann Christian reported that there are multiple sources of funding that the ACRTA can use the funds for vehicle replacement at 100%, no local match required. Rosann Christian reported that the ACRTA staff has been working closely with the Federal Transit Authority (FTA) and the FTA is in approval of the progress that the ACRTA has recently made. The ACRTA will have their Triennial Review in August. The Triennial Review looks at compliance with FTA rules and regulations, maintenance of the vehicles, the ACRTA's financials, etc. Rosann Christian reported that Stratagen is in the process of installing the computer chips into the Mobile Data Transmitters (MDTs) and anticipates going "on-line" in August.

**Motion 58 (06-23-11) TCC**

Roy Hollenbacher made the motion to accept the RTA report. Seconded by Kevin Cox; motion carried.

**5. 2040 POPULATION & LAND USE PROJECTIONS**

Thomas Mazur reported that as a part of the FY 2012-2015 Transportation Improvement Program (TIP) the Lima-Allen County Regional Planning Commission (LACRPC) has to develop demographics and land use characteristics for each of the 350+ Traffic Analysis Zones (TAZ) within Allen County. Staff began to utilize the 2010 Census data that was released as a part of its Redistricting Package. The information that has been released is total population information and persons over the age of 18 by census block. Staff then takes the census blocks and aggregates the data to determine population in each TAZ within Allen County as well the portions of Hancock and Van Wert counties included within the model area. Thomas Mazur reported that as part of this process staff makes projections

**5. 2040 POPULATION & LAND USE PROJECTIONS (Continued)**

for land use and land use type. Staff has compiled population projections. The Ohio Department of Development (ODOD) compiles the same data at the county level but the data only goes out to the year 2030. Staff completed projections out to the year 2040 which reveals that the population within Allen County will decrease to approximately 103,000. Over the thirty year period the county will lose approximately 1,000 persons per decade using a straight line linear regression. Using the straight line linear regression reveals an approximate 85% likelihood. Thomas Mazur reported that staff has compiled some figures for Allen County in total for the industrial, commercial and residential land use. Over the next thirty years, there will be an approximate 8% increase in commercial land use and an approximate 23% increase in residential land use. Coupled with the decrease in population the increase in residential land use reveals that there will be even more vacant lots within the City of Lima and more prime agricultural land will be lost in the townships. The R squared value for residential is 0.9917 a strong likelihood this increase in residential land use will occur. The data reflects actual 1960 through 2010 data and projects out to the year 2040 which allows for some fifty data points making the computations fairly accurate. Timothy Piper asked what the increase in residential land use is based on. Thomas Mazur responded that the computations are based on the current building square footage and computed forward, and then the square footage is assessed against the land being consumed. The lots within the villages are smaller than the lots located within the townships. In order to contain some of this residential land consumption, policies may need to be changed. Thomas Mazur reported that once all of the total projections are completed, staff will look at each political subdivision separately. Thomas Mazur reported that overall the county will experience an approximate 8% increase in services and an approximate 23% increase in residential land use. Timothy Piper stated that he was having a difficult time believing that over the next five years the county will lose that much agricultural ground. Thomas Mazur responded that the figures are over a thirty year time frame. Timothy Piper stated that the Allen County Engineer's Office (ACEO) has not had a subdivision filed outside the municipalities in the past three years. Thomas Mazur reported that these figures review fifty years of data and that there are ebbs and flows of growth. Timothy Piper stated that what the data reveals is that the villages and cities will lose population out into the county. Thomas Mazur responded in the affirmative. Thomas Mazur reported that computing figures for smaller populations are problematic and those communities that straddle multiple subdivisions present a problem. For example, the Village of Ft. Shawnee has not been a member of the LACRPC since 1970 therefore staff is not as familiar with this community. The last subdivision that was established within the Village of Ft. Shawnee was platted within a floodplain. Thomas Mazur reported that the Village of Bluffton is unique in that it straddles two counties. Over the thirty year time frame the village should experience steady growth at an R squared factor of .97. The commercial land use within the Village of Bluffton will also show an approximate 20% increase over the thirty year time frame. The residential land use will increase over the time frame at an R squared factor of 0.95. The difference between the population and residential land use is that the village is utilizing more multiple family units instead of just single family residences. The industrial land use growth is in "fits and starts" due to the size of most industrial buildings. Thomas Mazur reported that the Village of Ft. Shawnee will experience a decrease in population of the thirty year time frame. Approximately 70% of the village is agricultural. The commercial and residential land uses reveal ebbs and flows but should experience an approximate 30% increase over the time frame. Thomas Mazur reported that the travel demand model will be redone next year. Staff has not yet received the Census SF 1 data which includes population and housing information and staff anticipates receiving it by August. SF 2 data should be released not too long afterward and by the early part of next year, staff should have received the final SF 3. The SF 2 and 3 include demographic and employment data. Once staff has applied all of the data to the TAZ's then staff will hold discussions with all of the political subdivisions to

**5. 2040 POPULATION & LAND USE PROJECTIONS (Continued)**

update them on the data and how it affects them. Kevin Cox asked if the floodplains will have an effect on the data. Thomas Mazur replied that staff will not populate the floodplains except for in the Village of Ft. Shawnee as the village does have a subdivision located in a floodplain. Kevin Cox asked if the new floodplains will have an effect on the data. Thomas Mazur responded in the negative and reported that staff is reallocating land use by the population projections recognizing local zoning and other restrictions on the land. Staff may recommend the redevelopment of areas such as in the City of Lima that have not and are not being developed at all. Thomas Mazur reported that the policies that the townships adopt will drive reallocations of land use. For example, if an agricultural district similar to Shawnee Township establishes a zoning policy that states that a single family residence must have a minimum of 40 acres, then the TAZ will reflect a minimum of residential land use due to the policy. Roy Hollenbacher asked if the corrected numbers for the 2010 Census have been released yet. Thomas Mazur responded that if Roy Hollenbacher meant the challenged numbers then they have not yet been released.

**Motion 59 (06-23-11) TCC**

Roy Hollenbacher made the motion to approve the 2040 Population & Land Use Projections. Seconded by Gregory Berquist; motion carried.

**6. RETROSPECTIVE OF SPOT SAFETY INTERSECTION IMPROVEMENT STUDIES**

Thomas Mazur reported that annually staff will bring a “big picture” report to the Committee in September of all the crashes that have occurred within Allen County. Shortly thereafter staff will compile reports of the crashes that occurred within each of the political subdivisions. Staff will then collect data over the winter months of the different high crash intersection locations. This year staff reviewed thirteen different high crash intersection locations. The high crash intersection locations are not as glitzy or spectacular as in the past because many of the intersections have been analyzed several times and upgrades and improvements have been made that have helped decrease the number of crashes over time. Thomas Mazur reported that staff received comments pertaining to the Draft Spot Safety intersection report previously released. Staff received comments back from the Ohio Department of Transportation (ODOT) District One; ODOT objected to some of the recommendations including lighting at certain intersections as well as the placing prohibitions on right turns stating that the report did not reveal that certain crashes were right turn crashes. Staff will be reviewing the report and remove recommendations that ODOT believes cannot be justified. Thomas Mazur reported that staff also received a comment from Kirk Niemeyer requesting some explanations. Staff has not received any comments from the Allen County Engineer’s Office (ACEO). Timothy Piper reported that he has reviewed the report and a letter is forthcoming. The only intersection that is under the ACEO’s jurisdiction totally is the intersection of Cole Street and Grand Avenue. The ACEO is reviewing its budget to determine if the budget will support grinding the pavement and replacing the pavement from the railroad at Elida Road to Grand Avenue. The ACEO had already budgeted to replace the pavement markings and by the end of 2011 will be replaced with eye-intensity prismatic signs. Timothy Piper asked whether the recommendation to install railroad crossing warning signs follows the Manual of Uniform Traffic Control Devices (MUTCD) as Cole Street does not actually cross the railroad tracks. James Patterson replied that the recommendation is to actually install a parallel advance warning sign (W10-2). Thomas Mazur reported that ODOT had requested a possible pilot project in order to secure federal safety monies for projects. Staff had analyzed the horizontal curves within Allen County. Staff has reviewed eleven locations and narrowed those down to four for possible federal funding. The report was submitted to the District Safety Review Team for review. The Safety Review Team accepted the report and forwarded the report to ODOT Central

**6. RETROSPECTIVE OF SPOT SAFETY INTERSECTION IMPROVEMENT STUDIES**  
(Continued)

Office for federal funding. If the report's recommendations are accepted at ODOT Central Office, the projects could receive 100% federal funding. Thomas Mazur reported that the chart handout that the Committee received details the intersections that were reviewed in the recent past which number forty-five intersections. Staff reviewed the recommendations, the performance levels of the intersections at the time the analysis was completed as well as what has occurred over the past couple of years. Some of the intersections were analyzed not that long ago so the political subdivisions may not have had the time necessary to address the recommended improvements. James Patterson reported that the list contains all of the intersections analyzed over the past five years. The blue highlighted column contains data from the initial report; the brown contains four years of crash data with the Adjusted Average Daily Traffic (AADT) and the AADT which may not have changed much over the four year time frame. The total number of crashes over all three years' worth of studies comes to 668 crashes; of the four years studied the crashes total 682. There was a reduction of approximately 59 crashes for each year at those studied intersections. James Patterson reported that the volume of traffic also dropped 5% at the intersections total. The column highlighted in yellow represents the rankings of whether any of the recommended improvements were completed at an intersection. If it appeared that none of the recommendations were implemented the intersection received a ranking of 1. If any of the recommended improvements were implemented the intersection received a ranking of 2, if a number of improvements were implemented the intersection received a ranking of 3, if most of the improvements were implemented the intersection received a ranking of 4 and finally, if all of the recommended improvements were implemented the intersection received a ranking of 5. James Patterson reported that staff found it interesting that of the intersections that received a ranking of 1 the crash rate improved by .22 crashes per Million Entering Vehicles (MEV). The intersections that received a ranking of 2 the crash rate improved by .36, the intersections ranking a 3 improved by .69, the intersections ranking a 4 improved by .79 and the intersections ranking a 5 improved by 1.09. The data indicates that the more improvements are made to an intersection the better the crash rate is at that intersection. Chris Seddelmeyer stated that Shawnee Township has a continuing issue at the intersection of SR 117 and Wapak Road (SR 501). The intersection recently experienced another very serious accident that involved a 4 year old child that was in critical condition. Shawnee Township continues to observe a number of near-miss and serious accidents at this particular intersection. Shawnee Township was hoping to have something done about the church that is located at the intersection but the building was recently purchased. Chris Seddelmeyer asked what the Township could do to bring more attention to this particular intersection. James Patterson replied that the LACRPC has completed studies on the intersection as well as ODOT. ODOT and Shawnee Township cleared the sight distance issues at the intersection. Timothy Piper reported that in order to correct the sight distance issue on the northern side of the intersection the church would have to be removed or to place a traffic signal at the intersection; a traffic signal is not warranted. Chris Seddelmeyer asked if Shawnee Township should work directly with ODOT. Thomas Mazur replied that some letters from the fire chief and the school superintendant to ODOT documenting their safety concerns would be beneficial. James Patterson reported that the intersection experienced 6 crashes in 2010. Timothy Piper stated that there are some trees to the west of the intersection that may also pose an obstruction and may need to be removed if in the roadway right-of-way. Roy Hollenbacher asked if reducing a speed limit is ever a recommendation. Thomas Mazur replied that if speed is a problem staff could conduct a speed warrant analysis upon request by the Township.

**6. RETROSPECTIVE OF SPOT SAFETY INTERSECTION IMPROVEMENT STUDIES**  
(Continued)

**Motion 60 (06-23-11) TCC**

Timothy Piper made the motion to accept the Retrospective of Spot Safety Intersection Improvement Studies. Seconded by Thomas Tebben; motion carried.

**7. STATUS UPDATE: HIGH WATER HAZARD ANALYSIS**

Thomas Mazur reported that this past winter the Committee received a report on the High Water Hazard Analysis. Staff reviewed all of the crash locations and identified roadways suffering from standing or ponding water. Staff reviewed the crash frequency in the floodplains under adverse weather conditions, and then compiled recommendations with estimated costs to improve the necessary drainage roadway conditions by political subdivision. Justin Niese reported that the Auglaize River runs through Allen County on the west side of the County, the Ottawa River runs through the more central portion of the county including portions of the City of Lima while the Riley and Little Riley creeks run through Richland Township and the Village of Bluffton area. Justin Niese reported that the report focuses on rural township roadways. According to ODOT there are 1,326 functional class roadway miles within Allen County. Of those functional class roadway miles, 272 are considered urban roadway miles and 1,054 roadway miles are considered rural. Approximately 33.5 of the roadway miles are located within the floodplain. Justin Niese reported that staff asked the officials of the different townships to locate the high water areas; staff geo-coded the locations which numbered 188. Of the 188 high water locations 49 or approximately 26% were located within the floodplain. The remaining 74% of the roadways appear to have drainage issues. Justin Niese reported that staff wanted to look deeper into the possible drainage issues therefore two of the staff of the ACEO went out with LACRPC staff to review the 49 locations with possible drainage issues. Staff then utilized OH1 reports that stated that a crash occurred due to roadway conditions that were wet, icy, snow, or mud and dirt. Justin Niese reported that over the five year period from 2003 – 2008 that the study covers, there were approximately 24,289 crashes. Of these crashes there were approximately 7,802 adverse weather crashes or 1/3 of all of the crashes which is similar to the state averages. Justin Niese reported that staff compared the crash rates at the high water crash locations to state averages according to the functional classification to determine the locations that were above the state averages. Justin Niese reported that once the high water crash locations were determined staff developed countermeasures for the locations. The countermeasures were broken down into design and maintenance. As an example a design countermeasure may be a new culvert or ditch. A maintenance countermeasure may be to clean out the sediment within a culvert or re-grade a ditch. Thomas Mazur reported that some of the locations required both design and maintenance countermeasures. Each of the countermeasures was identified by political subdivision and the costs associated with the recommended countermeasures. Justin Niese reported that the costs for American Township are high due to the inclusion of the stormwater collection project that is being constructed out near Bluelick Road and SR 65. The costs in the townships of Jackson and Monroe reflect the high number of locations that each township provided. Justin Niese reported that Shawnee Township provided two locations; one is located within the floodplain and the other reflected a catch basin that needs to be replaced. Thomas Mazur reported that Allen County experiences approximately 30 days of precipitation per year but approximately 90 days of adverse weather conditions on the roadway due to possibly blowing and drifting snow or various other reasons. Thomas Mazur reported that the Federal Highway Administration (FHWA) is interested in changing weather impacts on the roadway system and this is a snippet of the data from which to move forward.

**7. STATUS UPDATE: HIGH WATER HAZARD ANALYSIS (Continued)**

**Motion 61 (06-23-11) TCC**

Gregory Berquist made the motion to approve the Status Update: High Water Hazard Analysis. Seconded by Timothy Piper; motion carried.

**8. STATUS UPDATE ACRTA FY 2012-2015 OPERATIONAL ANALYSIS & MANAGEMENT PLAN**

Thomas Mazur reported that last month the Committee received a draft report on the ACRTA FY 2012-2015 Operational Analysis and Management Plan and some of the improvements that ACRTA has made over the past year. Thomas Mazur reported that Fixed Route ridership has increased and Uplift ridership has increased as well. ACRTA's costs were reduced in a number of different areas. Staff had discussions with ACRTA and the agency's Board to determine in what direction the ACRTA wanted to go. Thomas Mazur reported that ACRTA intends to push forward and increase transportation services to the rural areas of Allen County as well as increase service hours in the morning and late afternoon to accommodate workers as well as students to get to and from home, work and school. This in turn has prompted the need for additional vehicles which the Committee will consider under the next agenda item. Thomas Mazur reported that ACRTA now has a new director who appears to be working well with the other paratransit agencies. The local United Way also has a new director who appears to be interested in partnering with ACRTA in the local coordination efforts. Thomas Mazur reported that staff and ACRTA personnel attended a meeting with Clermont County Transit to review how that transit agency uses levy funds by routing the monies through the transit agency thereby allowing the transit agency to use those funds as local match for federal funds. ACRTA is looking into whether this type of plan is viable in Allen County which would enable ACRTA to be able to draw down JARC funds and cost the local community nothing extra. Thomas Mazur reported that several of the local social service agencies such as the Area Agency on Aging 3 (AAA-3) and the Allen County Board of Developmental Disabilities (ACBDD) expect the experience drastic budget cuts in the near future thereby making coordination with ACRTA appear even more appealing. Thomas Mazur reported that ACRTA has requested funding for replacement and new vehicles in order to accommodate more coordination and added services. Thomas Mazur requested a motion to approve the document as submitted.

**Motion 62 (06-23-11) TCC**

Gregory Berquist made the motion to approve the Status Update ACRTA FY 2012-2015 Operational Analysis and Management Plan as submitted. Seconded by Roy Hollenbacher; motion carried.

**9. PROPOSED FY 2012-2015 TIP AMENDMENT**

Marlene Schumaker reported that several projects were dropped after the final draft of the FY 2012-2015 Transportation Improvement Program (TIP) was approved and submitted to ODOT in May. Due to the removal of these projects, some CMAQ funds have become available and staff re-evaluated the Shawnee Road Project. The Shawnee Road Project has been moved back from FY 2013 to FY 2014. In the original TIP, funds were removed from the Shawnee Road Project in order to balance FY 2013. Marlene Schumaker reported that since the Shawnee Road Project has been pushed back a year and other projects have been removed, staff requests a resolution to increase the funding that was removed from the Shawnee Road Project and place the funds back into the project in FY 2014. Marlene Schumaker reported that Surface Transportation Program (STP) funds into the Shawnee Road Project; these funds have been re-allocated in order to allow for more CMAQ funds to be used to purchase buses for ACRTA. Marlene Schumaker requested a resolution for

**9. PROPOSED FY 2012-2015 TIP AMENDMENT (Continued)**

ACRTA to purchase one 30 foot or greater bus at \$380,000 in FY 2012 and a resolution for ACRTA to purchase two 30 foot or greater buses at a total of \$760,000 in FY 2013. Marlene Schumaker reported that there will be another change to the FY 2012-2015 TIP; the SR 81 Sidewalk Project in FY 2014 will be dropped from the TIP. Staff received notification from ODOT this morning. Thomas Mazur reported that part of the issues that small MPOs have been facing has been being able to fully allocate the MPOs TIP funds. Due to the pushing back of the Shawnee Road Project, the Kibby/Bellefontaine Project and the Bellefontaine Grade Separation less than half of the MPOs funds were committed. Thomas Mazur reported that since the new Draft Transportation Bill has not been passed, the MPO is functioning under the reauthorization under SAFTEA-LU. Under SAFTEA-LU, CMAQ funds can be used to purchase transit vehicles at 100% federal, no local match required. Staff supports the following TIP amendments.

**Motion 63 (06-23-11) EC**

Howard Elstro made the motion to accept staff's recommendations as regards the FY 2012-2015 Transportation Improvement Program. Seconded by Thomas Tebben; motion carried.

**Motion 64 (06-23-11) EC**

Gregory Berquist made the motion to pass the Resolution Authorizing the Funding for the Purchase of One 30 Foot or Larger GILIG Bus for \$380,000 in FY 2012 at 100% CMAQ Funds. Seconded by Timothy Piper; motion carried.

**Motion 65 (06-23-11) EC**

Gregory Berquist made the motion to pass the Resolution Authorizing the Funding for the Purchase of Two 30 Foot GILIG or Larger Buses for a Total of \$760,000 in FY 2013 at 100% CMAQ Funds. Seconded by Chris Seddelmeyer; motion carried.

**Motion 66 (06-23-11) EC**

Gregory Berquist made the motion to pass the Resolution to Increase the Funding for PID 77305 Shawnee Road Project in FY 2014 by \$553,700. Seconded by Timothy Piper; motion carried.

Timothy Piper reported that the Shawnee Road Project slipped back to FY 2014 is that the consultant approval form sat at ODOT for six months.

Marlene Schumaker requested a change to the two motions approving the purchase of buses for ACRTA in FY 2012 and FY 2013. The motions should state "One 30 foot or greater bus" and "Two 30 foot or greater buses" in the event that ACRTA decides to purchase 35 foot buses.

**Motion 67 (06-23-11) EC**

Gregory Berquist made the motion to accept the changes to the motions regarding the purchase of buses by ACRTA in FY 2012 and FY 2013 to state "One 30 foot or greater bus" and "Two 30 foot or greater buses". Seconded by Thomas Tebben; motion carried.

**10. OTHER**

a. Public Participation Plan Assessment Update

Thomas Mazur reported that the MPO does have a Public Participation Plan. Thomas Mazur presented a handout to the Committee and reported that the chart reveals a two-year assessment of what has been accomplished over the biennium. The one item that staff has not been tracking is the number of property owners affected by local projects.

**10. OTHER** (Continued)

a. Public Participation Plan Assessment Update (Continued)

The City of Lima does keep track and notifies property owners whenever the city is using federal funds for a project. The homeowners are mailed information about the project; the mailing contains all of the details of the project as well as the public meeting dates and locations. Thomas Mazur reported that staff is unsure how the smaller political subdivisions handle this issue. Staff is sure the ACEO addresses their issues but is not as familiar with their overall progress as the MPO is not always notified of website postings and mailings. Staff is involved with project development and the public meeting processes. Staff will make every effort to improve on this task by reaching out to the local political subdivisions to determine if the political subdivisions reach out the public whenever there is a local project. Thomas Mazur reported that staff will make every effort to determine if the local political subdivisions follow through on recommendations made in reports such as the High Crash Intersections Reports. Thomas Mazur reported that staff will be contacting the local political subdivisions that receive funds in order to obtain documentation of results. Thomas Mazur reported that there are issues with the placards postings that target minority, non-English speaking, low-income populations, etc. in American and Perry townships. Staff did not do enough to place placards to notify these targeted populations of public meeting events such as for the TIP and projects. Staff has tracked the populations as well as identified the businesses that staff believes the targeted populations might frequent. These businesses will be targeted during the next biennium in an effort to correct this deficiency.

b. New County Maps

Timothy Piper reported that the ACEO has issued new county maps. The City of Delphos and the City of Lima are included on the reverse side of the maps.

**11. ADJOURNMENT**

**Motion 68 (06-23-11) EC**

Gregory Berquist made the motion that the meeting be adjourned. Seconded by Thomas Tebben; motion carried.