



## LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION

130 West North Street Lima, Ohio 45801-4311  
Telephone: 419-228-1836 FAX: 419-228-3891  
www.lacrpc.com

Doug Post  
President

Brion Rhodes  
President-Elect

Jay Begg  
Treasurer

Chris Seddelmeyer  
Secretary

Thomas M. Mazur  
Executive Director

TO: TRANSPORTATION COORDINATING COMMITTEE  
Mr. Jay Begg Mr. Shane Coleman  
Mr. Kevin Cox Mr. Howard Elstro  
Mr. Mitchell Kingsley Mr. Noel Mehlo  
Mr. Doug Post Mr. Charles Schreck  
Mr. Richard Schroeder Ms. Chris Seddelmeyer  
Mr. Robert Sielschott Mr. Thomas Tebben  
Mr. Larry Vandemark

FROM: Mr. Brion Rhodes, Chairperson

DATE: October 18, 2019

RE: TCC Meeting

There will be a **Transportation Coordinating Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, October 24, 2019**, at **3:00 p.m.** in the Conference Room of the Commission office located at 130 West North Street, Lima, Ohio.

The agenda will be as follows:

1. Roll Call
2. Approval of TCC minutes – August 22, 2019
3. Acceptance of TAC minutes – October 22, 2019
4. RTA Report
5. DRAFT Public Participation Plan
6. Update: Safe Routes to School & ADA Transition Plans
7. Update: Westminster Project (PID 109435) Safety Program Funding
8. Update: FY 2021-2024 TIP/STIP Development Process
9. Thayer Road Safety Study
10. 2018 Allen County Air Quality Report
11. US 30 Corridor Study
12. Other
13. Adjournment

cc: Mr. Chris Hughes, ODOT

**NOTE: PLEASE CALL THE COMMISSION OFFICE AND CONFIRM WHETHER OR NOT YOU WILL ATTEND.**





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## TRANSPORTATION COORDINATING COMMITTEE

October 24, 2019

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A quorum being present, Brion Rhodes brought the meeting to order and proceeded with the agenda and introductions.

### 1. **ROLL CALL**

Mr. Kevin Cox	Perry Township
Mr. Howard Elstro	City of Lima
Mr. Mitchell Kingsley	Village of Bluffton
Mr. Doug Post	Amanda Township
Mr. Brion Rhodes	Allen County Engineer's Office
Mr. Charles Schreck	Ohio Department of Transportation District 1
Mr. Dick Schroeder	Allen County Regional Transit Authority
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima

### **GUESTS**

Ms. Theresa Allen	All Aboard Ohio
Ms. Bernice Cage	MORPC
Mr. Josh Ellerbrock	Lima News
Ms. Dina Lopez	MORPC

### **STAFF**

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

### 2. **APPROVAL OF TCC MINUTES – August 22, 2019**

#### **Motion 55 (10-24-19) TCC**

Kevin Cox made the motion that the TCC minutes of August 22, 2019 be approved. Seconded by Doug Post; motion carried.

**3. ACCEPTANCE OF TAC MINUTES – October 22, 2019**

**Motion 56 (10-24-19) TCC**

Chris Seddelmeyer made the motion that the TAC minutes of October 22, 2019 be accepted. Seconded by Mitchell Kingsley; motion carried.

**4. RAPID SPEED TRANSPORTATION INITIATIVE (RSTI) - MORPC**

Thomas Mazur introduced Bernice Cage and Dina Lopez from the Mid-Ohio Regional Planning Commission (MORPC). Dina Lopez presented a PowerPoint presentation and stated that the presentation is an update of the handout included in each packet. The presentation is being made to many of the political jurisdictions along the possible high speed rail corridor(s) of which Lima figures prominently. The presentation will present an update on the Rapid Speed Transportation Initiative (RSTI); the preliminary findings of the 2 studies that were recently completed and a brief question and answer session after. Dina Lopez reported that the RSTI looks at 2 modal options and better faster connections between the cities of Chicago, Columbus and Pittsburgh as well as the communities in between. There are no passenger rail or mass modes of transportation along this corridor except for single-occupancy vehicles. MORPC began the planning process with passenger rail in 2012 and since 2012; the focus has become about 2 modes as well as better and faster connections. Dina Lopez revealed a slide that contained the preferred corridor for the passenger rail project as well as the emerging alternatives from the study that was conducted. Regardless of how the project moves forward, MORPC has collected data on existing conditions along the corridor and improvements overall. If passenger rail is to come along these lines, then freight service must improve. Dina Lopez stated that the blue line on the map represents the Hyperloop. A couple of MORPC staff members entered a competition on their own time and submitted a proposal envisioning a technology that reinvented how we move people and freight. The technology (Hyperloop) is under development now, has cleared a number of milestones and is now looking at where to locate the track in the United States (US). Dina Lopez stated that MORPC is using the study as a way to help Ohio be relevant in innovation in transportation. MORPC conducted a feasibility study along the corridor especially given the needs of the technology. One of the questions was whether Hyperloop fit with rail and whether a multi-purpose corridor could handle freight/passenger rail and freight/passenger Hyperloop. Hyperloop is not feasible along the entire corridor because of the needs of the technology-straighter lines as the Hyperloop cannot go up and down or side-to-side without compromising optimal speeds. Dina Lopez stated that the orange highlights along the corridor represent areas that could share rail right-of-way (ROW). This idea would be subject to a number of investments due to improvements. A Purpose and Need was required to be developed as a part of a formal federal transportation process. Safety and weather are issues that a Purpose and Need address. Capacity issues for freight are also issues that may be addressed with new modes of transportation. This type of development also brings economic development especially around stations and corridors that have stations. Dina Lopez reported that the studies revealed that passenger rail service could travel up to 110 mph along existing rail ROW with improvements in some segments. The studies looked at electronic locomotives as well as anything that is innovative, sustainable and less expensive. The studies also looked at technologies that made increasing capacity easy and inexpensive. Dina Lopez stated that Hyperloop is somewhat similar to a tube used at some banks - a pneumatic tube. The tube is powered by magnetic propulsion and uses next generation magnetic levitation. Hyperloop can be used for both passenger and freight especially high-value goods such as items that are traditionally moved by air and/or are time-sensitive such as medical devices, flowers and perishables. MORPC selected Virgin Hyperloop (VH1) because they have a test track half a kilometer long located in Nevada. VH1 has achieved all of the technology milestones set to

**4. RAPID SPEED TRANSPORTATION INITIATIVE (RSTI) – MORPC (Continued)**

date. VH1 has been able to achieve 200 mph in acceleration and deceleration smoothly within the half a kilometer. Dina Lopez stated that MORPC looked at screening criteria for Hyperloop for routing and the engineering complexity. MORPC also looked at locations for stations and held meetings with political jurisdictions along the corridor to review the route alignments and station locations. MORPC also looked at whether there is a market for passenger rail and Hyperloop services. That answer was, yes as there will be an overall increase in population along the corridor and the need for passenger rail services. Hyperloop would not be feasible along the entire route; ROW would need to be purchased and tunneling needed east of Columbus. The projected economic benefits over a 30 year period could potentially come to \$300 billion with \$19 billion directly from transportation. Dina Lopez reported that during this process, MORPC wanted to clarify possible fares for Hyperloop. The possible fares based on \$.20 per mile and a trip between Chicago and Columbus would cost approximately \$60 one-way. Emission savings would come to a conservative estimate of \$126 million. Dina Lopez reported that for next steps in passenger rail, MORPC will be conducting public meetings as well as working on securing funds for the environmental studies. MORPC would also like to engage and generate support from other communities along the corridor from Columbus to Pittsburgh. For Hyperloop, MORPC is working on a verification segment corridor proposal with the Governor's Office, JobsOhio, VH1 and the Transportation Research Center. MORPC will continue to be involved with contacts in Washington, D.C and the Department of Transportation (DOT) talking about regulatory frameworks for technology. Thomas Mazur stated that Dina Lopez and Bernice Cage have been working on the regulatory framework with the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), US Environmental Protection Agency (USEPA) and DOT. Thomas Mazur stated that this technology is transformational and what happens at this point requires a long-range vision. Thomas Mazur introduced Theresa Allen from All-Aboard Ohio. Theresa Allen stated that All-Aboard Ohio supports passenger rail and mass transit. Theresa Allen asked how many passengers a Hyperloop shuttle can transport and how much freight. Dina Lopez replied for freight, it depends on what type of freight is being moved. In regard to passengers, it depends on the type of seating (larger, plusher seats or more standard seating) the projected numbers of passengers ranges from 22-28. The calculated numbers of persons moved along the corridor per day comes to approximately 16,000 per day. Howard Elstro asked if there was an estimate of the current travel along the corridor as per single-occupancy vehicle and air. Dina Lopez replied the projected 16,000 persons transported by Hyperloop per day is not a firm figure and will require data to verify. Dina Lopez stated that the first long Hyperloop segment is soon to be built in India and MORPC will be keeping an eye on the data. Theresa Allen stated that the Hyperloop route will cover rural areas from state to state. Hyperloop cannot utilize the same ROW as passenger or freight rail and the fact that farmers and other rural residents hold tightly to their ROW. She asked how the Hyperloop will deal with these ROW issues as well as the regulatory issues. Dina Lopez replied that MORPC is working with the federal government on the regulatory issues. At this point, MORPC is not in a position to discuss ROW as the whole process is still in the beginning phase. Doug Post stated that the inter-state highway system is already in existence and might be an option for the Hyperloop. Dina Lopez replied that she had noticed the same thing and stated that once one begins to review possible Hyperloop corridors, the inter-state highway system is not a straight shot and curves and goes up and down. Theresa Allen asked if passenger rail studies are being done Theresa Allen asked whether there had been studies done on track upgrades as well as posi-track to help reduce human error and accidents. Dina Lopez replied that it is better to look at those types of improvements once something is in place. The next phase would be to look at costs of ROW, track, etc. Mitchell Kingsley asked if MORPC is looking at a choice of high-speed passenger rail or Hyperloop. Dina Lopez replied that MORPC is looking at each separately

**4. RAPID SPEED TRANSPORTATION INITIATIVE (RSTI) – MORPC (Continued)**

as a way to present choices to people. Thomas Mazur stated that the option of being able to go to Chicago for a dinner and a show for an evening is “mind blowing”. Kevin Cox stated that he could see the benefit in being able to move freight much quicker. Dina Lopez stated that modes of transportation mainly began by moving freight and freight helps to pay for the seats on planes, trains and buses. Dina Lopez stated that more than likely, freight would be the first phase of the RSTI with passenger rail/Hyperloop coming later. Thomas Mazur stated that the impact around stations intrigues him. Would people drive to a station and park, would they live in Lima and work in Chicago, etc. Chris Seddelmeyer stated that it would generate a whole new economic development piece. Howard Elstro stated that a graphic in the handout reveals that the Hyperloop would reduce the number of passengers on air travel which has almost reached the saturation point. Doug Post asked what type of fuel(s) would Hyperloop utilize. Dina Lopez replied that it was her understanding that Hyperloop does not use fossil fuels but electricity and solar in areas that can sustain solar power. Thomas Mazur thanked Dina Lopez and Bernice Cage for their presentation.

**5. RTA REPORT**

Thomas Mazur reported that a copy of the RTA report is included in each Committee member’s packet and stated that Shelia Haney was unavailable to attend the TCC meeting to present the RTA report. Thomas Mazur stated that if the Committee members review the copy of the TAC meeting minutes, there were a number of items that Shelia Haney highlighted on Tuesday at that meeting. Some of the conversation highlighted the reintroduction of routes that were discontinued in 2018, Routes 2 and 7 which are being “dusted off” to help provide more work-related transportation. RTA has also been working with Jed Metzger from the Chamber of Commerce, P&G, Nelson Packaging and Lima Pallet to come up with a tentative agreement on proposed services and related costs. Nelson Packaging has entered into a contract with RTA to pay for transportation services for its employees. Lima Pallet has also contracted with RTA to provide transportation to its employees and the route that is currently going to Lima Pallet may change. Thomas Mazur stated that RTA is also working with the temp agencies such as Spherion in trying to get the route services to businesses at the times that their employees need to be at work. Some business shift(s) go from 6 AM to 6 PM and since RTA does not begin service until later, the buses are not available to take employees to work. Dick Schroeder stated that the RTA Board has not yet been presented with a definitive proposal when Routes 2 and 7 will be reinstated. RTA will not actually begin these services until after the first of the new year. Thomas Mazur stated that RTA will also be subject to its FTA Triennial Audit in 2020. Thomas Mazur stated that some of the discontinued services will not begin until after the levy funds begin coming in which will be at the end of January.

**Motion 57 (10-24-19) TCC**

Dick Schroeder made the motion to accept the RTA Report. Seconded by Chris Seddelmeyer; motion carried.

**6. DRAFT PUBLIC PARTICIPATION PLAN**

Thomas Mazur reported that the MPO has had an adopted Public Participation Plan (PPP) since 2005. The document is updated every 2 years to reflect federal transportation policies and coincides with development of the MPO’s Transportation Improvement Program (TIP). A copy of the draft document is included in each packet. The text in red represents proposed changes. Most of the changes reflect language that must be included due to the passage of the last 2 Transportation Bills-Fixing America’s Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. Thomas Mazur reported that

**6. DRAFT PUBLIC PARTICIPATION PLAN (Continued)**

proposed changes reflect traditional and social media and modifications due to funding constraints. The amendments proposed on pages 1,3,6,8,9 and 19 reflect the FAST Act and MAP-21. Proposed changes with regard to traditional and social media are found on pages 21, 22 & 29 and include things such as bots and spam coming to the Agency website and how staff responds to such comments posted to the website. Thomas Mazur reported that the RPC no longer participates in the Allen County Fair due to audit issues and the Ohio Department of Public Safety's (ODPS) lack of willingness to pay for the time that staff must be at the fair. In the past, the RPC did have an internal Cartage and Freight Carriers Committee (CFCC) and an Environmental Committee. As soon as the RPC was no longer able to provide a meal for the twice a year meetings, the Committee members stopped coming to the meetings. The RPC now uses the Chamber of Commerce Manufacturers Committee which consists of the community's major manufacturers, warehouses and freight providers. Thomas Mazur stated that he is also a member of the Allen County Environmental Committee which reflects the major chemical companies, manufacturers, academics, environmentalists and health professionals. These are external committees which the RPC meets with on a regular basis.

**Motion 58 (10-24-19) TCC**

Charles Schreck made the motion to approve the DRAFT Public Participation Plan. Seconded by Doug Post; motion carried.

**7. UPDATE: SAFE ROUTES TO SCHOOL & ADA TRANSITION PLANS**

Thomas Mazur reported that there are several local school districts that have inquired about the Safe Routes to Schools (SRTS) funds including the City of Delphos Local Schools, Delphos St. John's, Shawnee Schools and the Elida Local School District. Staff has completed the sidewalk inventory, assessed parent surveys, conducted student walking audits, mapped out the logical improvements out to ¼ mile and reviewed alternatives in the City of Delphos. Staff also focused on the functional classification system working to ensure that the roadways with the heaviest traffic could also support the students. Staff was looking to develop a safe route to get to school no matter which neighborhood students lived in. Staff hopes to have the Delphos SRTS plan completed by the end of next week. Staff has a meeting set with the school administrators on November 5<sup>th</sup>. Thomas Mazur reported that Shawnee Schools has decided not to participate in SRTS. The Village of Elida already has an ADA Transition Plan, Comprehensive Plan, an outdated SRTS Plan and an Active Transportation Plan. Staff is looking to work with ODOT, village and school officials to update the expired plan under an abbreviated process/timeline. The village also has a very aggressive sidewalk policy. Staff has a meeting with the school superintendent and the treasurer on Monday, October 28<sup>th</sup>.

**Motion 59 (10-24-19) TCC**

Dick Schroeder made the motion to approve the Update: Safe Routes to School and ADA Transition Plans. Seconded by Chris Seddelmeyer; motion carried.

**8. UPDATE: WESTMINSTER PROJECT (PID 109435) SAFETY PROGRAM FUNDING**

Thomas Mazur reported that the Road Safety Audit (RSA) for Westminster was completed and presented to the RPC's internal Committee structure in May. ODOT has funded the project with approximately \$1.6 million in Transportation Alternative Program (TAP) monies. ODOT is trying to determine the number of drives at Rudolph Foods that can be closed along SR 117 to improve safety along with a realignment of Brentlinger Road which is a township road as well as looking at Katrina as a loop drive with Brentlinger Road providing

**8. UPDATE: WESTMINSTER PROJECT (PID 109435) SAFETY PROGRAM FUNDING**  
(Continued)

both truck and employee access. The trucks would loop around going back out on Katrina. Thomas Mazur reported that according to Rudolph Foods, 90% of its truck traffic goes east and west between Westminster and IR 75. Most of the crashes in Westminster occur near where Brentlinger Road is now. ODOT has even suggested the possibility of needing a signal at the SR 117/Brentlinger Road intersection. Staff continues to work with the township trustees and ODOT District to come to some agreement on improvements to Brentlinger Road and on the number of drives on SR 117 needed to serve Rudolph Foods.

**Motion 60 (10-24-19) TCC**

Chris Seddelmeyer made the motion to approve the Update: Westminster Project (PID 109435) Safety Program Funding. Seconded by Kevin Cox; motion carried.

**9. UPDATE: FY 2021-2024 TIP/STIP DEVELOPMENT PROCESS**

Thomas Mazur reported that a 2-page overview of the Draft TIP/STIP process is included in each packet. Staff included an article in the Summer Newsletter that the new Transportation Improvement Program (TIP) would begin. . Formal notification was sent out to all the local political subdivisions soliciting projects for the upcoming TIP. Staff has been meeting with local political subdivisions since then to discuss projects and potential projects. Thomas Mazur reported that the table includes those projects that staff considers eligible for funding. Projects have moved within the table. Staff received notification from the City of Lima identifying 4 potential projects with funding in the amount of about \$13.5 million being requested. This list of projects reflecting FY 2021 through FY 2024 will “morph” as the TIP process continues.

**Motion 61 (10-24-19) TCC**

Howard Elstro made the motion to approve the Update: FY 2021-2024 TIP/STIP Development Process. Seconded by Dick Schroeder; motion carried.

**10. THAYER ROAD SAFETY STUDY**

Thomas Mazur reported that staff has been working with the Allen County Engineer's Office (ACEO), several of the townships, as well as ODOT targeting safety concerns on Thayer Road. As a result, staff submitted an application to ODOT for Safety Program funding. ODOT approved the application under an existing task order to underwrite the services of Mott McDonald a full-service engineering firm out of Cleveland to undertake the safety study on the corridor. Thomas Mazur reported that there is a handout within each packet outlining issues pertinent to the safety study. A meeting was held this past Monday morning, October 21<sup>st</sup>, with 25 persons in attendance including the ACEO, Ohio State Highway Patrol (OSHP), Allen County Sheriff's Office (ACSO), as well as representatives from various fire departments, and elected officials from Beaverdam, Cairo, Monroe and Perry townships as well as representatives from P&G as the primary generator of traffic along the corridor. Thomas Mazur reported that the corridor has become the defacto “outer belt” connecting US 30 and SR 117. The corridor currently intersects with federal, state, county and township roadways. The corridor is a little longer than 8.2 miles with 17 different intersections none of which are signalized. The corridor is a typical, rural 2-lane roadway. Roughly, 11-12% of all of the eastbound traffic on US 30 was exiting southbound at Thayer Road. Thomas Mazur reported that traffic volumes increased south of Lincoln Highway on Thayer Road. Examining injury severity, 52% of all of the crashes on the corridor are injury crashes with 5 fatal crashes. Chris Seddelmeyer asked over what time span. Thomas Mazur replied over 5 years. Data suggested that 95% of all traffic was found to be traveling in excess of 55 mph.



**10. THAYER ROAD SAFETY STUDY** (Continued)

In 2018, a survey of all of the crashes was conducted of the at-fault drivers, 4 out of 5 were not local. While traffic has increased by type and volume, the corridor mostly has gone unchanged. The consultants are in the process of developing a Scope of Work which will be presented to ODOT. The study should be finished in 6-8 weeks after the contract is signed. Another meeting will be convened after the study is completed and will be the basis for safety funding requests. Some long-term, short-term and immediate steps will need to be taken.

**Motion 62 (10-24-19) TCC**

Mitchell Kingsley made the motion to approve the Thayer Road Safety Study. Seconded by Chris Seddelmeyer; motion carried.

**11. 2018 ALLEN COUNTY AIR QUALITY REPORT**

Thomas Mazur reported that a copy of the 2018 Allen County Air Quality Report compiled by the Ohio Environmental Protections Agency (OEPA) is included in each packet and stated that the report was released last week at the ECAC meeting at the Allen County Health Department. A significant finding was that the amount of pollutants in Allen County is actually on a downward trend. The report reviews 68 toxic chemicals. The top 5 pollutants in Allen County were analyzed with amounts of the same 68 chemicals. Allen County is considered in compliance with National Ambient Air Quality Standards as established by the USEPA. Howard Elstro asked if the MPO will lose the Congestion Mitigation Air Quality (CMAQ) funds. Thomas Mazur stated that the community will not lose CMAQ funds at this time.

**Motion 63 (10-24-19) TCC**

Chris Seddelmeyer made the motion to approve the 2018 Allen County Air Quality Report. Seconded by Howard Elstro; motion carried.

**12. US 30 CORRIDOR STUDY**

Thomas Mazur reported that staff worked with ODOT to invite the police, fire, EMS and elected officials to a meeting held in the Village of Cairo. Allen County has a number of at-grade crossings along US 30. ODOT is thinking long-range that they need to modify at-grade crossings. Thomas Mazur reported that there are a couple of suggestions for the crossings: a jersey barrier which would only allow a right in and a right out off of an exit, cul-de-sacs, an R-cut, overpass or full interchange, etc. ODOT is trying to reduce the number of serious crashes on US 30. ODOT and locals must consider the implications of how any proposed changes will affect emergency personnel, farmers, school buses, etc. ODOT requested comments and suggestions by the first of November. Staff suggests that more time is needed to acquire more information and come to a consensus over modifications.

**Motion 64 (10-24-19) TCC**

Mitchell Kingsley made the motion to approve the US 30 Corridor Update and initiate further conversations with ODOT and local political subdivisions regarding access safety treatments and future economic development opportunities. Seconded by Chris Seddelmeyer; motion carried.

**13. OTHER**

a. 2020 TCC Meeting Dates

Thomas Mazur reported that a copy of the CY 2020 TCC meeting dates is included in each packet.

**14. ADJOURNMENT**

**Motion 65 (10-24-19) TCC**

Chris Seddelmeyer made the motion that the meeting be adjourned. Seconded by Thomas Tebben; motion carried.