

**Clark County-Springfield  
Transportation Coordinating Committee  
Regular Meeting**

**February 10, 2006  
City Hall, City Forum Room  
12:00 Noon**

## **MINUTES**

*Bruce Smith called the Meeting to order at 12: 00 p.m.*

### **Those Members Present Were:**

John Detrick	Kent Sherry	Leo Shanayda	Paul Wilson
Tim Gothard	Alan Thompson	Dave Hartley	Bruce Smith
Randy Chevalley	Bill George	Kevin O'Neill	Elmer Beard
Jim Campbell	Tom Junk	Orphus Taylor	Nancy Brown

### **Also Present Were:**

Lamar Daniel	John Balzer	Thea Walsh	Scott Schmid
Joyce Davis	Eric Ottoson	Matt Parrill	Phil Tritle
Glenn Massie	Bill Carey	William Zieber	Matthew Kambic
Shane Farnsworth			

## **MINUTES**

Motion by Bill George, seconded by Tim Gothard, to approve the minutes of the January 13, 2006 meeting.

Vote: Motion approved unanimously.

## **EXPENDITURES**

Motion by Bill George, seconded by Elmer Beard, to approve the expenditures in the amount \$45,540.51. There were three bills added to the expenditure sheet. The first one is Phil Tritle for a printer for \$389.50; second one is the City of Springfield for postage for January 2006 for \$82.71 and the third one is the Springfield Newspaper for an ad for the 8 Hour Ozone Conformity for \$1,246.14 which all three bills total to \$1,718.35. Total of all expenditures including the three added bills is \$47,258.86.

Vote: Motion approved unanimously.

**THEN AND NOW RESOLUTION**

Motion by Dave Hartley, seconded by Nancy Brown, to authorize the County Auditor to issue a warrant in the amount of \$438.50 to Columbus Dispatch under the TCC voucher #4072 for an ad for the TCC Director vacancy.

Vote: Motion approved unanimously.

**PRIOR APPROVAL**

Motion by Jim Campbell, seconded by Leo Shanayda, to approve the amount not to exceed \$825.00 for two staff members to attend the GIS Symposium in Columbus, OH on March 27 – 29, 2006.

Vote: Motion approved unanimously.

**TRANSPORTATION PLANNING UPDATE****A. S. R. 794 Sub-area Study**

Phil Tritle stated he had a brief slide show to bring everyone up to date where we are in the process. The main reason why we are at this meeting is to discuss S. R. 794. We also have two guests with us today General Matthew Kambic from the State of Ohio Adjutant General's Department, and Col. William Zieber from the Nation Guard Bureau. They are here to provide information that is related to this project.

Phil Tritle stated that the purpose and the need for the project is improvement to meet the federal force protection requirements at the Air National Guard Base, while providing a connection between U.S. 68 and 72, and considers future development, does not adversely impact mobility for emergency response time.

Phil Tritle stated that the last item on the board here is a presentation of this body in December 2005. That presentation was made with the end result being to accept the study at today's meeting. You can also see we previously had public meetings and comments. The Study went around and looked at this entire area. You can see some of the roads like Possum Road, West Jackson, Peacock Road, Sparrow Road and Petre Road. They are looking at deficiencies to those roads in place of 794 when it closed. This is all on the web site. This is not the first time that this board has seen this. We hope that most of the people were able to see some of the articles in the newspaper. This article from April 2005 is about concerns for the residents wanting to know if it was needed and what was going to happen. In June there was another article in the newspaper indicating that we were seeking input for the project. In July 21, 2005 there was another article after a meeting that was held. There was a legal ad in the newspaper announcing the July 20, 2005 open house on 794 West Blee Road. On October 12, 2005 there was another open house invitation 794 West Blee Road. These articles are straight out of the newspapers.

Phil Tritle stated that there is a consulting firm that was hired to assist in this study and to go out and gather information. Part of the process was gathering public input, and looking at certain data. When you do a study like this, you are looking for things that could affect where the route is best located.

Phil Tritle stated that there was two no build alternatives. Alternate B is if this road were closed the traffic would have to go around and back down Peacock Road. Alternative C would be to come up and around Sparrow Road and back out to U.S. 68 on this northern route.

Phil Tritle stated that they looked north of the Airport and the south of the Airport. You can see that there were several alternates that were studied.

Phil Tritle stated that this is the 794 area. There were several alternates. These are the closest to the current alignment. One alternate would bring the road straight across from 72 to U.S. 68. The other one would curve around further south and we would move this curve further west coming out at the same place on U.S. 68. This is the report that is before you today. The D-4 straight alignment; D-1 is the curved alignment. The preference here is D-4, the straight alignment.

Phil Tritle stated that a lot of people probably have heard about the mission at the guard base, the air guard moving away because of the BRAC hearings that Congress held. Some of that might change but it will not go away entirely. There are things in the works to bring additional reserve units and guard units from the Army out to the same site. If you have been reading the newspapers the City of Springfield has recently purchase land in this area. The reason that the D-1 is not a preferred route is that additional guard units and reserve units come in and locate here they are looking for land without having a public road run through the middle of the ownership of the Guards and Reserve. I have two representatives here today they have agree to brief everyone on what is going to be happening and the time table for that to happen.

My name is Mat Kambic. I am the Assistance Adjutant General for the Army for Ohio. It means that I command the Army Guard. This is Col. William Zieber he is the United States Property and Fiscal Officer. I would like to talk about what is happening in Ohio. Today I have 64 ready centers across Ohio. Most of the facilities are supported by the State Government. The problem we have is our infrastructure's average age is 46 year old, ten years older than the national average. I have ready centers built back in 1911, 1913 and 1917 and they don't meet the needs today. We can not afford to replace those facilities one for one. We have devised a strategy to find key areas around the state, so we can maximize our opportunity and use Federal and state dollars to built new modern facilities to support our National Guard. Our infrastructure is very important. When the BRAC process happens on the Air National Guard side it has some impacts for Springfield. The final BRAC recommendations with the F-16 mission at Springfield would go away and a new mission would come here. The Air National Guard Base it not going to be eliminated

under BRAC. It is going to be remission. The information about the new mission is forthcoming. Under BRAC we submitted a proposal that was accepted. We are going to be building a \$31,000,000.00 Armed Forces Reserve Center. It will house a couple of my Army National Guard units as well as an Army Reserve unit. We are going to build it jointly. This is going to be 100% Federal funded. The only thing that I have to do is secure the land. The City purchasing this land is important. You will have an Armed Forces Reserve Center and you will have a maintenance facility to support those units. We want to create a Joint Reserve Base. If you have the Army National Guard, the Army Reserve and the Air National Guard, that provides security long term. Your newspaper ad said it very well; 9/11 changed our lives forever and our effort is to build the Army National Guards and the Army Reserve Center with this base. We believed it is going to be in our best interest of the Air Base and the community as a whole.

Col. William Zieber stated that this is a win for Springfield. We have known for many years that the City of Springfield wanted us to move our facilities away from the Clark County Fairgrounds, because they wanted that land. That is where the Springfield unit is located. It would give the City and Clark County the ability to expand the fairgrounds. The current Department of Defense regulations we to have at least a 150 foot stand off. 794 come too close to some of our buildings. The shop that we put out there not only services the Springfield unit, but also service units in a region around Ohio.

Phil Tritle stated that the next step, if it is approved, would be to engineer and design the road project. After that is done, you have to bid the project out. Getting into the design phase would determine exactly how much right-of-way is needed and determine what issues might still be out there.

Dave Hartley stated that he did not feel that D1 was acceptable. This study was done on the bases that that were not there. I assume that you are going to buy this land.

Phil Tritle stated that this land was purchased by the City.

Col. William Zieber stated that recommendations from this BRAC will commence in 2007. We have to have this project kicked off in this time frame. We have to get the land this year for other projects to come on line.

Dave Hartley stated that he recommended we do another study, taking into consideration this land being taking out of it and see if we can come up with another alternative for the D-1 route.

Phil Tritle showed the route.

David Hartley indicated the straight route.

Phil Tritle stated that is D-4.

David Hartley stated alternative for D-4 route. I don't think that we need another entrance to U.S. 68.

Tim Gothard stated that this study looked at all of the alternatives. We looked at 19 alternatives. We did take in to account that we thought the Army Guard may end up on this parcel. I think that we have looked at all the alternates.

Alan Thompson asked when the study team talked to us in the community. You told us about the Public Meeting and the newspaper ads. The people that live in that community went to the meetings it appeared that the D-1 route or some variation was going to be the way to go. We thought you would move the curve back 40 feet or so and we would still have D-1. D-4 might be the right way but we have to look it over and study it to make a decision.

Scott Schmid stated that D-1 and D-4 were both presented as the two final alternates to TCC in December 2005. We had Tetra Tech come in and do a one hour presentation.

Phil Tritle stated if you take this straight as it shows there is one house that would have to be removed.

Mark Chynoweth state that he purchased this house 30 days ago and this decision was sprung on us by Wednesday morning. We did not know anything about it.

Randy Chevalley asked if the study team did a Traffic Impact Study. How much additional traffic is planning to come to it and what would be the effects? We do not like access. It would be nice if you could use the existing point that comes out.

Matt Kambic stated that if you put this road here and ask me to build over here then I cannot have that continuous permanent fence. I want to be inside of the road so we can accomplish security with the new facility.

Bruce Smith stated that one of the things that started this was the 150 feet distance from the Air National Guard and the Army Reserves. They need a secure space around that area.

Tim Gothard stated that the City is concerned about the general aviation side of the airport. We are getting a lot of pressure for the National Guard and Air Guard to move in on the general aviation side of our operation. We need to look to expand to the north and those 80 acres that we bought. We could not have a road through the general aviation side of the operation either.

Scott Schmid stated that former Director Larry Himes had received several calls one from a possible buyer, possible seller and a realtor inquiring about the study. Mr. Himes told them that D-1 and D-4 are both being considered.

There were about 20 residents on the Peacock Road area that attended the TCC meeting. The people said that they knew the plan was one option but thought the TCC was leaning toward the second option, realigning from Mill Creek and curving it near the airport's entrance west of Peacock Road. The people who were at the TCC meeting made their concerns and their comments known to the TCC members.

Tim Gothard stated that we have a grant coming in this year to start the phase I of the fence. There will probably be another grant that will be coming on a yearly basis. We will be putting the fence around the airport.

Phil Tritle stated that with regards to the new facilities here, the idea would be to place them close to the buildings that are here already. It would be the best location for the guard units to be able to use the buildings that are already here.

Phil Tritle stated the preferred alternate doesn't mean that we are going right through that house. The final design could end up being a little different than that. We are not ready for that phase yet.

Larry Shaffer stated that his family lived on Peacock Road as long as the airport has been there. My parents own the house that I live in. It is a former schoolhouse which was built in 1852. He knew that the straightening the road was an option, but he didn't think it would come to pass.

I am Allen Armstrong and I am Green County Trustee. He stated that information did not get to him and he feels that he should be notified. I would hate to see this board make a decision without considering the future plans.

Matthew Kambic stated that he was briefed on the same Air National Guard master plan. It was considered by the board. On that master plan this piece of ground was designated for the new Army Forces Reserve Center. I do not know anything about the south side of the Airport. I know about the master plan that was presented to me. That was the piece of ground that I was told we were working with the city. It would be the site for our future construction.

I am Kevin O'Neil and I am on the Springfield City Commission. The fifteen years that I have been on the City Commission we have gone through two BRAC processes here. The bottom line is to save jobs, not to expand Springfield Municipal Airport. The goal here is to work with Congressman Hobson's office to make ready for the military presence here. Preserve jobs not only to your township but to the City of Springfield. We want to continue to have military presence when they are cutting back, try to preserve their jobs, and also maintain what we already have. The city and the township developed a JEDD. This was a win situation. It was the first in the state of Ohio and was embraced by everyone. To come here today and tear all of it apart I think it is the wrong thing. I am not saying that this is the right thing to do. What I am saying is we need to look at what this gentleman is coming to do. We need to deal with what is better for everyone, not just what is good for Springfield, but what is

good for Greene Township and what is good for everyone. We have been working on this for a long time. I support your project. Our staff has worked to try to acquire property and to make it happen.

Tim Gothard stated if we have any future expansion we will be in the same position we are at today. We will have to move the road again. That is what we are trying to avoid. They don't move roads the second time. We want to stop it now. We want to have the alignment to a point where we can have facilities for the Army and have some room to grown so we don't have to spend taxpayer's money to move this road again. I don't understand why people do not know about D-4.

Bruce Smith stated that there were a lot of notices, there were public meetings, and there were articles in the newspaper. That is just a fact. The alternates shown here were presented in those. The D-4 road would be maintained by the county.

Tim Gothard stated that people would come off the existing 794 from U. S. 68 to the base. The base would use the existing 794 the same way you that you would get to the general aviation facility. They are also going to have a gate at the east end when the new 794 diverts off on the old 794. The base has access from two sides. This is what has been told to me.

Matthew Kambic stated that our time frame would be the certificate title of the land June 1, 2006 and construction will begin October 1, 2007.

Motion by Tom Junk, seconded by Randy Chevalley, to table this today in regards of the S. R. 794 Study. We will take in to all account of the comments that we have heard today and would hope to receive written comments from people.

Vote: Motion approved unanimously.

Tim Gothard stated if we delay this we need to set a date for the next TCC meeting to make a decision. The Army Guard is on a short timeline here and we need to make a decision.

Lamar Daniels stated to give the people two weeks from today to make their comments and when we get the comments back from the people them we can respond and have the information for the next TCC meeting in March.

Phil Tritle stated the next TCC meeting will be held on March 10, 2006 at 12:00 noon at City Hall, City Forum.

## **B. FY 2006 – 2009 TIP Amendments**

### **1. Transit Oriented Intermodal Facility Study – Resolution 2006 – B**

Eric Ottoson stated that we have two TIP Amendments. The first is Resolution 2006 –B Transit Oriented Intermodal Facility Study. The study will cost about \$250,000 to take a look at the feasibility of the transit facility/parking. It will be in conjunction with the hospital. The \$250,000 will be 80%/20% split between Federal and local. We will add this project to the TIP.

Motion by Bill George, second by Leo Shanayda, to amend the FY 2006 – 2009 Transportation Improvement Program and Resolution 2006 – B.

Vote: Motion approved unanimously.

## **2. Transit Vehicle Purchases – Resolution 2006 – C**

Eric Ottoson stated that the second Transit item on the TIP is moving the purchase of five replacement buses back a year to 2008 instead 2007 to have an opportunity to see how other vehicles could work out. The alternate vehicles are purchased from a state contract. The compactness of these alternate vehicles is similar, but they are less expensive. We want to give ourselves a year to see how this will work out. We have them on order for this year.

Glenn Massie stated that the new buses that we received hold 23 seats and we have standing room which would hold as may as 51 people. The vehicle that Eric Ottoson is talking about is similar to our ADA vehicles but it is a longer vehicle. It has 25 seats and two wheelchair positions.

Motion by Nancy Brown, second by Kent Sherry, that we pass Resolution 2006 – C to move back a year purchase of 5 heavy duty buses for SCAT.

Vote: Motion approved unanimously.

## **C. Air Quality – Resolution 2006 – D**

Lamar Daniel stated that we have a Resolution 2006 – D that indicates that Springfield and Dayton are in attainment for the 8-hour ozone standard. We have had this resolution before. We have talked about the 1-hour standard now we are talking about the 8-hour standard. What this indicates is that through modeling techniques, the Springfield and Dayton area is classified basically non-attainment, which means it is the lowest in the state of non-attainment status. With the new modeling technique that will come out with the 8-hour standard, we will be in attainment. We want to get this resolution passed to indicate we are in sync with MVRPC, who is lead planning agency in our area. They have their resolution passed last week. Next week we would like to send this resolution in to the OFPA.



Motion by Bill George, second by Jim Campbell, for the strategies for attainment of the national ambient air quality standard for 8-hour ozone in the Dayton/Springfield non-attainment area.

Vote: Motion approved unanimously.

## **TRANSPORTATION UPDATE**

### **A. Highways**

Tim Gothard stated that Bechtle Avenue widening has started.

### **B. Transit**

Glenn Massie reported that Fixed Ridership increased 6.2% from January 2006 compared to December 2005 and the Fixed Ridership had 40,112. Paratransit increased 10.6% from January 2006 compared to December 2005 and Paratransit Ridership was 767. Dial-A-Ride increased 11.2%. Number of trips was 187 and number of passengers was 18. We received 12 calls from people who live in the county that would like to have bus services. New Carlisle and Northridge are interested in bus service.

Lamar Daniels stated that a couple of weeks ago we had an Air Quality Advisory.

### **C. Railroad**

No Report.

### **D. Trails**

Jim Campbell reported that they are continuing plans on trails in the west part of Clark County with New Carlisle and Bethel Township.

### **E. Other**

Bill George stated if this gang could get together before our next TCC meeting and work out the differences then the next meeting might go smoother. They are concerned that they did not receive mailers.

Scott Schmid stated that we did have a study meeting and Commissioner Tackett was at our study meeting when we discussed the D1 and D4 and everyone at the meeting was in agreement for D4. That was in January 20, 2006 less than a month ago. The TCC staff worked with the Planning Study Team; which made a recommendation to the Executive Committee which involves the Planning Study Team, which made a recommendation to the TCC Board. That was the channel we took. It was approved by everyone that was in the Planning Study Team.

Lamar Daniel stated after we summarized all the comment regarding the 19 alternate, there was 45% vote for D 4.

David Hartley stated that he did not know that the military was moving in to that section. I was at a meeting where I got the general idea that D1 was going to be the

one. The first time I knew the military had any interested in this at all or the city purchasing the land or the city has purchased the land next to it was today.

Scott Schmid stated that he read it in the newspaper article. The Air Force Reserve has been active in the Planning Study Groups. This is the first time that we have had the Army Reserve at our TCC meeting.

Scott Schmid stated that this is not all about the base and the expansion out there, but there was also consideration made for emergency vehicles out there as well.

**Adjournment**

Motion by Jim Campbell, seconded by Randy Chevalley, to adjourn the TCC meeting.

The TCC meeting adjourned at 2:05 p.m.

Sincerely,

Bruce Smith  
Acting Chairman