

CLARK COUNTY-SPRINGFIELD

**TRANSPORTATION COORDINATING COMMITTEE**

**TRANSPORTATION COORDINATING COMMITTEE**  
**FRIDAY, APRIL 8, 2011**  
**10:30 A.M.**  
**SPRINGVIEW GOVERNMENT CENTER**  
**3130 EAST MAIN STREET**  
**PLANNING CONFERENCE ROOM**

**Chairman**  
Robert A. Warren

**Vice Chairmen**  
Kent Sherry  
John Burr  
Leo Shanayda

**Members**  
Elmer Beard  
Bob Bender  
Nancy Brown  
Dana Bumgardner  
James Campbell  
Joyce Chilton  
John Detrick  
Kathy Estep  
Jay Flax  
William George  
Herbert Greer  
David Hartley  
Tim Hines  
Kimberly Jones  
Tom Junk  
Toni Keller  
Gene Kelly  
Rick Lohnes  
Chris Moore  
Kevin O'Neill  
Matt Parrill  
Timothy Smith  
Robert Suver  
Alan Thompson  
Clifford Vernon  
Richard Zsambok

**Transportation Director**  
Scott Schmid

**AGENDA**

- I. ROLL CALL**
- II. MINUTES** (Attached) **Action**
- III. FINANCIAL REPORTING**
- a. Budget Status & Cash on Hand Report (Attached) **Action**
  - b. Summary of Expenses (Attached) **Action**
  - c. Prior Approval Requests (Attached) **Action**
    - i. 2 staff members to attend the 2011 Ohio Public Transit Conference in Dublin, OH on May 3-4, 2011
    - ii. 4 members to attend the 2011 Healthy Communities Active Transportation Conference in Cleveland, OH on May 9-10, 2011
- IV. TRANSPORTATION PLANNING UPDATE**
- a. FY08-FY11 Transportation Improvement Program
    - i. Resolution 2011-E (Attached) **Action**  
*Veterans Bridge Project*
  - b. 2<sup>nd</sup> Draft FY12-FY15 TIP (Enclosure) **Discussion**
  - c. 2011 Multi-Use Trail Plan (Enclosure) **Action**
  - d. 2011 TRAC Update (Attached) **Discussion**
  - e. Other
- V. TRANSPORTATION POLICY BOARD UPDATE**
- a. Highway
    - i. Federal Highway Administration, ODOT Central Office, ODOT District 7, Clark County ODOT Garage, County Engineer & City Engineer **Discussion**
  - b. Transit
    - i. City of Springfield & SCAT **Discussion**
  - c. Railroad
    - i. TCC Staff & WESTCO **Discussion**
  - d. Trails
    - i. National Trails Parks and Recreation District & TCC Staff **Discussion**
  - e. Officials and Others
    - i. Federal, State, County Commission, Cities (Springfield & New Carlisle), Villages, Townships and Others **Discussion**

**CC-STCC CASH on HAND & BUDGET STATUS Reports - FY11**  
as of March 31, 2011

	<i>General</i>	<i>Restricted</i>	<i>TOTAL</i>
<b>Beginning Balance</b>	\$ 36,298.11	\$ 57,960.26	\$ 94,258.37
<b>Total Expenses</b>			\$ 107,128.77
<b>Total Receipts</b>			\$ 83,033.92
<b>Ending Balance</b>	\$ 17,206.58	\$ 52,956.94	\$ 70,163.52

<i>Work Elements</i>	<i>Total Budget</i>	<i>Balance</i>	<i>Percent Expended</i>	<i>Monthly Expense</i>	<i>YTD Expenses</i>
601.1 Short Range Planning	\$ 145,000.00	\$ 29,338.05	80%	\$ 13,784.84	\$ 115,661.95
601.2 Springfield City-Wide Signal Study (fy10)	\$ 97,984.62	\$ 1,127.48	99%		\$ 96,857.14
601.3 Land Use Planning Coordination	\$ 10,000.00	\$ 10,000.00	0%		\$0.00
601.4 Northridge Sub Study	\$ 52,194.00	\$ 47,860.61	8%	\$ 2,685.26	\$4,333.39
601.5 Lower Valley Pike Byway Marketing	\$ 6,000.00	\$0.00	100%		\$ 6,000.00
601.6 Safe Routes to School Program	\$ 4,000.00	\$ 4,000.00	0%		\$0.00
601.7 Spfld Streets Conversion Study (fy10)	\$ 60,000.00	\$ 8,305.44	86%		\$51,694.56
601.71 Spfld Streets Conversion Study	\$ 97,806.00	\$ 54,194.48	45%	\$ 26,755.57	\$43,611.52
602.1 Transportation Improvement Program	\$ 35,000.00	\$ 20,583.70	41%	\$ 7,146.32	\$14,416.30
602.11 Trans. Improvement Program (fy10)	\$ 25,000.00	\$ 40.84	100%		\$ 24,959.16
605.1 Surveillance	\$ 95,000.00	\$ 20,299.82	79%	\$ 29,545.33	\$ 74,700.18
610.1 Long Range Planning	\$ 12,000.00	\$ 4,185.15	65%	\$ 1,231.47	\$ 7,814.85
665.1 Air Pollution Advisory Program	\$ 72,227.05	\$ 61,192.57	15%	\$ 430.43	\$ 11,034.48
667.1 Rideshare Program	\$ 68,025.56	\$ 54,033.10	21%	\$ 684.73	\$ 13,992.46
674.1 Paratransit Planning	\$ 12,000.00	\$ 5,310.83	56%	\$ 2,543.42	\$6,689.17
674.2 FTA Transit Planning	\$ 74,000.00	\$ 31,600.14	57%	\$ 6,791.66	\$ 42,399.86
674.3 Consolidated Transit Planning	\$ 15,000.00	\$ 2,189.58	85%	\$ 3,645.12	\$ 12,810.42
682.1 OPWC Infrastructure Support Program	\$ 65,000.00	\$ 55,493.91	15%	\$ 1,177.02	\$ 9,506.09
682.2 WESTCO Rail Freight Administration	\$ 100,000.00	\$ 48,902.78	51%	\$ 7,887.27	\$ 51,097.22
682.3 Clean Ohio Support Program	\$ 13,848.99	\$ 13,520.87	2%		\$ 328.12
682.4 ONRA Coordination Services	\$ 8,249.98	\$ 1,064.10	87%	\$ 333.93	\$ 7,185.88
682.41 ONRA Marketing Project	\$ 63,666.04	\$ 30,282.78	52%		\$ 33,383.26
682.42 ONRA Signage Project	\$ 181,586.51	\$ 169,282.90	7%	\$ 1,288.38	\$ 12,303.61
682.43 ONRA Gateway Project	\$ 13,125.00	\$ 13,125.00	0%		\$0.00
682.5 SR794 (W. Blee Road) Plan	\$ 58,461.70	\$ 39,107.95	33%	\$ 5,003.32	\$19,353.75
697.1 Public Involvement	\$ 36,167.50	\$ 7,776.27	78%	\$ 4,370.54	\$ 28,391.23
	\$ 1,421,342.95	\$ 732,818.35	48%	\$115,304.61	\$688,524.60

**TCC Chairman**

**Date**

Summary of Expenditures  
Area Transportation Trust Fund  
March 2011

	Description	Pd By	TCC	CPG	ODOT	FTA	Springfield	CLEAN	ODOT	Local	TOTAL				
					CPG	SR794	5307	FTA5307	CMAQ	OPWC	WESTCO	OHIO	ONRA	ONRA	
<b>SALARIES</b>															
Transportation Study	02/21 - 03/06/11	# 18	5,468.31	4,200.21	525.03	0.00	924.86	115.61	60.16	288.42	923.04	0.00	165.33	41.33	12,712.30
Transportation Study	03/07 - 03/20/11	# 19	4,153.03	5,226.21	653.28	0.00	997.28	124.66	0.00	104.88	1,461.48	0.00	84.38	21.10	12,826.30
Transportation Study	03/21 - 04/03/11	# 20	4,535.53	5,084.35	635.54	0.00	563.52	70.44	150.40	139.84	1,230.72	0.00	279.57	69.89	12,759.80
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			14,156.87	14,510.77	1,813.85	0.00	2,485.66	310.71	210.56	533.14	3,615.24	0.00	529.28	132.32	38,298.40
<b>OFFICE SUPPLIES</b>															
Garrigans	Copy paper & misc.	15191	100.93												100.93
<b>OTHER EXPENSES</b>															
PERS	Mar-11		3,575.40												3,575.40
CEBCO Medical Insurance	Mar-11		6,340.70												6,340.70
State Mutual	Mar-11		13.30												13.30
Superior Dental	Mar-11		127.54												127.54
Medicare	Mar-11		286.66												286.66
Clark County Engineer	SR794 Subcontractor	14999				5,003.32									5,003.32
Cox OH Publishing	Newspaper ads	15114	127.50	1,020.00	127.50										1,275.00
Cox OH Publishing	Trail meeting ads	15114	21.71	173.64	21.71										217.06
Bird Houk	St Conversion Study	15150	2,675.56	21,404.45	2,675.56										26,755.57
M.H. Corbin	16 Traffic counters	15161	1,782.94	14,263.48	1,782.94										17,829.36
LJB Inc.	Northridge study	15162	268.53	2,148.20	268.53										2,685.26
Louis Agresta	Mileage	15180	12.00	96.00	12.00					21.12					141.12
Clark County EMA	2011 Resource books	15181	46.44												46.44
WHIO-TV	Meeting TV ads	15182	203.50	1,628.00	203.50										2,035.00
Cincinnati Bell	March office phone	15183	94.10												94.10
Cincinnati Bell	Jan. 2011 long distance	15184	16.42												16.42
Melanie Runkel	March mileage	15186											31.49	7.87	39.36
Glen Massie	March mileage	15187	16.56				44.16	5.52							66.24
Louis Agresta	March mileage	15188	14.21	113.66	14.21								34.56	8.64	185.28
Cincinnati Bell	Feb. long distance	15189	13.85												13.85
Newman Signs	Rideshare sign	15190							310.65						310.65
Macray	Office name plate	15192	7.00												7.00
AASHTO	Highway Safety manual	15193	122.85	982.80	122.85										1,228.50
Glen Massie	March mileage	15194	3.07	24.58	3.07										30.72
IDC	Air Alert logo	15195							300.00						300.00
Lamar Daniel	March mileage	15196	5.76	46.08	5.76				48.00						105.60
			15,775.60	41,900.88	5,237.63	5,003.32	44.16	5.52	658.65	21.12	0.00	0.00	66.05	16.51	68,830.37
<b>TOTAL AMOUNT SUBMITTED</b>			<b>30,033.40</b>	<b>56,411.65</b>	<b>7,051.48</b>	<b>5,003.32</b>	<b>2,529.82</b>	<b>316.23</b>	<b>869.21</b>	<b>554.26</b>	<b>3,615.24</b>	<b>0.00</b>	<b>595.33</b>	<b>148.83</b>	<b>107,128.77</b>
@	Includes indirect labor related costs to be distributed among all funding sources based on indirect costs rate.														
@@	Prior Approved.														

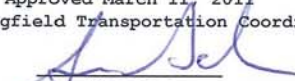
Approved April 08, 2011  
Clark County - Springfield Transportation Coordinating Committee

\_\_\_\_\_  
Director

Summary of Expenditures  
Area Transportation Trust Fund  
February 2011

	Description	Pd By	TCC	CPG	ODOT CPG	SR794	FTA 5307	Springfield FTA5307	CMAQ	OPWC	WESTCO	CLEAN OHIO	ODOT ONRA	Local ONRA	TOTAL
<b>SALARIES</b>															
Transportation Study	01/24 - 02/06/11	# 16	5,085.41	4,543.97	568.00	0.00	592.80	74.10	59.44	186.78	946.20	0.00	174.72	43.68	12,275.10
Transportation Study	02/07 - 02/20/11	# 17	4,366.08	4,981.01	622.63	0.00	591.70	73.96	0.00	122.36	1,589.68	0.00	231.10	57.78	12,636.30
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			9,451.49	9,524.98	1,190.63	0.00	1,184.50	148.06	59.44	309.14	2,535.88	0.00	405.82	101.46	24,911.40
<b>OFFICE SUPPLIES</b>															
Garrigans	Chairmat, toner, paper	15165	398.82												398.82
<b>OTHER EXPENSES</b>															
PERS	Feb-11		3,487.60												3,487.60
CEBCO Medical Insurance	Feb-11		6,340.70												6,340.70
State Mutual	Feb-11		13.30												13.30
Superior Dental	Feb-11		127.54												127.54
Medicare	Feb-11		278.78												278.78
Clark County Engineer	SR794 Subcontractor	14999				2,994.34									2,994.34
Cox OH Publishing	Newspaper ads	15114	45.00	360.00	45.00										450.00
Bird Houk	St Conversion Study	15150	1,685.60	13,484.75	1,685.60										16,855.95
Clark County Comm	1st Q office rent	15151	7,463.75												7,463.75
LJB Inc.	Northridge Study	15162	164.81	1,318.51	164.81										1,648.13
DoNet	Website storage	15166	5.68	45.50	5.68										56.86
Survey Monkey	Survey results program	15167	20.00	160.00	20.00										200.00
City Springfield	Dec. AT&T fax line	15168	41.96												41.96
Cincinnati Bell	Dec. long distance	15169	7.02												7.02
Treasurer Ohio	Audit review	15170	248.78												248.78
Glen Massie	Jan. mileage	15171	67.01	6.14	0.77										73.92
Louis Agresta	Jan & Feb mileage	15172	5.60	44.85	5.60								54.53	13.63	124.21
Lamar Daniel	Jan. mileage & postage	15173	6.88	55.07	6.88				28.80						97.63
Triad Inc.	Trans. Safety conf.	15174	26.00	@@ 208.00	26.00										260.00
Zach Balassone	Jan. & Feb. mileage	15175	4.08	32.64	4.08						62.88				103.68
Dickman Directories	Dickman Directory	15176	159.00												159.00
Cincinnati Bell	Feb. office phone lines	15177	94.10												94.10
Midwest Software	Traffic count database	15178	158.00	1,264.00	158.00										1,580.00
MVRPC	2011 Trail maps	15179	120.00	960.00	120.00										1,200.00
			20,571.19	17,939.47	2,242.42	2,994.34	0.00	0.00	28.80	0.00	62.88	0.00	54.53	13.63	44,306.08
<b>TOTAL AMOUNT SUBMITTED</b>			<b>30,421.50</b>	<b>27,464.45</b>	<b>3,433.05</b>	<b>2,994.34</b>	<b>1,184.50</b>	<b>148.06</b>	<b>88.24</b>	<b>309.14</b>	<b>2,598.76</b>	<b>0.00</b>	<b>460.35</b>	<b>115.09</b>	<b>69,217.48</b>
@ Includes indirect labor related costs to be distributed among all funding sources based on indirect costs rate. @@ Prior Approved.															

Approved March 11, 2011  
Clark County - Springfield Transportation Coordinating Committee

  
Director

**ESTIMATE OF EXPENSES FOR:**  
**2011 OHIO PUBLIC TRANSIT CONFERENCE**  
 Glen Massie, Transportation Planner

<b>DATE/S:</b>	5/3/2011 - 5/4/2011			
<b>LOCATION:</b>	Dublin, OH			
<b>ACTIVITY FEE</b>	\$175.00	<b>X</b>	1	\$175
<b>MILEAGE</b>	<b>\$0.48</b>	<b>X</b>	400	\$192
<b>AIR TRAVEL</b>	<b>N/A</b>			\$0
<b>Breakfast</b>	\$0.00	<b>X</b>	0	\$0
<b>Lunch</b>	\$0.00	<b>X</b>	0	\$0
<b>Dinner</b>	\$0.00	<b>X</b>	0	\$0
<b>LODGING</b>	\$0.00	<b>X</b>	0	\$0
<b>TAXI</b>				\$0
<b>MISC.</b>				\$0
<b>CONTINGENCY</b>				<u>\$33</u>
			<b>TOTAL</b>	<b>\$400</b>

A motion was made by \_\_\_\_\_, seconded by \_\_\_\_\_, to approve an amount not to exceed **\$300** for two staff members to travel to and attend the Ohio Public Transportation Conference on 5/3/2011 and 5/4/2011 in Dublin, Ohio.

**ESTIMATE OF EXPENSES FOR:**

**HEALTHY COMMUNITIES ACTIVE TRANSPORTATION  
CONFERENCE**

Louis Agresta, Transportation Planner  
Leo Shanayda, City of Springfield Engineer  
Heather Whitmore, City of Springfield Planning Administrator

<b>DATE/S:</b>	5/9/2011 - 5/10/2011				
<b>LOCATION:</b>	Cleveland, OH				
<b>ACTIVITY FEE</b>	\$0.00	<b>X</b>	3	\$0	
<b>MILEAGE</b>	<b>\$0.48</b>	<b>X</b>	400	\$192	
<b>AIR TRAVEL</b>	<b>N/A</b>			\$0	
<b>Breakfast</b>	\$0.00	<b>X</b>	0	\$0	
<b>Lunch</b>	\$10.00	<b>X</b>	1	\$10	
<b>Dinner</b>	\$25.00	<b>X</b>	1	\$25	
<b>LODGING</b>	\$103.00	<b>X</b>	6	\$618	
<b>TAXI</b>				\$0	
<b>MISC.</b>				\$80	
<b>CONTINGENCY</b>				<u>\$50</u>	
			<b>TOTAL</b>	<b>\$975</b>	

A motion was made by \_\_\_\_\_, seconded by \_\_\_\_\_, to approve an amount not to exceed **\$975** for one staff member, one board member, and one city of Springfield staff member to travel to and attend the Ohio Healthy Communities Active Transportation Conference on 5/9/2011 and 5/10/2011 in Cleveland, Ohio.

\*Note that mileage and meal allowance is for TCC staff member only.

# **RESOLUTION 2011 - E**

## **OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO AMEND THE FY2008-FY2011 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Clark County-Springfield Transportation Coordinating Committee (TCC) is designated the metropolitan planning organization for area-wide transportation planning in Clark County by the Governor of the State of Ohio in accordance with the regulations of the United States Department of Transportation; and

**WHEREAS**, the TCC is responsible for maintaining the area's Transportation Improvement Program (TIP), in cooperation with local governments, transportation providers, and the Ohio Department of Transportation (ODOT); and

**WHEREAS**, the City of Springfield has determined major rehabilitation is needed on CLA-Veterans Bridge (PID 88484); and

**WHEREAS**, the project addition with funding of \$150,000 Hi-Priority federal funding for detailed design is fiscally constrained to the Transportation Improvement Program; and

**WHEREAS**, the project is consistent with the 2030 Transportation Plan; and

**WHEREAS**, the next scheduled update of the biennial Transportation Improvement Program is not until SFY2012.

### **BE IT THEREFORE RESOLVED:**

That the members of the Clark County-Springfield Transportation Coordinating Committee approve the amendment to the FY2008-FY2011 Transportation Improvement Program as shown on the reverse side of this resolution.

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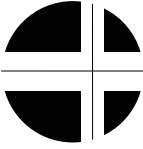
Bob Warren  
Chairman

April 8, 2011

Transportation Improvement Program SFY2008-2011  
Amendment Resolution 2011-E

PID	County-Route-Section	Location & Termini	Project Description	Total Construction Cost (Thousands)	Fund Source	Type of Funds	Phase of Work	Federal Share of Costs for Federal-aid Projects or Total Costs for Non-Federal Projects				Future Construction Year	At Quality	New Const./Add. Lanes	Reinforce/Reconstruct Bridge	At-grade RR Crossing	Miscellaneous	EJ Target Area	LPA Non-Conditions	Responsible Agency	Sale Date
								State Fiscal Year													
								2008	2009	2010	2011										
88484	CLA Veterans Bridge	on Fountain Ave. at 0.14 mi N of North St.	Replace/Rehab bridge, add sidewalks. PE study to determine action.	2,200	F	HP	P					150			1				Springfield	11/11/2013	





## **FY2012-2015 TIP 2<sup>nd</sup> Draft - Executive Summary**

### **Purpose and Need**

The purpose of this document is to update the FY2008-2011 Transportation Improvement Program plan. The goals of the FY2012-2015 TIP are to ensure mobility and accessibility for persons and goods throughout Clark County through the comprehensive transportation planning process that identifies needs, establishes priorities and allocates funding to restore, maintain, develop and operate an inclusive multi-modal transportation system with sensitivity to land use relationships.

### **Changes from the FY2008-2011 Plan**

The Introduction and Overview sections on page 1-2 have been updated to expand the federal requirements through SAFETEA-LU including the specific requirements for the development and content of the TIP.

The Transportation Objectives on page 3 were updated to reflect those stated in the 2030 Long Range Plan.

The summary of accomplishments and delays has been updated to reflect the work done during the FY2008-2011 TIP cycle which is reflected on pages 9-12.

The project roster has been updated to include the projects for FY2012-2015 on pages 18-24.

On page 13, the Financial Analysis section has been expanded to specify the different funding resources including ODOT allocated funds and federal sub-allocated funds which make up the TCC's funding sources of STP, CMAQ and TE funds.

### **Planned Project and Environmental Justice Maps**

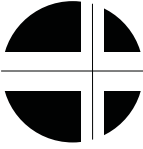
The maps on pages 29-30 reflecting the roster of projects and the maps in Appendix C reflecting the environmental justice impact have been updated to correspond with the FY2012-2015 TIP.

### **Full Report**

The full report, including maps, can be found on the TCC website TIP Page at <http://www.clarktcc.com/transimprove.htm>. Printed copies of the full report can also be requested by contacting the TCC office at (937) 521-2136 or by e-mail at [zbalassone@clarkcountyohio.gov](mailto:zbalassone@clarkcountyohio.gov).

### **Requested Action**

No action is needed at this time. The full and final copy will be presented to the board at the May 13<sup>th</sup> meeting with a request for approval.



## **2011 Clark County Multi-Use Trail Plan - Executive Summary**

### **Purpose and Need**

The purpose of this document is to update the 2007 Clark County Multi-Use Trail Plan, delivered to the TCC Board in January, 2007. The stated goals of the 2011 Trail Plan are to develop a trail system that provides access to all residents of Clark County, to enhance the safety and security of non-motorized transportation facilities, and to enhance the quality of life for Clark County residents.

### **Changes from the 2007 Plan**

The Simon Kenton Trail Description (2011 Plan page 10) was updated to reflect the completion of the Splash Zone spur that was completed in 2009.

The Tecumseh Trail has been added to the inventory (2011 Plan Page 14) to reflect the completion of the trail in New Carlisle in 2010.

The Regional Trail Signage has been added to the inventory (2011 Plan page 15) to reflect the installation of the signs in Springfield in 2010.

The Planned Trails section (2011 Plan page 16) was updated to reflect new priorities as determined by the Clark County Trails Task Force. The new Planned Trails are attached to this document.

The Vision Trails section (2011 Plan page 18) was updated to reflect new Vision Trails as determined by the Clark County Trails Task Force. The new Vision Trails are attached to this document.

### **Trail Plan and Vision Maps**

The Current System, Planned Trails and Vision Trails Maps and their legends are attached to this document.

### **Full Report**

The full report can be found on the TCC website Bike Trails page at <http://clarktcc.com/biketrails.htm>. Printed copies of the Plan can also be requested by contacting Louis Agresta at (937) 521-2134 or by e-mail at [lagresta@clarkcountyohio.gov](mailto:lagresta@clarkcountyohio.gov).

### **Requested Action**

TCC staff requests Policy Board adoption

## Planned Trails

- 1) The completion of the Little Miami Scenic Trail in downtown Springfield: This project would connect the portions of the Little Miami Scenic Trail that currently use road routes. That would include I-70 to John Street and Johnny Lytle to Fair Street. The City of Springfield has applied to the TCC for Federal CMAQ funding to finance this project. A preferred route alternative was chosen in 2010 and the City has a consultant under contract to complete the environmental review. The trail is scheduled for construction in 2014.
- 2) The Tecumseh Trail Phase II extension project: This project would extend the trail from its current termini at SR 235 to the former YMCA building. The city of New Carlisle applied to the TCC for \$400,000 in Federal CMAQ funding. The project is currently in the environmental and preliminary development phases, and is scheduled for construction in the fall of 2012.
- 3) The Three County Trail: The TCC has been discussing the availability of Norfolk Southern right-of-way. Planning for the project was initially canceled due to the prospects of passenger rail coming to Ohio, but will now resume with the cancelation of the Ohio passenger rail project. The corridor runs from near Eastwood Lake MetroPark in Riverside to just north of the village of Enon.
- 4) Young's Jersey Dairy spur off of the Little Miami Scenic Trail: There have been several options discussed to link the Little Miami Scenic Trail to the Young's Jersey Dairy property just south of Jackson Road on US 68. Currently, there is a sign along the trail directing users along Jackson Road and US68 to the business. Options included in planning the spur include bike lanes along Jackson Road and several routes for a dedicated shared use path along adjacent properties. The shared use path would cross US 68 at the already installed traffic signal in front of the business.
- 5) The Tecumseh Trail phase III extension from New Carlisle to Park Layne in Bethel Township: This project is planned to begin at the phase II terminus at the former YMCA building and terminate at Raynor Park in Park Layne. A feasibility study was completed in 2010 to analyze issues surrounding potential trail routes.
- 6) Buck Creek Scenic Trail extension through Snyder Park: National Trail Parks and Recreation District would like to construct a two (2) mile trail extension from the Buck Creek Trail's current termini at Plum Street, through Snyder Park to US Route 40. The estimated cost of the design and construction of the trail is \$1 million. NTPRD submitted for Federal CMAQ funding through the TCC in 2010, but was not successful. NTPRD will continue to search for opportunities to fund this project.

- 7) National Trail Parks and Recreation District Staging Area and trail spur off of the Simon Kenton Trail: National Trail Parks and Recreation District would like to construct a 2,500 foot trail spur and a new staging area near the park district's administrative offices and the Carleton Davidson Stadium. The estimated cost of the design and construction of the project is \$400,000.
  
- 8) Veteran's Bridge Enhancements: The City of Springfield is in the process of designing bridge enhancements for the Veteran's Bridge, which crosses Buck Creek via Fountain Avenue. The plans for the bridge are to include pedestrian enhancements that will allow pedestrians safe access to cross the creek. The bridge enhancements are a part of the City's downtown revitalization plans and will connect downtown with Wittenberg University as well as the Buck Creek Scenic Trail. The estimated cost of the project is approximately \$1.8 million.

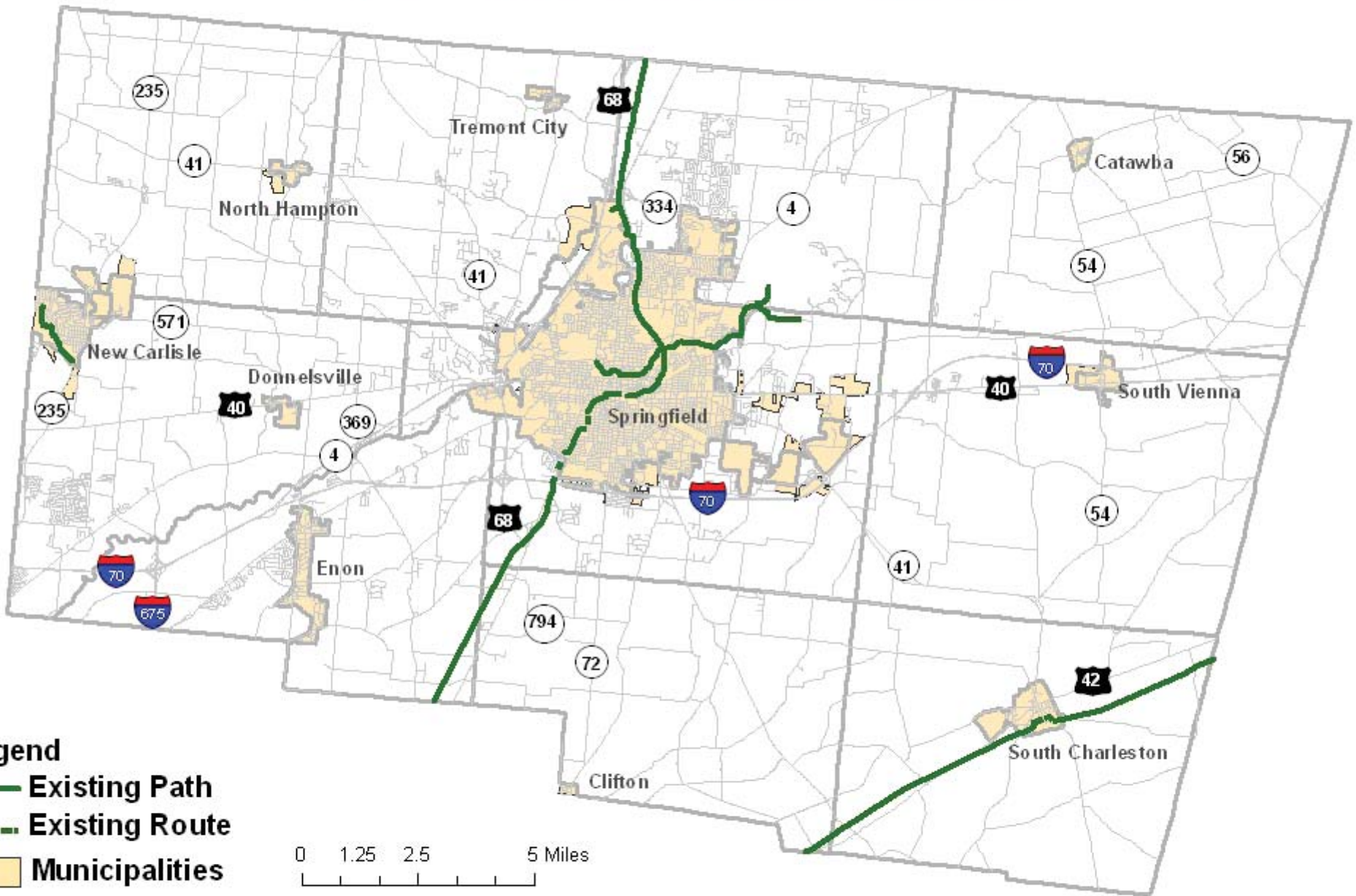
## Vision Trails

Projects identified as Vision Trails are not prioritized, but are labeled as follows:

1. Dedicated trail from State Route 235 in New Carlisle (Tecumseh Trail) to near George Rogers Clark Park (merge with Vision Trail listed below as **#2**)
  - a. Segment from State Route 235 in New Carlisle (Tecumseh Trail) to Tecumseh High School at US Route 40
  - b. Segment from Tecumseh High School to near the intersection of Lower Valley Pike and Snider Road
  - c. Segment from near the intersection of Lower Valley Pike and Snider Road to near George Rogers Clark Park (merge with Vision Trail listed below as **#2**)
2. Dedicated trail from the terminus of the planned Three County Trail to Snyder Park in Springfield (merge with the planned Buck Creek Scenic Trail Extension)
  - a. Segment from the terminus of the planned Three County Trail to near George Rogers Clark Park (merge with Vision Trail listed above as **#1**)
  - b. Segment from near George Rogers Clark Park to Snyder Park in Springfield (merge with the planned Buck Creek Scenic Trail Extension)
3. Dedicated trail from the Little Miami Scenic Trail to the Possum Woods and Evergreen Estates developments.
4. Dedicated trail from the Simon Kenton Trail near the Villa Road Staging Area to the Northridge Recreation Park in Moorefield Township.
  - a. Segment from the Simon Kenton Trail near the Villa Road Staging Area to the shopping plazas at the intersection of Villa Road and Derr Road. Look to incorporate bike/pedestrian facilities if Villa Rd/ Derr Rd is widened.
  - b. Segment from the shopping plazas at the intersection of Villa Road and Derr Road to the Northridge Recreation Park in Moorefield Township including a spur to the Northridge School.
5. Dedicated trail along Snider Road connecting the planned Three County Trail west of Enon to near the intersection of Lower Valley Pike and Snider Road (merge with vision trail listed above as **#1**).

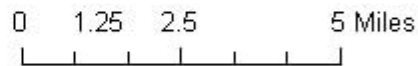
6. Dedicated trail from the planned Bethel Township portion of the Tecumseh Trail at Dille Road to the Clark/Miami County line (merge with planned Miami County trail system).
7. Dedicated trail along Becthle Avenue connecting the planned Buck Creek Scenic Trial Extension in Snyder Park to the National Trail Parks and Recreation District park facilities on Eagle City Road.
8. Dedicated trail through the Northwood housing development in New Carlisle to connect to New Carlisle Elementary to the Tecumseh Trail.
9. Dedicated Trail utilizing railroad and/or utility corridors to connect to the eastern portion of the county, particularly the Prairie Grass Trail in South Charleston.

# 2011 Clark County Trails



## Legend

-  Existing Path
-  Existing Route
-  Municipalities

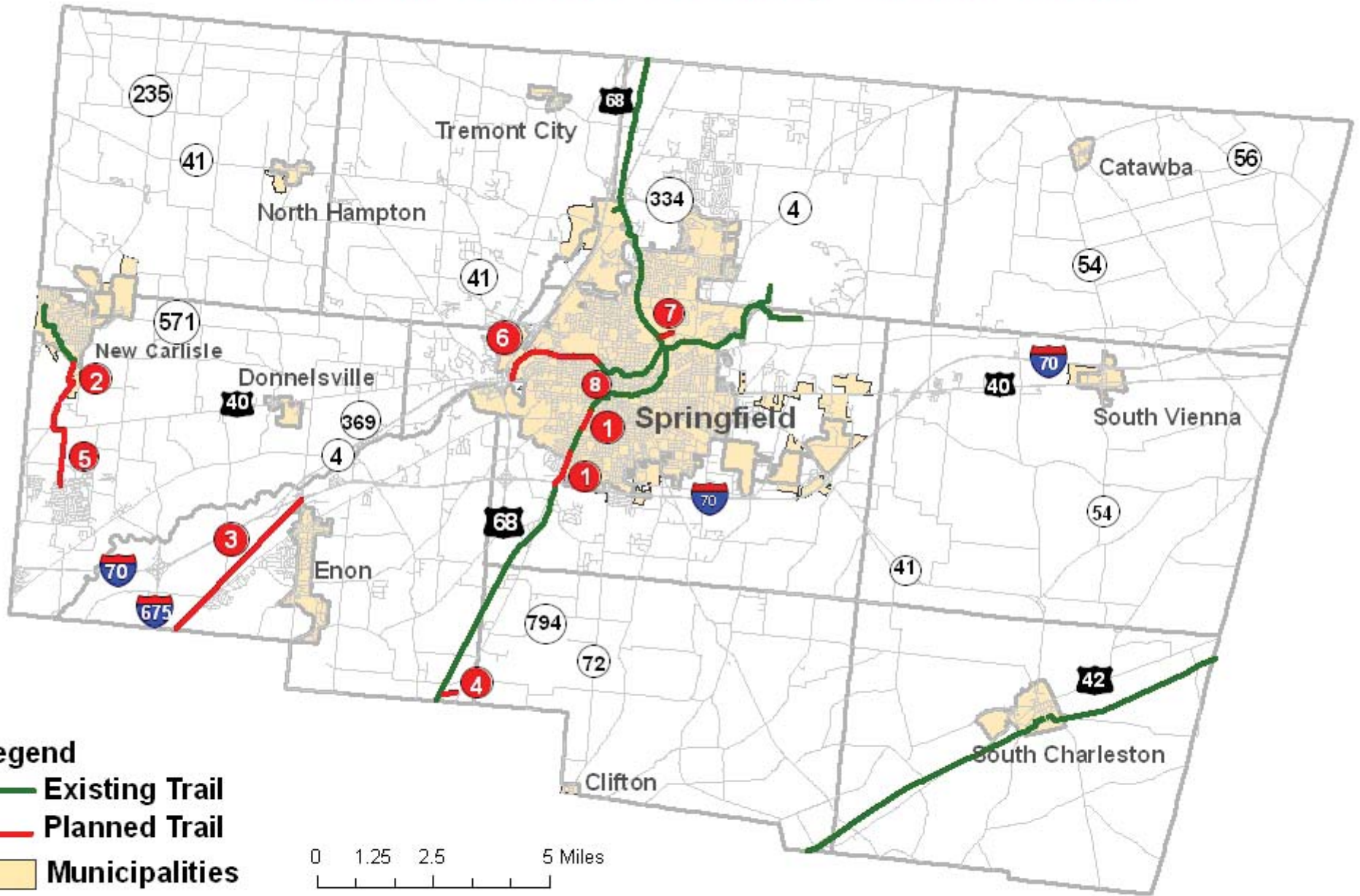


CLARK COUNTY-SPRINGFIELD  
TRANSPORTATION COORDINATING COMMITTEE





# 2011 Clark County Trail Plan



## Legend

- Existing Trail
- Planned Trail
- Municipalities

0 1.25 2.5 5 Miles

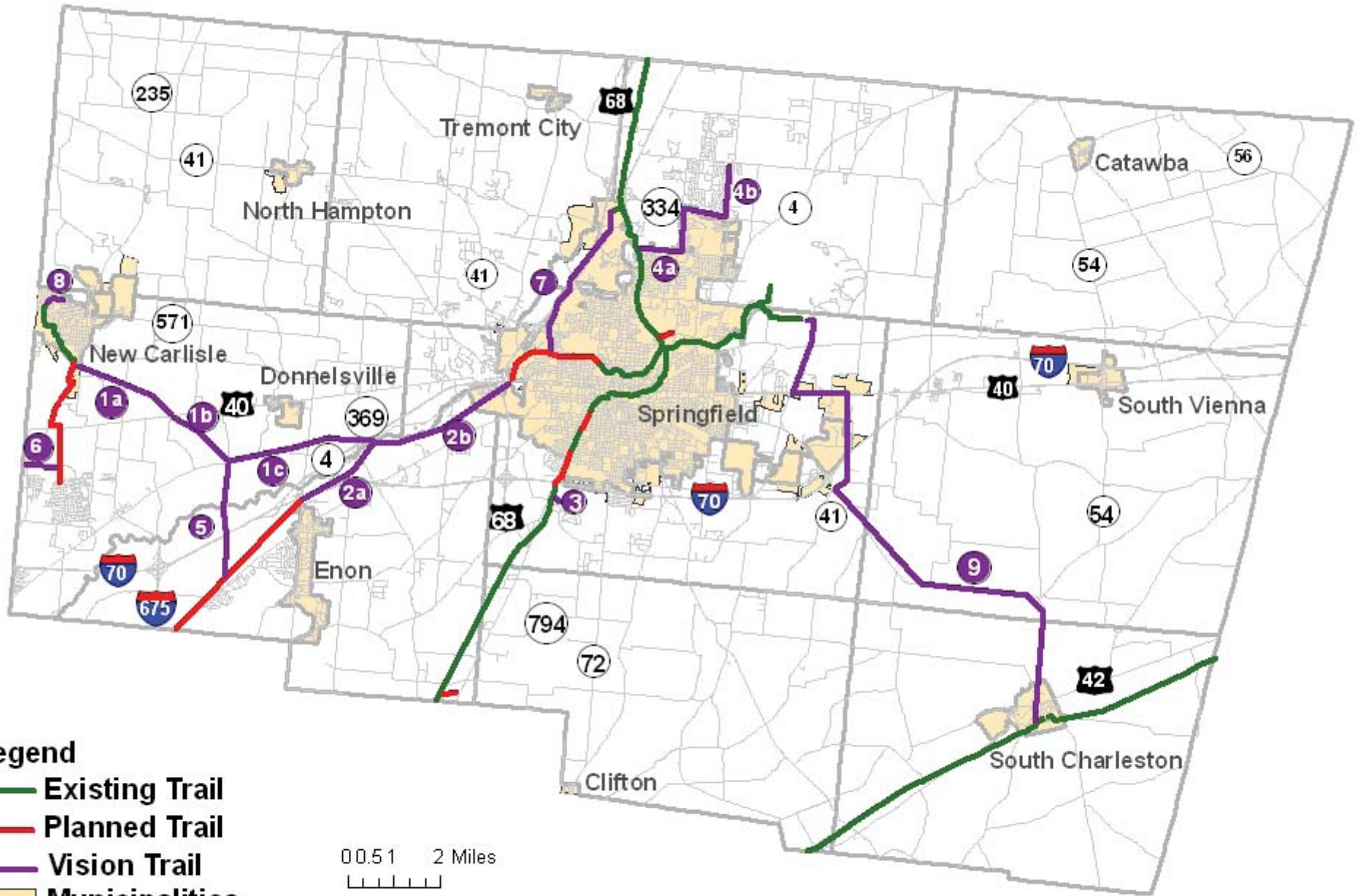


CLARK COUNTY-SPRINGFIELD  
TRANSPORTATION COORDINATING COMMITTEE



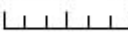


# 2011 Clark County Trail Plan



## Legend

-  Existing Trail
-  Planned Trail
-  Vision Trail
-  Municipalities

0 0.5 1 2 Miles  




CLARK COUNTY-SPRINGFIELD  
TRANSPORTATION COORDINATING COMMITTEE





**TRAC Working Session  
AGENDA**

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**March 23, 2011  
10:00 am**

**ODOT Central Office  
Room GA**

**Call to Order**

**Roll Call**

**Director's Remarks**

**New Business**

TRAC Action Items

- Summary of TRAC task items and schedule (Jennifer Townley)

2011-2015 Draft Major New Program List

- Summary of Streetcar Comments (Ed Kagel)
- Finalize TRAC recommendations: 2011-2015 Major New Programs List (Jennifer Townley)

TRAC Policy Revisions

- Department of Development (Kristi Clouse, Assistant Director, ODOT)
  - Return on Investment (ROI) Presentation
- Project Scoring: (Joanna Pinkerton)
  - Community and Economic Growth and Development Factors
- Policy Issues: (Ed Kagel)
  - Define the goals for the Major New Program
  - Revise the definition of a Major New Project
  - Discuss funding eligibility requirements

**Old Business**

**Adjourn**

**Cincinnati Streetcar / Uptown Streetcar**  
*Category Analysis of Public Comments*  
*December 9, 2010 - February 11, 2011*

3/23/2011

<b>Category</b>	<b>Support</b>	<b>Against</b>
Business Owner	44	22
Citizen	1237	2015
Government Official	1	3
Non Profit Agency	7	2
University Official	11	1
<b>Total:</b>	<b>1300</b>	<b>2043</b>

## DECEMBER 9, 2010 NEW DRAFT TRAC COMMITMENTS

DIST	ITEM	NAME	Tier I (\$M)					Tier II (\$M)				PROJ TOTAL	FUTURE
			PE	DD	RW	CO	TOTAL	PE	DD	RW	TOTAL		
1	2010D01-06	ALL-LIMA-TRAFFIC STUDY							\$0.20	\$0.10	\$0.30	\$0.30	\$8.00
2	2010D02-02	IR 75 (I-475 Interchange)							\$3.70		\$3.70	\$3.70	\$168.00
2	2010D02-03	IR 475 / US 23						\$3.00		\$3.00	\$3.00	\$3.00	\$178.00
2	2010D02-04	CR 73 - McCord Road				\$13.28	\$13.28					\$13.28	
3	2010D03-01	SR 58			\$2.46	\$14.18	\$16.64					\$16.64	
4	2010D04-01	Mahoning Road Transit Corridor				\$14.98	\$14.98					\$14.98	
4	2010D04-05	SUM-IR 76/77 - Main Broadway Interchange							\$1.00		\$1.00	\$1.00	\$57.59
6	2010D06-05	DEL IR 71 at US36/SR37 Interchange Mod							\$5.00		\$5.00	\$5.00	\$43.95
6	2010D06-06	DEL-71-11.50											
6	2010D06-07	MRW-71-3.17											
6	2010D06-08	MRW-71-12.19											
6	2010D06-09	Pickaway East-West Connector							\$2.70		\$2.70	\$2.70	\$38.10
6	2010D06-10	MidOhio Intermodal Center							\$0.80		\$0.80	\$0.80	\$14.60
7	2010D07-02	Dayton Regional Multi-Modal Rail Extension							\$0.75		\$0.75	\$0.75	\$11.72
8	2010D08-01	Cincinnati Streetcar – Phase I				\$35.00	\$35.00					\$35.00	
8	2010D08-02	Cincinnati Uptown Streetcar							\$1.80		\$1.80	\$1.80	\$56.07
8	2010D08-05	I-275 / SR 32 Phase 2							\$1.70		\$1.70	\$1.70	
8	2010D08-06	Brent Spence							\$27.18		\$27.18	\$27.18	\$996.76
8	2010D08-09	GE Parkway							\$0.50		\$0.50	\$0.50	
9	2010D09-01	State Route 7 (Chesapeake By-Pass Phase 2)									\$20.30	\$20.30	\$168.40
10	2010D10-01	Was Co Port/Freight Project											
11	2010D11-01	New Ohio River Bridge									\$1.10	\$1.10	\$22.87
12	2010D12-01	IR-271								\$1.70	\$1.70	\$1.70	\$27.70
12	2010D12-02	Warrensville/Van Aken Intersec. & Transit Cntr							\$3.00		\$3.00	\$3.00	
12	2010D12-03	US 6/US 20/SR2				\$7.12	\$7.12					\$7.12	
12	2010D12-05	CUY-42-0.00				\$6.00	\$6.00					\$6.00	
<b>NEW TOTALS</b>					\$2.46	\$90.56	\$93.02	\$15.35	\$37.68	\$21.50	\$74.53	\$167.55	\$1,791.75

PE	Preliminary Engineering
DD	Detailed Design
RW	Right of Way
CO	Construction

### PROJECT TRANSPORTATION MODE

Road	Public Transit and Intercity Passenger Rail	Intermodal Freight: Water Port and Rail
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**RECOMMENDATIONS FOR FINAL TRAC COMMITMENTS BASED ON PREVIOUS DISCUSSIONS**

DIST	ITEM	NAME	Tier I (\$M)					Tier II (\$M)				PROJ TOTAL	RECOMMENDATION	
			PE	DD	RW	CO	TOTAL	PE	DD	RW	TOTAL			
8	2009D08-01	Cincinnati Streetcar – Ph. 1												Remove \$15M for RW from the TRAC list due to fiscal balancing
8	2009D08-02	Fourth Main Rail - Mill Creek Corridor Freight Rail Capacity												Remove \$1M for PE from the TRAC list due to incomplete planning document and scope
STW	2009D13-01	3C "Quick Start" Passenger Rail												Remove from TRAC list due to fiscal balancing and the withdrawal of Federal Funding
1	2010D01-06	ALL-LIMA-TRAFFIC STUDY							\$0.20	\$0.10	\$0.30	\$0.30	\$0.30	Add to Final TRAC list (Work with sponsor to identify alternate funding for construction)
2	2010D02-02	IR 75 (I-475 Interchange)							\$3.70		\$3.70	\$3.70	\$3.70	Add to Final TRAC list (Tier I completion project)
2	2010D02-03	IR 475 / US 23												Remove \$3M for PE from Draft TRAC list due to fiscal balancing
2	2010D02-04	CR 73 - McCord Road				\$13.28	\$13.28					\$13.28	\$13.28	Add to Final TRAC list (Previous Tier I project through RR Grade Separation Program)
3	2010D03-01	SR 58			\$2.46	\$14.18	\$16.64					\$16.64	\$16.64	Add to Final TRAC list (Previous Tier I project through RR Grade Separation Program)
4	2010D04-01	Mahoning Road Transit Corridor				\$14.98	\$14.98					\$14.98	\$14.98	Add to Final Trac List
4	2010D04-05	SUM-IR 76/77 - Main Broadway Interchange							\$1.00		\$1.00	\$1.00	\$1.00	Add to Final TRAC list (Candidate for innovative financing)
6	2010D06-05	DEL IR 71 at US36/SR37 Interchange Mod							\$5.00		\$5.00	\$5.00	\$5.00	Add to Final TRAC list (Candidate for innovative financing)
6	2010D06-06	DEL-71-11.50												Add to Final TRAC List (Funded by Major Rehab)
6	2010D06-07	MRW-71-3.17												Add to Final TRAC List (Funded by Major Rehab)
6	2010D06-08	MRW-71-12.19												Add to Final TRAC List (Funded by Major Rehab)
6	2010D06-09	Pickaway East-West Connector							\$2.70		\$2.70	\$2.70	\$2.70	Add to Final TRAC List (Current economic development/intermodal opportunity)
6	2010D06-10	MidOhio Intermodal Center							\$0.80		\$0.80	\$0.80	\$0.80	Add to Final TRAC List (Current economic development/intermodal opportunity)
7	2010D07-02	Dayton Regional Multi-Modal Rail Extension							\$0.75		\$0.75	\$0.75	\$0.75	Add to Final TRAC list (Work with sponsor to identify alternate funding for construction)
8	2010D08-01	Cincinnati Streetcar – Phase I												Remove \$35M for Construction from Draft TRAC list due to fiscal balancing
8	2010D08-02	Cincinnati Uptown Streetcar												Remove \$1.8M for PE from Draft TRAC list due to fiscal balancing
8	2010D08-05	I-275 / SR 32 Phase 2							\$1.70		\$1.70	\$1.70	\$1.70	Add to Final TRAC list (Tier I continuation project)
8	2010D08-06	Brent Spence												Remain in Tier II however remove \$27.18M for Detailed Design due to fiscal balancing
8	2010D08-09	GE Parkway							\$0.50		\$0.50	\$0.50	\$0.50	Add to Final TRAC list (Tier I continuation project)
9	2010D09-01	State Route 7 (Chesapeake By-Pass Phase 2)												Remain in Tier II however remove \$20.3M for RW due to fiscal balancing
10	2010D10-01	Was Co Port/Freight Project												Remove from Draft TRAC list due to funding ineligibility
11	2010D11-01	New Ohio River Bridge												Remain in Tier II however remove \$1.1M for RW due to fiscal balancing
12	2010D12-01	IR-271							\$1.70		\$1.70	\$1.70	\$1.70	Add to Final TRAC list (\$64M funded by Major Rehab)
12	2010D12-02	Warrensville/Van Aken Intersec. & Transit Cntr												Remove \$3M for PE from Draft TRAC list due to fiscal balancing
12	2010D12-03	US 6/US 20/SR2												Remove from Draft TRAC list due to fiscal balancing. Local funding withdrawn from project.
12	2010D12-05	CUY-42-0.00				\$6.00	\$6.00					\$6.00	\$6.00	Add to Final TRAC list (Tier I completion project)
<b>NEW TOTALS</b>					\$2.46	\$48.44	\$50.90	\$7.55	\$10.50	\$0.10	\$18.15	\$69.05	\$69.05	
<b>PREVIOUS TOTALS</b>					\$2.46	\$90.57	\$93.03	\$15.35	\$37.68	\$21.50	\$74.53	\$167.56	\$167.56	

Major New Project Scoring Criteria				
Factor	Road	Transit	Freight	Points
<b>Transportation Factors</b>				
(Reviewed at the March 9, 2011 TRAC working session)				
<b>Transportation Points Available</b>				<b>50</b>
<b>Community &amp; Economic Growth and Development Factors</b>				
Adopting Appropriate Land Use Measures				8
Positioning Land for Redevelopment				7
Economic Impact – Improving Business & Employment Opportunities				10
(this category combined with Economic Impact)				-
Considering Factors of Economic Distress				5
<b>Community &amp; Economic Growth and Development Points Available</b>				<b>30</b>
<b>Local Investment Factors</b>				
(Reviewed at the March 9, 2011 TRAC working Session)				<b>20</b>
<b>Local Investment Points Available</b>				<b>20</b>
<b>Total Points Available</b>				<b>100</b>

The overall scoring structure is unchanged from the 2010 Policy and Procedure revisions. Applications are still scored based on factors grouped into three main categories: transportation, community & economic growth and development, and local investment. Applications can still be submitted for three major project types: road, transit, and freight. The maximum total score is still 100 points. *(Please refer to page 8 of the December 9, 2010 TRAC Policy & Procedures for the existing scoring structure).*

Below is a description of proposed scoring refinements for each of the **Community & Economic Development Factors**. Some factors have not been refined and remain unchanged from the 2010 Policy and Procedure revisions.

## Community & Economic Growth and Development Factors

### Adopting Appropriate Land Use Measures – 8 points

#### 2 points – Land Use Plans

A comprehensive land use plan, **strategic plan, thoroughfare plan, neighborhood plan, or master community plan** adopted by the city, county, or township for the geographic area that is reasonably expected to be impacted by the project under consideration. **The plan must be less than twelve years old or show evidence of regular updates reflecting development patterns in the coverage area.**

#### 2 points – Land Use Plan Coordinated with Transportation Plan

No changes have been made to this section.

#### 2 points – Zoning

No changes have been made to this section.

#### 2 points – MPO Long Range Plan

The project is part of a metropolitan planning organization (MPO) long range plan, **regional planning commission (RPC) transportation/thoroughfare plan, or ODOT's statewide transportation plan.**

### Positioning Land for Redevelopment – 7 points

No changes have been made to this section.

### Economic Impact – Improving Business & Employment Opportunities – 10 points

Formerly: **“Access for Business Development” – 5 points**

**“Improving Investment and Employment Opportunities” – 5 points**

In an effort to create a more robust economic impact evaluation metric, ODOT has partnered with JobsOhio (aka Ohio Department of Development) to incorporate its data and processes for calculating the economic growth factors associated with proposed projects.

The previous factors “Improving Access for Business Development” and “Improvement Investment and Employment Opportunities” have been combined into “Economic Impact – Improving Business & Employment Opportunities.” These factors made an effort to quantify *the extent to which the project* improved flow of goods and access to existing businesses and job centers. Such criteria remain somewhat subjective and difficult to quantify, therefore, the proposed revisions use the Return

# Scoring Revisions

on Investment evaluation model developed by JobsOhio to quantify the economic investments served by the proposed TRAC project.

ODOT is working with JobsOhio to determine how the transportation project information available from the TRAC applications can be incorporated in to the JobsOhio evaluation model. Once a scale has been identified, points will be assigned accordingly.

**Economic Impact**  
**Improving Business & Employment Opportunities**  
(proposed scoring)

ROI	Points
	1
	2
	3
	4
	5
	6
	7
	8
	9
	10

**Considering Factors of Economic Distress**

No changes have been made to this section.



# Policy & Procedure Revisions

Ohio's transportation system stands at the proverbial crossroads. The existing infrastructure is aging and, in many locations, under capacity. At the same time, available funding for improving the system is shrinking due to declining revenues and growing costs. Yet, in spite of this, the need for an integrated and efficient transportation system to serve Ohio's economy has never been greater. The TRAC faces a tremendous challenge to create a more efficient and more capable transportation system in spite of these circumstances.

In light of the challenge the TRAC faces, there are a number of refinements that can be made to the current TRAC policies and procedures. Refinements, which will allow the TRAC to more efficiently and consistently manage the Major New Program within ODOT. A summary of the refinements is below.

- **TRAC funding eligibility**
  - Legislative limits on Ohio gas tax revenue
  - Legislative limits on FHWA funding
- **Definition of a Major New Project**
  - Cost thresholds
  - Description of work
  - Zero dollar requests
- **Goals for the Major New program**
  - Focus on preservation
  - Focus on economic development
  - Focus on local partnerships
  - Focus on streamlining
- **TRAC protocols and procedures**
  - Main streaming the FAST TRAC processes
- **TRAC decision making process**
  - Over-programming limits
  - Addition of Tiers III and IV
  - Eligibility for tier I

## TRAC funding eligibility

- Legislative limits on Ohio gas tax revenue

The Ohio Revised Code section 5735.27 outlines how Ohio gas tax revenues are dispersed between state, county, township, and municipal entities. In defining how gas tax revenue is dispersed, this code stipulates that the state (ODOT) portion of the Ohio gas tax must be used on the state highway system (i.e. state, US and interstate routes). This means that ODOT is prohibited by Ohio Revised Code from using state gas tax revenue on roadway improvements to county, township, or municipal roads that do not carry a state, US, or interstate route designation. Improvements to other transportation modes (such as rail, air, water and transit facilities) are not eligible for state gas tax revenue. *Therefore, it is proposed to include a discussion of state gas tax funding constraints in the TRAC Policy and Procedures to help applicants determine if their project can receive state funding.*

- Legislative limits on FHWA funding

The United States Code - Title 23, along with federal authorization and appropriate bills, spell out how federal gas tax funding may be dispersed among several different federal aid programs. While there are a myriad of regulations, in general federal gas tax revenue may only be used on the federal aid system, which is a collection of state, US, interstate, and higher functional class roadways. Federal gas tax funds may be used, under certain conditions, on other modes (such as rail, air, water and transit facilities) so long as there is a benefit to the roadway system and/or air quality. *Therefore, it is proposed to include a discussion of federal gas tax funding constraints in the TRAC Policy and Procedures to help applicants determine if their project can receive federal funding.*

## Definition of a Major New Project

- Cost thresholds

Currently, the TRAC Policy and Procedures state that projects greater than \$5 million that meet a specific description of work (see below) are deemed to be Major New Capacity projects. The threshold value of \$5M was set in the original TRAC Policy and Procedures in 1998. Since that time, ODOT has experienced cumulative construction inflation of approximately 70%. In light of this information, *it is suggested to increase the threshold to \$12M.*

- Description of work

Currently, the TRAC Policy and Procedures state that projects which increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility or reduce congestion, and exceed the established cost threshold (see above) are deemed Major New Capacity projects. This definition has been widely interpreted by applicants to include their particular project. As a result, the TRAC has received numerous applications for projects that either have minimal (or no) transportation benefit or are not fundable by the TRAC's state and federal sources.

# Policy & Procedure Revisions

Given the fiscal condition of the Major New program, it is proposed to clarify the type of work that will qualify as a Major New Capacity project. Clarification of the description of work will allow applicants to better determine if their project is eligible for TRAC funding. **Therefore it is proposed to describe eligible work as: projects which increase the capacity of a transportation facility or reduce congestion.**

- **Zero dollar requests**

Currently, every project that meets the project cost threshold and description of work must be presented to the TRAC for approval, regardless of whether the project is requesting any TRAC funding. As a result, several projects have been presented to the TRAC for approval that have been entirely funded by other state and local sources. Many local applicants have been required to invest time and resources in preparing a TRAC application with no benefit to the project because they were not requesting funding. **Therefore it is proposed to no longer require project sponsors to apply to the TRAC if they are not requesting TRAC funding and the project does not include: a new interchange; significant interchange modifications; a bypass; general purpose lane additions on the interstate; or an intelligent transportation system (ITS).**

## Goals for the Major New program

As part of the TRAC's commitment to an open, understandable process, the goals which underlie the TRAC's decision making policies need to be accessible to project advocates, government officials, and to the general public.

- **Focus on preservation**

**The Department is committed to the preservation of its existing infrastructure by embracing a "Fix -It-First" strategy. Preservation and management of the existing system shall be accomplished by funding system preservation needs first and providing funds for new construction only after the basic maintenance needs of the existing transportation system are being achieved.**

**Annually, ODOT staff shall present to the TRAC how the preservation and maintenance of the existing system can be met with existing ODOT funds, and how much funding is available to the Major New Capacity program.**

- **Focus on economic development**

**Enhance Ohio's comparative economic advantage and quality of life, and promote the expansion and diversity of Ohio's economy, by creating and maintaining a safe, convenient, and efficient multi-modal transportation system that is sensitive to regional differences and is socially and environmentally responsible.**

**Emphasize economic development in our project selection and encourage a new spirit of cooperation and innovation, as well as develop a sense of urgency to maximize and capitalize on economic development opportunities and create jobs.**

- Focus on local partnerships

The Major New program is committed to being a partner, not a barrier, to local governments and projects and will continue to deliver their projects statewide. In addition, the Major New program is committed to transport people, goods, and services while focusing on growing Ohio's economy. ODOT stands ready to partner with local governments while making ODOT more accessible and understandable.

- Focus on streamlining

The Major New program is committed to work more efficiently and to maintain our lead in the logistics industry (which is a \$12 billion a year industry here in Ohio), and to maintain our transportation system as a whole.

The Major New program is committed to finding new ways to streamline operations and explore lower cost options for completing projects, such as, Public Private Partnerships (P3), to harness the ingenuity and financing capabilities of the private sector.

## TRAC protocols and procedures

- Main streaming the FAST TRAC processes

Currently, the TRAC Policy and Procedures allow the TRAC to provide new construction funding for projects (apart from the annual application cycle) by a process called "FAST TRAC." This process enables the TRAC to respond quickly to construction funding requests for projects that have a significant statewide or regional impact and can be sold in next 12 months. This flexibility is necessary to ensure that good projects are not delayed by the TRAC's annual calendar.

That said there is often confusion among applicants concerning which process they should follow to request TRAC funding. Therefore, in order to reduce confusion, it is proposed to remove the discussion of FAST TRAC as a separate process but preserve the ability to expedite construction funding for select projects, at the TRAC's discretion.

## TRAC decision making process

- Over-programming limits

Currently, the TRAC Policy and Procedures allow the TRAC to over commit funding to projects. This is a necessary provision to ensure that available transportation funding is always used should the development of an individual project with committed funding be delayed. However, it is equally necessary that limits be placed on over-programming so that the TRAC remains a viable body for managing the Major New program.

The current over programming limit for Tier I is 20% over available funding for a four year period, however, this limit may be exceeded if approved by a two-thirds majority vote of the TRAC. The 20% limit is reasonable and provides the TRAC with a great deal of latitude to ensure that Major New program remains balanced. However the ability to exceed this limit by a two-thirds

# Policy & Procedure Revisions

majority vote makes the 20% limit ineffective. Therefore, it is proposed to change the TRAC Policy and Procedures to allow the TRAC to exceed the 25% limit by a two-thirds majority vote, but the program may not be over programmed by more than 35% at any time.

The current over programming limit for Tier II is 100% over likely funding levels for the next eight years. The 100% limit could enable the development of many projects up through environmental approval, however, it could then lead to a “log-jam” of projects waiting on available funding to be advanced to Tier I. Therefore, it is proposed to change the TRAC Policy and Procedures to limit the over programming limit of Tier II to 50% over likely funding levels for the next eight years.

- Addition of Tiers III and IV

Currently, the TRAC has only two tiers on which projects may reside. Tier I is for projects with funding commitments up to and including construction. Tier II is for projects with funding commitments up to but not including construction. However, large transportation improvements with multiple project phases may have projects on both Tiers I and II. Of those project phases on Tier II, some phases may be under active development while others may be schedule far into the future such that they are not actively being developed yet. In order to facilitate accurate calculations for Tier II over programming, it is proposed to add a third tier to the TRAC for phases of projects that are not active but do have active phases on Tiers I or II. Examples of Tier III projects are future phases of the Cleveland Innerbelt or the 70/71 Split project in Columbus.

As stated above, the TRAC has only two tiers on which projects may reside. Additionally, it is proposed that both Tiers I and II be reserved for projects under active development. However, there are many projects currently on Tier II that are not being actively developed and, based on current conditions, are not likely to be developed for many years to come. Keeping these legacy projects on Tier II sends mixed signals to project sponsors who become increasingly frustrated that their projects are not receiving the funding they believed was promised.

In addition, project sponsors of new funding applications are sometimes confused when new draft TRAC lists are published, but their project does not appear on the Tier I or II lists. Sponsors wonder if their project was not selected for funding, or if their project was somehow forgotten or lost in the system.

Therefore, it is proposed to add a fourth tier to the TRAC for projects that are not being approved. The fourth tier will only appear on the draft TRAC list, and not the final TRAC list. Once a project appears on Tier IV, it will not appear on a draft TRAC list again unless a new funding application is submitted.

- Eligibility for tier I

Currently, the TRAC Policy and Procedures state that projects with a preferred alternative identified are eligible to apply for Tier I status. However, it has been unclear when a preferred alternative is officially identified. Some project sponsors have had alternatives that they wanted to be the preferred, but the environmental process had not yet eliminated all other alternatives from consideration. This situation leaves the question of whether a preferred alternative had truly been identified. **In order to make the identification of a preferred alternative more certain, it is proposed to change the TRAC Policy and Procedures to make the approval of the environmental document the point at which projects become eligible for Tier I.** This change will also bring more clarity and confidence to the estimated construction cost, reducing the potential for future requests for increased construction funding.

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