

**Lucas County  
Transportation Improvement District  
Regular Meeting Board of Trustees**

Monday, December 15, 2014 @ 1:30 P.M.

At the Lucas County Engineer's Office, 1049 S. McCord Road, Holland, Ohio

**Minutes**

A. The meeting was called to order by Bill Brennan at 1:31 pm.

Attendance: Bill Brennan, Keith Earley, Rich Martinko, Paul Toth (left @2:30), Warren Henry

Absent: Edna Brown, Barbara Sears

Others: Rusty Schuermann, Mark Hurst, Mark Drennen, Jeff Lohse

B. Motion to approve minutes from November 17, 2014 meeting by Warren Henry, second by Paul Toth. Motion passed by 5-0 voice vote.

C. Project Status: Jeff Lohse provided an update on the projects.

- US 20A Interchange & Dorr Street Interchange:

- Partial Alternative Evaluation Report is underway by Burgess & Niple. To date the completed work is basically data gathering. The survey work by NCI and inclusion into I-475 survey for the widening project is completed. B&N is awaiting revisions from TMACOG to the traffic turning movements for am & pm peak hour. B&N was scoped to do the ECO survey at US 20A and field work was completed the first week of December. The historical / architectural survey awaiting CO OES approval. Since some work will be beyond 30 days of the initial property owner notification letter on Dorr Street, a second letter will be sent. Had about 50 undeliverable property owner notification letters with first mailing so Lawhon Assoc. has scrubbed address data to correct. The purpose & need (P&N) statement is being developed. Jeff provided B&N past statements from various reports & studies for the interchange locations for reference. The P&N can be updated in later stages if needed. Documenting historic need, gateway need, and development need. Crash & traffic analysis is expected in the next project phase.
- Four conceivable alternatives sketched on aerial photo for the I-475 @ US 20A Interchange were shown and discussed for the Board. Control for selection of alternative includes the weave pattern along a collector distributor road between Salisbury Interchange and US 20A and intersection spacing along US 20A. Also under consideration is whether a single entrance / exit from the collector road works and if it does, will geometrics allow 2. Two may be better for operations if a crash occurs on collector road. The alternatives included
  1. A diverging diamond with eastbound on the existing bridge structure and westbound on a new structure,

2. A folded diamond (loops in SE and SW quadrants; similar to existing Central Avenue I-475 interchange),
  3. A diamond interchange with the west ramp intersection at Technology Drive. For this alternative, Jeff suggested eliminating this option to B&N as it probably would require purchase of the new Crown Lift facility currently under construction.
  4. That resulted in a new alternate of a diamond with westbound US 20A to southbound I-475 movement via a loop ramp in the NW quadrant to better utilize existing right of way and minimize impact to the Crown Lift facility.
- Three conceivable alternatives sketched on aerial photo for the I-475 @ Dorr Street Interchange were shown and discussed for the Board. Control for selection of alternative is the 69.2 foot pier spacing of the I-475 bridges over Dorr Street. This will allow only 5 lanes under the bridge. The alternatives included
    1. A "dog bone" which is essentially a tight diamond with roundabouts at the ramps intersections with Dorr Street,
    2. A partial clover with tight diamond held on east side due to proximity of residential area and 600 foot spacing ramp with loop (requires addition bridge for ramp) in NW quadrant,
    3. A diamond design with tight layout on the east side and 600 foot spacing to the west to allow for lane storage to hold to 5 lanes under the bridge.
  - The study schedule includes presentation of viable alternatives with evaluation to the LCTID and funding partners at the February LCTID meeting, and a public open house type meeting tentatively scheduled for the week of March 23<sup>rd</sup>, 2015.
  - Finally received an answer from Jeff Loehrke of Jobs & Commerce & Mike Gramza of ODOT #2 on December 11, 2014 regarding the TID grant agreement and as to the reimbursement mechanism in relation to what ODOT proposed and implemented in issuing task order for B&N work (direct payment). This issue has been outstanding since late August. Essentially it was determined by ODOT that with the reimbursement procedure, the LCTID will pay the invoices of B&N directly and then submit for grant reimbursement through ODOT. The LCTID is working in cooperation with ODOT and its task order, so we require some clarity since LCTID is now required by ODOT to make direct invoice payments. Accordingly, the approach proposed is that the Lucas County Engineer will advance funding for invoice payment via a fund transfer resolution to Board of Lucas County Commissioners; then the LCTID will review and pay invoices; and subsequently seek reimbursement from ODOT Jobs & Commerce, then reimburse the Lucas County Engineer.

Resolution 2014-09 authorizing payment in cooperation with ODOT of engineering services for the interchange projects was requested. Motion to approve by Keith Earley, second by Paul Toth, approved by 5-0 voice vote.

- Jeff to email a pdf of interchange alternate sketches to LCTID members.
- The TRAC staff recommended planning funds for the next step for the interchange projects. Draft TRAC Board list is due out December 18<sup>th</sup>. If funds are ultimately approved, our funding partners (City of Maumee, City of Toledo, Monclova Township, Springfield Township, Port Authority, Lucas County) delivery of local share (total of \$400,000 for Dorr Street and \$900,000 for US 20A) will need to be in-place by mid-2015. It was

suggested that we meet with our funding partners to discuss and get formation of procedure, cooperation agreements, etc. underway in January 2015.

- Briarfield Blvd. / Brandyway Lane / Salisbury Road Improvements:

- The LCTID has been requested to participate in possible roadway improvements and transportation system management work that contemplates the realignment of Brandyway Lane, Briarfield Blvd., and Salisbury Road intersection by extending Briarfield Blvd. north of Salisbury Road (330'±); and extending Brandyway Lane west (137'±) to create a new intersection with Briarfield Blvd; removal of existing north/south Brandyway Lane (265'±); extending the existing westbound Salisbury Road to southbound Briarfield Blvd. dual left turn lanes; traffic signal revision to optimize the Briarfield Blvd. at Salisbury Road intersection operation and capacity; and other related items. Such revisions would address operational deficiencies related to the current offset intersection. Lucas County has requested LCTID participation due to the mechanism of a TID for project delivery, and possible availability of a TID grant for transportation improvements from ODOT Jobs & Commerce that may assist with a development project. Monclova Township and the Village of Whitehouse are possible partners as well. At this time, the County is requesting the LCTID to provide engineering services for public improvements. The project is developing and fluid, therefore should the LCTID decide to proceed with project establishment and providing engineering services, the resolution should reflect contingencies of project establishment by the County, and the approval of proceeding with development of engineering services in stages depending on satisfactory progress of project funding and feasible development progress toward an inter-governmental agreement with project partners with sufficient identification of required terms and conditions of project funding and LCTID responsibilities toward the project. The LCTID funds for engineering services are subject to reimbursement by project partners, and / or a successful TID grant. Preliminary estimates of engineering services were \$75,000. It now appears that the cost will be between \$75,000 and \$80,000. Therefore action taken should be revised to a not to exceed \$80,000 limit.

A motion to approve Resolution 2014-10 designating stated project and authorizing engineering services was made by Paul Toth, second by Rich Martinko, approved by 5-0 voice vote.

D. Finance Report: Mark Drennen and Mark Hurst stated several resolutions are needed to establish funds, authorize 2014 fund budget adjustments, authorize advances, and establish 2015 fund budgets. Actions are needed to comply with best practices and the in-substance requirements of Ohio Revised Code Section 5705.

- Establishment of an additional capital project fund in 2014 budget; Briarfield, Blvd. Brandyway Lane, Salisbury Road Capital Project Fund. This is the third project of the LCTID. Resolution will establish a capital project fund that all receipts, and disbursements related to this project will be reported in.

A motion to approve Resolution 2014-11 establishing an additional capital project fund was made by Paul Toth, second by Warren Henry, approved by 5-0 voice vote.

- Authorize and adjust the 2014 General Fund budget and adoption of the 2014 Briarfield Blvd., Brandyway Lane, Salisbury Road Area Capital Project Fund budget.

A motion to approve Resolution 2014-12 was made by Rich Martinko, second by Paul Toth, approved by 5-0 voice vote.

- Authorize an advance from General Fund to the Briarfield Blvd., Brandyway Lane, Salisbury Road Area Capital Project fund.

A motion to approve Resolution 2014-13 was made by Warren Henry, second by Paul Toth, approved by 5-0 voice vote.

- Authorization and adoption of the 2015 General Fund budget and the Briarfield Blvd., Brandyway Lane, Salisbury Road Area Capital Project fund.

A motion to approve Resolution 2014-14 was made by Paul Toth, second by Rich Martinko, approved by 5-0 voice vote.

E. Other Business

- Development I-475 at SR 2, service road update / discussion. No new items.
- Hensville: Tax credit program through the state unlikely, announcement is this week. May become part of overall downtown development with Promedica plans.
- Participation of LCTID non-voting members discussed. Perhaps utilize better email address to transfer information.
- TID funding, fees for general LCTID management discussed. A 3% to 5% fee based on project cost to partners of LCTID projects. Need to discuss further and be a part of pending inter-governmental agreements. Rusty to provide sample agreement (Springboro) to assist with discussion.

F. Public Comment ~ none

G. Next Meeting if needed~ January 20, 2015 @ 1:30pm at the Lucas County Engineer's Office, 1049 S. McCord Road, Building A Conference Room, Holland OH 43528

Due to Government Holidays for January & February on 3<sup>rd</sup> Monday of the month, LCTID agreed to revise the regularly scheduled meetings to Tuesday January 20, 2015, and Tuesday February 17, 2015 respectively. Meeting postings and website to be adjusted accordingly.

H. Adjournment @ 2:53 pm.