

The TRAC Working Session was called to order by Director Molitoris at 10:05 a.m. in ODOT Conference Room GA in Columbus, Ohio. Attending: William Brennan, Bill Dingus, William Gardner, Antoinette Selvey-Maddox, and Director Molitoris. Not attending: Scott Borgemenke, Robert Clarke Brown, Tom Studevant, Pat Ungaro

Minutes from the May 14, 2009, TRAC meeting were approved as written.

Director Molitoris provided an update on items of interest and new business to the TRAC:

**Overview of Ohio's Transportation Stimulus Investments:**

Transportation Infrastructure (FHWA): \$935.7 million total

Ohio Department of Transportation received: \$774 million

**Under Construction:** On Monday, June 8, 2009, work began on the first stimulus-funded project in Ohio. The project near downtown Cleveland is a \$1.8 million investment of stimulus funds to widen the ramp from I-490 eastbound to I-77 northbound.

**Awarded:** To-date, ODOT has awarded the 17 contracts – a combination of interstate, local roadway and bridge modernization projects – with 8 additional contracts set to be awarded today (June 11, 2009). Another 29 contracts will likely be awarded by the end of the month.

**Authorized:** As of this morning, FHWA has authorized more than \$272 million in stimulus investments toward the deadline of obligating \$327.5 million by the end of June.

Metropolitan Planning Organizations: \$161.5 million

**Authorized:** To-date, FHWA has authorized \$20.2 million in projects sponsored by Ohio's eight major Metropolitan Planning Organizations (MPOs) in Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Toledo and Youngstown.

**Transit-Specific Funds (FTA): \$180 million**

Only recently has FTA begun to authorize projects in the Midwest region.

**ODOT / Rural Transit: \$29.8 million**

Although not authorized as of today....

ODOT will be able to fund every rural transit system request for new vehicles by combing the Recovery Act dollars with Ohio's annual federal transit funding.

**Ohio's Urbanized Transit: \$150.2 million**

Authorized so far...

Toledo TARTA \$8.5 million for 21 small buses and 15- 35-foot buses.

### **Aviation-Specific Funds (FAA): \$29.2 million in competitive grants**

So far, Ohio has received \$29.2 million in stimulus funds through the Federal Aviation Administration, including:

- **Cleveland Hopkins International:** \$19 million for taxiway construction and construction of an aircraft parking apron.
- **Dayton International:** \$1.1 million to rehab taxiway lighting.
- **Ohio University Airport:** \$3.1 million to improve the runway safety area.
- **Findlay Airport:** \$4.9 million for relocation of taxiway.

### **Rail-Specific Funds (FRA): competitive grants**

ODOT and its rail partners are meeting with the Federal Rail Administration next week to gain further guidance on the application process for securing a share of the \$8 Billion in High Speed Rail grants made available through the ARRA. No grants have been awarded to any state so far.

### **US DOT TIGER Discretionary grants**

In coordination with our transportation partners across the state, ODOT hopes to compete for and secure a share of the \$1.5 billion discretionary grants to be awarded directly by the US DOT.

### **TRAC Application and Guidelines**

Steve Campbell noted that the Draft TRAC Application and Guidelines were shared at the last meeting. The Draft TRAC Application and Guidelines were circulated for comments on May 14, 2009. Below are lists of questions and revision made as a result of comments received by ODOT,

**Application Revisions:** A number of modifications and typographical corrections were made. Some of the revisions are listed below:

#### **Application**

- Application Type field was split into two fields for Current Status and Proposed Status in the General Information section.
- An explanation field was added to describe how the proposed project connects transportation modes in the Transportation Factors section.
- Project Sponsor Investment Factors section was added.
- Removed the "inter. Mod Study (IMS)" fields from the Project Funding section.
- MPO Acknowledgment section added.
- ODOT District Acknowledgment section added.

#### **Guidelines**

- A note was added to the guidelines to document the deadline for MPO's to submit their priorities (September 15).

**Policy Questions:** Several questions were raised concerning TRAC Policy & Procedures. The TRAC adopted a new policies and procedures on December 18, 2008, after several months of development and public input. ODOT will work with stakeholders to assure understanding of these policies and procedures.

**Implementation Questions:** Other questions were raised concerning how the new application process will be implemented. Many of these questions will be answered by the FAQ at the beginning of the application guidelines. Additional implementation questions will be address throughout the summer.

Tier II project sponsors will be contacted with the new Application and Guidelines to update their projects that they are sponsors of, so ODOT and TRAC can look at these projects with the new criteria and advise the Department on which are the best to proceed with.

Documents passed out to TRAC members:

- Tier I TRAC Summary of Projects sold 2008-2009
- Tier I TRAC Summary of Projects for 2010-2011
- Tier I TRAC Summary of Projects for 2012
- TRAC Tier II Summary List

**Cost Increase (Vote Required)**

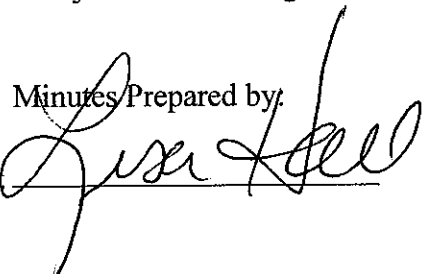
There was one presentation for a Tier 1 cost increase for 2009-2012. This presentation came from Doug Miller, District 8 Production Administrator requesting a cost construction cost increase of \$53M on Hamilton IR 75 (Mill Creek Expressway). Mr. Miller discussed three reasons for the cost increase; including;

- Costs have been shifted and combined between phases which increased the costs on some PIDs and lowered costs on others;
- Inflation for 2006 to mid-point of construction. The December 2006 TRAC estimate was based on inflation rates of less than 5% per year. This is significantly different than that reported in ODOT's 2008-2009 Business Plan. Mid-point of construction changed due to construction phasing requirements:
  - Adjacent sections could not be under construction at the same time
  - PID 76257 split into two phases that cannot be constructed at the same time
  - PID 82285 combined with PID 77889 because RR overpass in PID 82285 could not be constructed early
- Final geotechnical information identified poorer subsurface conditions which have led to higher bridge and retaining wall costs.

Next there was a vote to approve the HAM IR 75 cost increase. Mr. Dingus moved to approve the cost increase and there was a unanimous vote to approve the const increase of \$53M.

Director Molitoris introduced Karl Newman, the new Deputy Director of District 5.

Director Molitoris asked if there was any old or new business. There was none. As such, the director motioned to adjourn the meeting at 11:09 a.m. The motion was seconded.

Minutes Prepared by:  


Chair:  
