

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

Minutes from the June 11, 2009, TRAC meeting were approved as written.

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

Stimulus / American Recovery and Reinvestment Act (ARRA):

At the end of June, ODOT has approved and obligated by the Federal Highway Administration more than 50% of the transportation infrastructure funds directly allocated to the state.

With the recent awarding of \$138 million in contracts to complete the US 33 Nelsonville Bypass, ODOT has awarded more than \$374.2 million for construction work on 110 projects. These investments by the state lead to the retention and creation of 1,138 direct jobs on stimulus-funded transportation construction projects at a payroll of nearly \$1.5 million.

More than 150 local transportation projects have been prioritized for stimulus funding by Ohio's eight major Metropolitan Planning Organizations (MPOs). FHWA has authorized more than \$47.5 million in projects sponsored by these MPOs.

More than \$134.5 million in transit-specific stimulus funds through the Federal Transit Administration (FTA) have been approved and obligated for urban transit investments across the state. These investments will assist 27 regional and local transit agencies in the purchase of new buses and equipment, construction of new facilities, and operating costs on a limited basis.

- August 16, 2009, the Director joined the Greater Cleveland Regional Transit Authority to break ground for a new \$8.5 million Rapid Transit Rail State at East 55th Street, to serve both light and heavy rail.
- Last month, Central Ohio Transit Authority broke ground on a new \$23.8 million Paratransit facility for its demand/response transportation services for people with disabilities.

With these approvals from FTA, all of Ohio's transit systems have their entire ARRA apportionment obligated or have sufficient funds obligated that no funds will lapse.

By March 1, 2010, these partnerships will have more than \$1.1 billion in ARRA funds committed to our transportation system.

Ohio has chosen to make significant ARRA investments in Major New Projects such as:

- \$85 million in the Cleveland Innerbelt Bridge to match over \$300 million in additional Federal and State commitments.
- Funding to complete Ross SR104 and Tuscarawas I-77, advance Butler SR4, and finish important roadway improvements at Rickenbacker.

Ohio also committed to further work on these important projects of the future:\

- Cincinnati's Eastern Corridor
- Cleveland's Opportunity Corridor
- Statewide Ohio Hub High Speed Passenger Rail Plan

In July, Governor Strickland signed an historic Midwest Passenger Rail Memorandum of Understanding (MOU) at a Midwest High Speed Rail Summit in Chicago. Under this MOU, eight Midwest states and the city of Chicago have established a Midwest Rail Steering Group to coordinate the region's efforts to secure a share of \$8 billion in stimulus funds made available for passenger rail. The Midwest team will provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities.

ODOT's application for Ohio's 3C "Quick Start" Passenger Rail Plan is made stronger with this landmark support from other states. Ohio's 3C Corridor is a federally designated high speed rail corridor on President Obama's *Vision for High Speed Rail in America* map. It will connect Cleveland, Columbus, Dayton, and Cincinnati as part of the nationally-prioritized Chicago Hub Network. With funding from the ARRA, Ohio's "Quick Start" plan would have initial conventional-speed services running as early as 2011. On October 2nd, Ohio will submit an ARRA High Speed Rail application for funding this important passenger rail project.

Our state is also working with local partners to identify key transportation projects that meet the requirements of the ARRA TIGER grant program. This is a \$1.5 billion national competitive grant program aimed at transformational projects that create jobs and make significant impacts on regional and metropolitan economies. This application is due September 15th. ODOT's TIGER team and District Deputy Directors are leading the efforts on this important program.

ODOT also advanced TRAC's new policy and procedures and project selection criteria. ODOT reached out to MPOs and local governments, gathering information to update TIER II project applications and soliciting new project applications. We received 65 updated TIER II applications and 36 new project applications. At this meeting, we will give an update on these TRAC applications and the TRAC's working schedule, provide an overview of the project advancement process, and take action important project planning and engineering.

NEW BUSINESS

Kelly Brooker Scocco and Mandy Kising Bishop, Co-Deputy Directors of the Division of Transportation System Development, discussed the Statewide Planning Process. They presented the following items on the statewide and project planning processes:

- Focus on all modes of transportation
- Identify where efficiencies can be gained, by interaction of different modes
- Look at strengths and assets to gain the greatest improvements
- Focus on specific locations
- Identify a purpose and need
- Look at all modes and develop a preliminary alternative to any identified problem

Statewide Strategic Planning Process

- ACCESS OHIO Long Range Plan
- Transportation Futures Strategic Plan
- ODOT District Annual Work Plans
- MPO Long Range Plan and Annual Work Plans

Project Types

- TRAC Projects
- Major Program Projects
 - Major New
 - Major Bridge
 - Major Rehab
 - Safety
- District Projects
- MPO Projects

Tim McDonald, Deputy Director of the Division of Production, discussed the Project Development Process. He discussed the following items:

- ODOT's project development process
 - Planning
 - Environment
 - Design
 - Right of Way
 - Construction
- ODOT's three tiered system
 - Minimal
 - Minor
 - Major
- Length of the process
- Improving projects

Steve Campbell, ODOT Chief of Staff, discussed TRAC project selection criteria, budget highlights and new tools. He discussed the following items:

- Ohio's Multi-Modal Transportation System
- TRAC Duties and responsibilities
- Defining major new capacity
 - Projects greater than \$5 million
 - Multi-modal definition
- Two TRAC categories
 - Tier I
 - Tier II
- Project selection criteria
 - Transportation factors
 - Community economic growth and development factors
 - Local and private investment factors
- TRAC scoring
- Submitting and presenting potential projects
- TRAC application summary
- 2009 TRAC calendar

Steve Campbell then discussed the following budget highlights and new tools:

- New tools for funding and partnership
- Transportation Innovation Authorities
- TRAC applications received

Movement of Announced ARRA Project Work to TRAC Program

Mr. Campbell explained that from the beginning of the Stimulus, a portion of the stimulus funding would go to engineering and design work because of its importance and as pipeline for the projects TRAC is asked to consider. In the Spring, we announced a list of important projects for additional engineering and design work for ARRA funding which included: CUY – Opportunity Corridor; CLE/HAM – Eastern Corridor, and the Ohio Hub.

In June, we decided to take ARRA project funding that was declared for these projects and move it to construction projects, due to the administrations focus on trying to move projects to construction with ARRA funding.

Today there are three presentations from the districts on the projects moved from ARRA project work back to the TRAC program:

CUY – Opportunity Corridor – (Vote Required)

This request was presented by District 12 Deputy Director, Bonnie Teeuwen, requesting an additional \$10 million in TRAC funding that is estimated to complete Preliminary Engineering and the NEPA document. Next there was a vote to approve the additional funding for the CUY – Opportunity Corridor Project. Mr. Gardner moved and Mr. Brennan second to approve the additional funding and there was a unanimous vote to approve this project.

CLE/HAM – Eastern Corridor – (Vote Required)

This request was presented by District 8 Planning Administrator, Andy Fluegemann, requesting an additional \$20 million in TRAC funding. This request will supplement current TRAC Tier 2 funding of \$2.7 million. All funding will be used in the NEPA/Preliminary Engineering phase. (Finalizing alternative studies; preliminary engineering studies, environmental studies and documentation). Next there was a vote to approve the additional funding of the CLE/HAM – Eastern Corridor project. Mr. Gardner moved and Mr. Brown second to approve the additional funding and there was a unanimous vote to approve this project.

Ohio Hub – (Vote Required)

This request was presented by ORDC Executive Director Matt Dietrich. ODOT and ORDC are requesting \$7 million in TRAC funding for a Programmatic Environmental Impact Statement (PEIS) of the 4 high speed rail corridors. Next there was a vote to approve the funding and adding the project to TIER 2 for the Ohio Hub project. Mr. Dingus moved and Mr. Brennan second to approve the additional funding and there was a unanimous vote to approve this project.

Cost Adjustment (Vote Required)

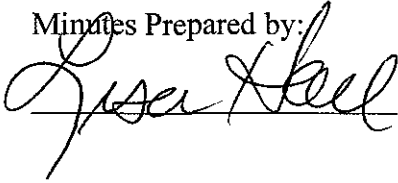
FRA – IR 70/71

This presentation was made from Tom Wester, District 6 Deputy Director requesting a cost adjustment of an additional \$17.5 million to complete detail design engineering on the FRA – IR 70/71 project. Next there was a


vote to approve the FRA IR 70/71 cost adjustment. Mr. Brown moved and Mr. Brennan second to approve the cost adjustment and there was a unanimous vote to approve the adjustment.

Director Molitoris asked if there was any old or new business. There was none. As such, the director motioned to adjourn the meeting at 12:52 p.m. The motion was seconded.

Minutes Prepared by:

Handwritten signature of Lisa Heel in cursive script, written over a horizontal line.

Chair:

Handwritten signature of Glenn M. Molitoris in cursive script, written over a horizontal line.