

Memo

Date: February 3, 2016
To: Keith Earley, Chair
James Bagdonas, Vice Chair
Members of the Transportation Council
From: David Gedeon, Acting Vice President of Transportation
Subject: **TRANSPORTATION COUNCIL REPORT FOR FEBRUARY 3, 2016 MEETING**

This report is an update of staff activity and background on selected agenda items for our next Transportation Council meeting to be held on Wednesday, February 3, 2016. The agenda and meeting materials are available at www.tmacog.org/Transportation/trancom.htm. If you would like a hard copy or have any problems accessing any of the information, please contact Jodi Cole (ext. 120). If you have any questions or concerns on any agenda items, please contact me (ext. 125).

Financial Report (Agenda III - for approval) – The financial report for fiscal year 2016 beginning July 1, 2015 through December 19, 2015 is submitted for approval. With 47.1% of the fiscal year completed, most work elements remain at or below budget. Both the federally funded and locally funded program categories are on target.

FY2016-2019 TIP Amendment #6 (Agenda IV – for approval) – TIP Amendment #6 is being presented to the Transportation Council for approval. The amendment modifies two TARTA projects to update the project costs. Both projects are funded with ODOT controlled CMAQ dollars. The projects two projects are: Biodiesel Fuel – UTP and 40’ Buses – OTPPP. Neither project includes TMACOG managed funds.

Transportation Council Operating Procedures (Agenda V – for approval) – At their November 2015 meeting, the Public Transit & Passenger Rail Committee approved a motion to split and return to the Passenger Rail Committee and create a Public Transit Committee. The modifications to the Transportation Council operating procedures revise the name of the “Public Transit & Passenger Rail Committee” to the “Passenger Rail Committee” and add the “Public Transit Committee” as a programmatic subcommittee of the Transportation Council. The change in committee structure would be official at the Board of Trustees meeting in March.

Toledo Smart Cities Grant Application (Agenda VI – for discussion) – David Dysard discussed the Smart Cities Grant at the Special Transportation Council meeting on January 20th. Dave said that Toledo will be submitting an application focused on citywide arterial signal timing and adaptive signal control. He said that he would bring the application back to the Council in February for additional information. Following the initial applications are received, five applicants will be selected and receive \$100 K to prepare more detailed, full applications. Of those, one application will be awarded \$50 M for project implementation. Applications are due on February 4th.

Standing and Ad Hoc Committee Reports (Agenda VII) – From Committee chairs

Vice President's Report (Agenda VIII – for discussion) – In addition to the above agenda topics and information covered in the Committee Reports, the following are other items members of Transportation Council should be aware of.

- A. On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. The bill provides \$305 B in funding over the next five years.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund and the General Fund (GF) of the United States Treasury. It provides \$225 billion in Highway Trust Fund (HTF) contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State departments of transportation (DOTs) through formula programs.

The FAST Act provides \$61 billion over five years for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in authorizations from the GF. For highway safety, the bill provides a total of \$4.7 billion for the National Highway Traffic Safety Administration (NHTSA) (\$3.7 billion from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration (FMCSA). Unlike past highway and transit bills, the FAST Act also authorizes \$10 billion of the GF over five years for the Federal Railroad Administration and Amtrak.

- B. TMACOG had its Federal Certification Review on January 20th with reviewers from the Federal Highway Administration, the Federal Transit Administration, and the Ohio Department of Transportation. The review takes place every four years to assess the planning process as conducted by TMACOG. The topics covered this year focused on transportation safety planning, Congestion Management Process/Performance Based Planning and Programming, integrating freight in the planning process, and laws and regulations pertaining to Title VI and Environmental Justice. A public meeting was held at noon and attended by more than 40 people. A final letter concluding the review will be sent to TMACOG in March but we were told to expect a full, unqualified certification with a few commendations and recommendations included. In the review wrap-up, no information was provided on what the commendations or recommendation may be but we were told we have a very good planning program.
- C. TMACOG executed a contract with ConSysTec for \$19,994 to convene regional stakeholders and update the ITS architecture to meet current requirements. The ITS Architecture represents a shared vision of how each agencies' systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for the region. A kickoff webinar will be held on Thursday, February 4th from 1:30 to 2:30 to provide an overview of the update effort, along with an overview of the existing architecture, a discussion of agency roles and information on how agencies can use the outputs that will be developed. Space for the webinar is limited to 25 seats. TMACOG will be hosting a viewing party to make the webinar available to more people.

- D. The Ohio Association of Regional Councils (OARC) Executive Directors approved the 2015 CMAQ funding requests at their December meeting. Statewide CMAQ funds are now fully allocated thru FY 2021 and partially allocated in FY 2022. Two projects in the area received funding:
- Chessie Circle Trail (City of Toledo): \$1,418,400 CMAQ in FY 2021 (\$1,905,000 Total Project Cost)
 - Secor Rd – Bancroft St to Central Ave (City of Toledo): \$2,600,000 ROW in FY 2020 & \$5,837,600 Construction in FY 2022 (\$8,437,600 CMAQ, \$11,276,700 Total Project Cost)
- E. The Transportation Review Advisory Council released the Final 2016-2019 Major New Construction Program List on January 28, 2016. ODOT District 2 received funding for the following projects:
- Lucas IR – 475 / US 20A – Detailed Design (FY 2017) - \$500,000
Right-of-Way (FY2018) - \$1,000,000
 - Lucas IR – 475 / Dorr St. – Detailed Design (FY 2017) - \$500,000
Right-of-Way (FY2018) - \$1,800,000
- F. Upcoming events:
TMACOG Transportation Summit, Friday, March 18, 2016 Parkway Place, Maumee.