



Executive Committee Meeting Agenda  
Thursday, February 14, 2019

**Call to Order** – Dave Faulkner, President

**Roll Call** – Brad Bodenmiller

**Action on Minutes of January 10, 2019** – Executive Committee

**Financial Report** – Andy Yoder, Treasurer

**ODOT Reports**

**RTPO Report** – TCC Representative

**New Business:**

1. Glacier Pointe Section 2 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
2. Review of Darby Township Zoning Parcel Amendment (Union County) – Staff Report by Brad Bodenmiller
3. Review of Jerome Township Zoning Parcel Amendment (Union County) – Staff Report by Brad Bodenmiller
4. Job Descriptions – Andy Yoder

**Director's Report**

**Comments from Individuals**

**Adjourn**

## LUC Regional Planning Commission Treasurer's Report

Beginning Balance on January 1, 2019 \$ 277,091.16

**Receipts**

Adams Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 807.00
Allen Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,859.25
Bokescreek Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 550.00
Champaign County	2019 Per Capita Annual Assessment	\$ 34,956.00
City of Dublin	2019 Per Capita Annual Assessment	\$ 5,500.00
City of Marysville	2019 Per Capita Annual Assessment	\$ 13,151.60
City of Urbana	2019 Per Capita Annual Assessment	\$ 6,272.75
Claibourne Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,053.75
Darby Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,477.50
Dover Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,771.50
Goshen Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,495.50
Harrison Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 1,212.00
Jackson Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,377.75
Jefferson Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 1,521.75
Jerome Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 3,562.50
Johnson Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,206.75
Lake Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 550.00
Leesburg Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 931.50
Liberty Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 918.75
Liberty Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,599.00
Logan County	2019 Per Capita Annual Assessment	\$ 40,792.50
Mad River Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 2,052.00
Miami Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 550.00
Millcreek Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,065.00
Monroe Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 1,157.25
Paris Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,287.75
Perry Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 710.25
Pleasant Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 680.25
Richland Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 1,241.25
Salem Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,736.25
Stokes Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 2,630.25
Taylor Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,277.25
Union County Commissioners	2019 Per Capita Annual Assessment	\$ 25,533.45
Union County Engineer	2019 Per Capita Annual Assessment	\$ 25,533.45
Union Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,542.00
Union Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 604.50
Union Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 792.00
Urbana Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 2,257.50
Village of DeGraff (Logan Co.)	2019 Per Capita Annual Assessment	\$ 949.50
Village of Lakeview (Logan Co.)	2019 Per Capita Annual Assessment	\$ 807.00
Village of Mechanicsburg (Champaign)	2019 Per Capita Annual Assessment	\$ 1,197.00
Village of North Lewisburg (Champaign)	2019 Per Capita Annual Assessment	\$ 1,089.00
Village of Quincy (Logan Co.)	2019 Per Capita Annual Assessment	\$ 550.00
Village of Richwood (Union Co.)	2019 Per Capita Annual Assessment	\$ 1,779.00
Village of Russells Point (Logan Co.)	2019 Per Capita Annual Assessment	\$ 1,031.25
Village of St. Paris (Champaign)	2019 Per Capita Annual Assessment	\$ 1,507.50
Village of Valley Hi (Logan Co.)	2019 Per Capita Annual Assessment	\$ 550.00
Village of West Liberty (Logan Co.)	2019 Per Capita Annual Assessment	\$ 1,338.75
Village of West Mansfield (Logan Co.)	2019 Per Capita Annual Assessment	\$ 550.00
Village of Zanesfield (Logan Co.)	2019 Per Capita Annual Assessment	\$ 550.00
Washington Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 1,646.25
Washington Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 675.75
Wayne Twp., Champaign Co.	2019 Per Capita Annual Assessment	\$ 1,322.25
York Twp., Union Co.	2019 Per Capita Annual Assessment	\$ 1,091.25
Zane Twp., Logan Co.	2019 Per Capita Annual Assessment	\$ 844.50
CD I	Glacier Pointe Section II Prelim	\$ 5,945.00
Union County	Interest	\$ 574.67

Total Receipts \$ 217,216.42

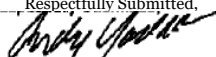
Total Cash on Hand \$ 494,307.58

**Expenditures**

Employee Salaries	2 Pay Periods	\$ 11,910.91
PERS	2 Pay Periods	\$ 1,667.52
Medicare	2 Pay Periods	\$ 172.92
Worker's Compensation	2 Pay Periods	\$ 131.18
CEBCO	Health Insurance	\$ (472.74)
Dental Insurance	Dental Insurance	\$ (37.66)
VSP	Vision Insurance	\$ (0.96)
Life Insurance	Life Insurance	\$ 8.42
CRI Digital	Copier Maintenance	\$ 414.99
Clark County TCC	RTPO Contract	\$ 3,089.61
Ohio Rural Dev't Alliance	Yearly Membership	\$ 2,500.00
TRC	December Monthly Rent	\$ 2,947.00
TRC	Room Rental (12/27/2018)	\$ 104.00
Dave Gulden	Mileage - Dec. 2018 (Final)	\$ 39.59
Brad Bodenmiller	Mileage - December 2018	\$ 192.07
Heather Martin	Mileage - December 2018	\$ 81.86
Richwood Banking Visa	Miscellaneous Expenses	\$ 105.89
Bellefontaine Examiner	Legal Ad	\$ 17.89

Total Expenditures \$ 22,872.49

Balance on Hand as of January 31, 2019 \$ 471,435.09

Respectfully Submitted,  
  
 Andy Yoder, Treasurer



## 2019 Budget Summary

as of January 31, 2019

### Revenues

		Estimated	Received	Cash Balance	%
450112	Membership Contributions	\$ 212,401.10	\$ 210,696.75	\$ (1,704.35)	99%
450105	Grants	\$ 25,800.00	\$ -	\$ (25,800.00)	0%
450105.LUC13	ODOT RTPO Grant	\$ -	\$ -	\$ -	0%
420107	Charges for Services	\$ 40,000.00	\$ -	\$ (40,000.00)	0%
420121	Subdivision Plats	\$ 35,000.00	\$ 5,945.00	\$ (29,055.00)	17%
420122	Mapping	\$ 100.00	\$ -	\$ (100.00)	0%
470101	Interest	\$ 5,593.04	\$ 574.67	\$ (5,018.37)	10%
480108	Annual Dinner	\$ 2,900.00	\$ -	\$ (2,900.00)	0%
480111	Refund	\$ -	\$ -	\$ -	
480112	Proceeds from Sale	\$ -	\$ -	\$ -	
	<b>Estimated Total Revenue</b>	<b>\$ 321,794.14</b>	<b>\$ 217,216.42</b>	<b>\$ (104,577.72)</b>	<b>68%</b>

### Expenditures:

		Estimated Budget	Intra-Fund Transfers	Adjusted Budget	Expended	Unencumbered	%
510100	Salaries & Wages	\$ 180,000.00		\$ 180,000.00	\$ 11,910.91	\$ 168,089.09	7%
510205	PERS	\$ 25,200.00		\$ 25,200.00	\$ 1,667.52	\$ 23,532.48	7%
510215	Medicare	\$ 2,610.00		\$ 2,610.00	\$ 172.92	\$ 2,437.08	7%
510225	Workers Compensation	\$ 1,980.00		\$ 1,980.00	\$ 131.18	\$ 1,848.82	7%
510305	Medical	\$ 35,000.00		\$ 35,000.00	\$ (472.74)	\$ 35,472.74	-1%
510310	Dental Insurance	\$ 1,600.00		\$ 1,600.00	\$ (37.66)	\$ 1,637.66	-2%
510315	Vision Insurance	\$ 100.00		\$ 100.00	\$ (0.96)	\$ 100.96	-1%
510320	Life Insurance	\$ 110.00		\$ 110.00	\$ 8.42	\$ 101.58	8%
520115	Office Supplies	\$ 5,000.00		\$ 5,000.00	\$ 414.99	\$ 4,585.01	8%
520155	Subscription Fees	\$ 3,000.00		\$ 3,000.00	\$ -	\$ 3,000.00	0%
530100	Contract Services	\$ 12,000.00		\$ 12,000.00	\$ 3,089.61	\$ 8,910.39	26%
530110	Tuition Reimbursement	\$ -		\$ -	\$ -	\$ -	0%
530171	Professional Development	\$ 5,000.00		\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	50%
530199	Utilities	\$ 2,000.00		\$ 2,000.00	\$ -	\$ 2,000.00	0%
530650	Maintenance & Repair	\$ -		\$ -	\$ -	\$ -	0%
530702	Annual Dinner	\$ 4,000.00		\$ 4,000.00	\$ -	\$ 4,000.00	0%
530800	Building	\$ 40,000.00		\$ 40,000.00	\$ 3,051.00	\$ 36,949.00	8%
540100	Equipment	\$ 3,000.00		\$ 3,000.00	\$ -	\$ 3,000.00	0%
550100	Travel & Expense	\$ 8,000.00		\$ 8,000.00	\$ 313.52	\$ 7,686.48	4%
550305	Contingencies	\$ 5,000.00		\$ 5,000.00	\$ 123.78	\$ 4,876.22	2%
	<b>Estimated Total Expenditures</b>	<b>\$ 333,600.00</b>		<b>\$ 333,600.00</b>	<b>\$ 22,872.49</b>	<b>\$ 310,727.51</b>	<b>7%</b>

### STATEMENT:

Cash Balance January 1, 2019	\$ 277,091.16
Estimated Cash Balance December 31, 2019	\$ 126,188.95
Actual Cash On Hand December 31, 2019	
Estimated Total Revenue	\$ 321,794.14
Actual 2019 Revenue	\$ 217,216.42
Difference (+/Under)	\$ (104,577.72)
Estimated Adjusted Total Expenditures	\$ 333,600.00
Actual 2019 Expenditures	\$ 22,872.49
Difference (+/Under)	\$ 310,727.51

# Memorandum

**To:** LUC Executive Committee

**From:** Scott Schmid  
TCC Transportation Director

**Phone** 937-521-2133  
sschmid@clarkcountyohio.gov

**Re:** RTPO Planning Report

**Date:** February 7, 2019

**The following are items for discussion at the February 14 LUC Executive Committee Meeting**

## **Urbana South High Street Corridor Study**

The public meeting for the South High Street Corridor Study was held January 10 at Urbana University. A total of 23 people, including local and consultant staff, attended the meeting. Recommendations for the corridor include drainage improvements, new curb and tree lawn, new sidewalks, new ADA curb ramps, bike lanes, paved parking, and traffic calming measures. The draft report was distributed to city of Urbana and TCC staff on January 30 for inclusion into a Transportation Alternatives Program (TAP) funding Letter of Interest submittal to ODOT.

## **Logan/Champaign Technical Advisory Committee**

The next meeting of the RTPO Technical Advisory Committee will be held Monday, March 4 at 9:30 AM at Consolidated Care in West Liberty.

## **Champaign County Local Roadway Safety Plan**

TCC staff attended and participated in a Local Roadway Safety Plan workshop for Champaign County on February 1 in Urbana. The workshop was the first of two to be held to assist the Champaign County Engineer in the development of a Local Roadway Safety Plan for the County.

## **FY 2020 Planning Work Program**

TCC staff is currently developing the RTPO's FY2020 Planning Work Program (see attached development initiation memorandum). The Planning Work Program is the document that discusses the transportation planning activities to be completed in the fiscal year and the budget and funding associated with the work. If there are specific plans or studies that the Executive Committee would like to see included in next year's program, please contact TCC for inclusion into the draft. The Executive Committee will receive a draft to review in March and will be asked to approve the final document in May.

The FY2020 budget will be the same as in FY2019. LUC will receive \$78,714.13 in Federal Statewide Planning and Research (SPR) funds matched by ODOT in the amount of \$9,839.27 (90% of the total cost of the program). LUC will be responsible for providing a 10% match to the funds in the amount of \$9,839.27.

### Upcoming Agreements

Within the next two months, a new ODOT biennial agreement and a new TCC biennial agreement will be presented to the Executive Committee for consideration. The ODOT agreement is the mechanism that provides the SPR and ODOT funding to and describes the roles and responsibilities of the RTPO. The TCC agreement is the mechanism that provides staffing and other transportation planning services to the RTPO in exchange for the SPR funding.

### Ohio Transportation Budget

The Governor's Advisory Committee on Transportation Infrastructure held hearings the week of February 4 to discuss the state's transportation funding and needs. ODOT Director Jack Marchbanks provided testimony on February 5 detailing the "fiscal cliff" that ODOT is facing in the upcoming and future state fiscal years and the impacts that it will have on the state and local programs. Director Marchbanks testimony is attached to this memo for your review.

### FY 2019 Budget

<i>Work Elements</i>	<i>Total Budget</i>	<i>Balance</i>	<i>Percent Expended</i>	<i>Monthly Expense</i>	<i>YTD Expenses</i>
625.1 RTPO Planning	\$ 98,392.67	\$ 88,874.11	10%	\$ 8,398.23	\$ 9,518.56
625.11 RTPO Planning (fy18)	\$ 44,827.00	\$ 3,522.62	92%		\$ 41,304.38

Per the current agreement with ODOT, the RTPO is permitted to carry forward previous year SPR funds for 6 months past the state fiscal year end before they are returned. As of December 31, the RTPO spent 92% of its FY2018 SPR allocation.



**To:** RTPO Executive Directors and RTPO Transportation Directors  
**From:** Scott Phinney, Administrator, Office of Statewide Planning and Research  
**Date:** December 14, 2018  
**Subject:** Ohio RTPO SFY 2020 Work Programs

This memorandum will initiate development of the SFY 2020 Ohio RTPO Work Programs (July 2019 - June 2020). The work programs will document the RTPOs' SFY 2020 transportation planning programs, products, and budgets.

Included below are some options for work items to include in your SFY20 work program. Please review the below items with your committees to determine which should be included in your work program. It is not expected that you will include all of the below items.

- Safety Studies
- Safe Routes to School Plans
- Active Transportation Plans
- Asset Management
- Corridor Studies
- Data Collection
- Transit Planning
- Coordinated Public Transit-Human Services Transportation Plans
- Freight Planning
- Traffic Counts
  - Vehicular
  - Bike/Ped

Work Program budget tables will record Federal, State, and local funding for the RTPOs' entire SFY 2020 transportation planning program. The budget tables must be stratified by direct, other direct, indirect, fringe benefit and total costs using the standard Ohio work element categories. A listing and description of the standard categories is included in Section 8.4 in the [Ohio MPO Administration Manual](#).

Work Program budget table fringe and indirect rates must reflect RTPO Agency Indirect Cost Allocation Plans (CAP) established consistent with provisions of 2 CFR 200 Appendix VIII, State and Local Government. ODOT will not reimburse SFY 2020 RTPO Work Program expenditures until a fully executed CAP agreement is in place.

Table 1, below, details the SFY20 RTPO Planning Program budget for your agency. These budgets are the same as SFY19.

Table 1: SFY20 RTP0 Program Budget

Agency	Federal	State	Local	Total
Buckeye Hills	\$132,856.64	\$ 16,607.08	\$ 16,607.08	\$ 166,070.80
LUC	\$ 78,714.13	\$ 9,839.27	\$ 9,839.27	\$ 98,392.67
MVPO	\$106,707.95	\$ 13,338.49	\$ 13,338.49	\$ 133,384.93
OMEGA	\$176,814.38	\$ 22,101.80	\$ 22,101.80	\$ 221,017.98
OVRDC	\$189,351.32	\$ 23,668.91	\$ 23,668.91	\$ 236,689.14
CORPO	\$142,887.49	\$ 17,860.94	\$ 17,860.94	\$ 178,609.36
<b>Total</b>	<b>\$827,331.91</b>	<b>\$ 103,416.49</b>	<b>\$ 103,416.49</b>	<b>\$ 1,034,164.88</b>

Draft Work Programs are due to the Office of Statewide Planning and Research on March 1, 2019. Final Work Programs will be due on May 3, 2019. Work Program documentation is to be submitted electronically via the ODOT STIP extranet site at <https://extranet.dot.state.oh.us/divisions/Planning/plan/STIP/RTP0/Forms/AllItems.aspx>. A folder for the 2020 Work Program has already been created and this folder should be used for all 2020 Work Program submissions.

In addition, ODOT will require RTP0 agencies to produce a year end completion report to document the transportation planning work that was accomplished over the previous year. This completion report will be due in ODOT Central Office September 30<sup>th</sup>. These completion reports will be the same as MPOs are required to submit to ODOT. More information on completion reports is included in Section 8.6 of the MPO Manual.

Respectfully,



Scott Phinney, P.E.  
 Administrator  
 ODOT Office of Statewide Planning and Research



## Governor's Advisory Committee on Transportation and Infrastructure

Director Jack Marchbanks, Ph.D.  
Ohio Department of Transportation

February 5, 2019

Members of the Transportation Advisory Committee:

I am grateful for the opportunity to address you today, and grateful to Governor DeWine for putting such a strong spotlight on our transportation system at the very outset of his administration.

Ohio's network of roads, bridges and highways is the state's most valuable physical asset. Ohio has the nation's 4th largest interstate system, 2nd largest inventory of bridges, and 6th highest number of vehicle miles traveled.

Because we are essentially the crossroads of America, we are within a one day's drive of 60% of the US and Canadian population. Our transportation system touches the lives of every man, woman and child in the Buckeye State every day and represents an investment of tens of billions of dollars by taxpayers over many generations

But, I am here to tell you today that this system is facing an impending crisis.

My job and the job of all the men and women who work with me at the Ohio Department of Transportation is to make possible the safe, reliable movement of people and goods from place to place in Ohio. Historically, ninety percent of that job is taking care of what we have: the roads, bridges and traffic safety devices that comprise our transportation system.

Today, however, we are facing a future where we will clearly not be able to maintain the quality of the system we have, let alone improve upon it. And, to be blunt, this will endanger the safety of every single person who travels Ohio's transportation network. Despite ODOT's money-saving efforts of instituting efficiencies, delaying projects, and stretching our dollars as far as they can go, we are looking over the edge of a fiscal cliff.

Past practices of borrowing and bonding have brought us to this troubled state, and we are here because we need a better solution. Without one - our system of state and local roadways will fall into a dangerous state of disrepair.



Today I will lay out for you the status of our resources and the condition of our system for your information and background as you study the question of what Ohioans need and expect, and how best to meet those needs. Simply put, a perfect storm led us to where we are today: a combination of fiscal developments and past spending have created this critical situation.

### **Motor Fuel Tax Revenues**

The bottom line is that inflation has cut the productivity of our dollars by nearly half, and essentially no additional revenues have been added. The last time we increased motor fuel tax revenue was in 2003 when we passed increases of 2 cents per gallon for three consecutive years, equaling 6 cents total. That increased revenue made a big difference at the time. But the value of a dollar today is far less than it was in 2003.

In the past 16 years, heavy-highway construction inflation has ravaged the spending power of those funds. The reality is that our dollar from 2003 is now worth just 58 cents. That means today's dollars will not fully pay for the maintenance work Ohio's roads and bridges will need – and because of this, our transportation system will – without a doubt - fall into a dangerous state of disrepair.

To compound the problem, Ohio's motor fuel tax rate is not indexed – meaning it does not automatically increase with inflation as it does in neighboring states such as Michigan and Indiana. If the motor fuel tax was indexed back in 2003, we would be in far better condition than we are today. The tax would have increased along with inflation – but, without that indexing, it has remained flat and leaving us without the money to maintain our roads in the future.

Ohio's motor fuel tax revenues have, at the same time, remained relatively flat over the last 15 years. The miles people are driving on Ohio's roads is at an all-time high, but increased fuel efficiency – which is a good thing for motorists - means they use less gas. That also means we have seen only microscopic increases in the number of gallons of fuel purchased each year. To put that another way, motorists are putting more wear and tear on our roads than ever, but the money they are contributing for maintenance is not keeping up.

Back in 2003, our modest projection was that gas use would increase by one percent each year. That hasn't happened. Instead, from 2003 to 2018, consumption of motor fuel in Ohio on average increased only 1/3 of 1 percent each year.

Additionally, although the first fully-electric vehicles only recently hit the market, some are projecting they will make up as many as one-third of the vehicles on U.S. roads by 2040. Under its current structure, these and other alternative fuel vehicles will continue to contribute to the wear and tear on our roads but will pay no motor fuel taxes whatsoever.

### **Debt & Debt Service**

Because of near double-digit inflation in 2005, 2006 and 2007, the increases passed in 2003 weren't adequate for our needs for long.

As a result, decisions were made to borrow against motor fuel tax revenues to make up the needed difference – and that process has continued through three administrations. It was only a short-term fix, leaving us in the bind we are in today.

Because of this borrowing, before we spend ANY of our gas tax money for its intended maintenance purposes, we must take \$390 million off the top to pay debt service. That's enough money for ODOT and local governments to do dozens of needed projects across the state – but that won't happen. Instead, that money is going to pay for past projects.

### **Turnpike Bonds**

In recent years, the deficiency of highway system funding was addressed by borrowing an additional \$1.5 billion. These bonds were guaranteed by Ohio Turnpike tolls, which were increased to meet the debt service. The money allowed ODOT to do 13 major projects within 75 miles of the turnpike. It also allowed the Ohio Turnpike and Infrastructure Commission to make some much-needed improvements along the corridor.

Unfortunately, that money is now all spent or committed, and that source is no longer available. The debt service for the Ohio Turnpike and Infrastructure Commission will continue for decades. In fact, the Commission will be paying on that debt until the year 2048.

The reality is that our resources from the last motor fuel tax increase have been inadequate for the needs and wants of our transportation system for at least a decade. Instead of increasing that revenue stream, the state has been taking on more and more debt to complete projects and maintain the status quo. Today, this has pancaked into a situation that is irresponsible to continue.

Governor DeWine insisted we take a hard look at our situation and provide you and the public with the facts. After doing that, I cannot, in good conscience, recommend that this practice of borrowing continue. It only delays the problem – not fix it.

These maps show projects that state and local leaders have identified as being important. They would solve congestion issues, address safety issues and help further economic development. They would help ensure the longevity of our roads and bridges.

However, beginning July 1, there is no revenue available for any new highway improvement projects of any kind in any place on our system. Our ability to complete needed maintenance projects will also be stressed.

### **Maintaining Ohio's Transportation System**

As I said, Ohio has the nation's 4th largest interstate system, 2nd largest inventory of bridges, and 6th highest number of vehicle miles traveled. As the crossroads of America, we are within a one day's drive of 60% of the US and Canadian population. It is a hefty responsibility to keep this system in working order.

In order to balance our budget for the next biennium, ODOT moved approximately \$150 million in maintenance work that was once scheduled for FY 2020 into later years. This is maintenance work that should be happening now, but without a change in our revenue situation, this kicking the can down the road will continue every year into our future.

Every year there will be more essential maintenance work that cannot be completed.

A project which could once would have cost about \$110,000 per lane mile could easily cost \$335,000 per lane mile if we are forced to wait five or six years too long to make the needed repairs.

Delaying maintenance work may help us balance our budget in the short-term, but as every homeowner knows, delaying needed maintenance only results in more cost in the long-run. The price of rebuilding a broken highway system is much, much greater than the cost of maintaining it properly in the first place.

## **Safety**

Even more important than the cost of delaying projects are the safety concerns from allowing roads and bridges to deteriorate. Statistically, we know that deteriorating road conditions lead to more crashes and that more crashes lead to more fatalities. Poor road conditions contribute to about a 1/3 of all highway fatalities. When road conditions deteriorate 25 percent, crashes double. When they deteriorate 60 percent, crashes go up by tenfold. If we do not have the funding to fix Ohio's roads, more crashes will happen. More people will get hurt. And, more people will die.

Endangering the lives and well-being of the people of this state is unthinkable. Not funding critical infrastructure projects puts the health and safety of our citizens at risk. When road shoulders get run down, your vehicle (and your family) could be pulled off the road. When roads get run down, they hold more water and increase the probability of hydroplaning. When trees are not trimmed properly, they can (and do) fall onto vehicles and pedestrians. When guardrails are not in good condition, they will not keep your vehicle from plunging down the hill they are supposed to protect you from. When pavement markings fade, both you and driver coming towards you at 55 miles per hour (or more) cannot tell where your lane ends and theirs begins. Even potholes can injure far more than just your tires.

The cost of inaction is unacceptable.

## **Pavement and Bridge Deterioration**

Because we now have more maintenance work than revenue to fund it, ODOT will be forced to make hard decisions about which roads will get needed improvements and which roads will not.

As we move from 2020, into 2025 and 2030, we will see a significant increase in the number of roads that will be rated as "poor" because every year we will have less funding available for the maintenance needed to keep them in good order.

Our maintenance dollars are stretched even tighter when critical emergencies arise. For example, 2018 was the wettest year on record for many parts of Ohio. In Southeast Ohio, the terrain lends itself to frequent landslides when there is a lot of rain. This happened in Washington County last year and there are still over 100 locations we are monitoring for landslides due to last year's unprecedented rains.

Up until this past year, the federal government made funding available to us for emergency repairs such as this. However, that funding is far more limited, making an already bad situation much worse.

When ODOT and local governments have to fix emergencies like this, we are faced with either delaying other needed projects, or keeping roads closed because they are unsafe.

For bridges, the story is even more concerning.

Without funding for needed maintenance, these structures will eventually pose a safety threat that force them to be closed in the near future. When a bridge deteriorates greatly, we don't let people drive over it. That spells massive inconvenience for those who live nearby. Closed bridges might never reopen without the additional maintenance funding needed to bring them back to an acceptable condition.

I'd like to take a moment here and talk about our local partners.

I cannot stress enough this next point: while ODOT has had access to additional revenue from the debt we have taken on over the last fifteen years, local governments and planning organizations generally have not benefitted from those programs. They've been feeling the effects of that heavy highway construction inflation without any reprieve for more than a decade. Because of this, in many cases locally-maintained roads and bridges are already in worse shape than the state highway system.

While ODOT took the brunt of necessary budget reductions through June 30, 2020, beginning July 1 of that year, local governments will begin to see reductions to some revenue sources available to them. This is not their portion of the motor fuel tax, however, it is money used for critical county and municipal projects like the one in this photo.

I am not exaggerating when I tell you that additional delayed maintenance of these already poor roads and bridges could quickly create a situation from which county and municipal governments may never financially recover.

### **Summary**

In summary, due to flat revenues, highway construction inflation, and mounting debt payments, ODOT is in jeopardy of being unable to fulfill its mission.

Please understand, we are committed to utilizing every tool at our disposal to maximize each dollar we receive; however, the credit cards are maxed out and the long-term health of Ohio's transportation system is now at stake. The cost of continued delays will only compound year after year, making it harder every single year moving forward to ever catch up.

Beginning July 1, there is no state money for any new roadway projects in Ohio. There is no state money to address congestion in urban areas. We will be less able to fix dangerous intersections. Roadways will crumble, making driving dangerous. And, there will be no state money for projects that might help a local government attract economic development to their area.

Moving forward there is not enough money for ODOT and our local partners to keep the roadways in their current condition, let alone make significant improvements. The deterioration will begin slowly, but compound quickly.

We will continue to take care of critical safety issues as best we can however without a change in the revenue available to ODOT to do its job, more of our roads and bridges will slip into a deteriorating state. The safety of Ohio's drivers is of utmost importance. This issue affects all of us.

I urge your careful consideration of this information and am happy to provide any additional information that might help you in your task.

## Projects in Union County under Construction or to be Sold by 12/31/19

Project Name	PID	Primary Work Category	Project Description	Sale Date	Award Date	Estimated End Constr	Estimated Constr Cost or Award Amount
UNI CR 340 2.46	99912	Bridge Replacement	UNI-CR340B-2.46 (Cunningham-Arbela Road) over Rush Creek.Improvement of 0.22 miles of CR340 and 0.22 miles of CR342 (Shertzer Road) by replacement of an existing steel truss bridge over Rush Creek, with a concrete or steel bridge on reinforced concrete ab utments and piers; including approach roadway reconstruction.Local-let design/build project administered by Union County Engineer's office.	02/15/19	03/15/19	10/31/19	\$1,508,000
UNI CR PM FY2019	99913	Pavement Marking	Upgrade pavement markings on various county roads throughout Union County.CEAO HSIP project.Local-let and administered by Union County Engineer's office.	03/26/19	05/01/19	10/31/19	\$108,706
UNI Franklin Street Enhancement	104168	Bicycle and Pedestrian	Provide street lighting, benches, trash receptacles, and brick pavers	05/02/19	05/13/19	06/30/20	\$1,127,839
UNI US 33 12.590	105513	Preventive Maintenance	UNI-33-12.59-24.55 Pavement repairs and crack sealing	02/21/19	03/04/19	09/30/19	\$1,563,000
LOG/UNI/FRA-33 Sm Mob Infrastruc	106769	Intelligent Vehicle Systems	Develop Smart Mobility Technology by installing roadside infrastructure improvements along US-33 to allow for future connection of Roadside	08/01/19	09/01/19	06/15/20	\$2,665,534
UNI Marysville AT Study	107518	Bicycle and Pedestrian	STUDY portion - Develop Scope for Signage and Striping AT Project in Union County.CONNS portion - Provide bike route signage in Marysville, Plain City, Union County and Madison County and provide shared lane markings in Marysville and Plain City to connect to Heritage Trail.	08/15/19	10/01/19	11/29/19	\$85,000
UNI-4/37-13.61/5.30	107808	Preventive Maintenance	General/Urban System Paving:AC Overlay without Repairs:UNI-4-13.61-14.07UNI-4-23.62-24.35AC Overlay with Repairs:UNI-4-14.07-23.62UNI-37-5.30-5.83	06/20/19	07/01/19	10/15/19	\$3,131,476
UNI-331-0.00/Wildwood Lane	108173	Resurfacing, Undivided System	UNI-331-0.00 to 0.33 (begin 4-lane to SR 245); Wildwood Lane from Watkins Rd to end; UNI-331 1 1/2" mill & fill with repairs, removal of concrete median, repair of catch basins and guardrail. Wildwood Lane resurface	06/20/19	07/01/19	10/15/19	\$230,500

## Projects in Union County under Construction or to be Sold by 12/31/19

Project Name	PID	Primary Work Category	Project Description	Sale Date	Award Date	Estimated End Constr	Estimated Constr Cost or Award Amount
<b>Current Projects Under Construction</b>							
UNI TR 0308 00.57	99910	Bridge Replacement	Structure replacementUNI-TR308 (Phelps Road) over Bokes CreekCEAO funded design/build project	04/10/18	04/24/18	09/01/18	\$690,151
UNI SR 031 01.49	101063	Minor Widening	Reconfigure SR31 from 4 lanes to 5 lanes starting north of US 33 westbound ramp to Mill Road. reconfigure SR 31 from 3 lanes to 5 lanes from Mill Road to just north of Mill Wood Boulevard. The road widening will include curbing, storm sewer installation , striping, signage, street lighting, sidewalk on west side & shared use path on east side	03/14/18	03/22/18	05/01/19	\$2,138,008
LOG/UNI/FRA-33-Smart Mobil Ph2	105438	Intelligent Vehicle Systems	Develop Smart Mobility Technology by installing fiber optic cable along various local roadways.	07/12/18	07/19/18	07/31/19	\$4,489,927
UNI SR 4 17.240/20.520	86211	Bridge Repair	Rehab bridge UNI-4-17.26 over Blues Creek; Replace steel culvert, UNI-4-20.54 over Clevenger DitchNo R/W required.	11/29/18	12/06/18	10/31/19	\$856,022
UNI-31-7.80/UNI-347-8.26	105581	Preventive Maintenance	UNI-31-7.80 to 15.65; SR347 to SR739S and UNI-347-8.26 to 15.23; SR31 to SR37NUNI 31 and UNI 347 Resurfacing ProjectFine Graded AC overlay with minor pavement repair and upgrade guardrail as needed.	01/10/19	01/17/19	09/30/19	\$2,555,392

**CHP/LOG County Projects**  
**Award Dates: 09/01/18 to 02/02/20**

2/4/2019

PID	COUNTY ROUTE SECTION	PRIMARY WORK CATEGORY	DESCRIPTION	PROJECT TERMINI	SALE DATE CURRENT	AWARD DATE CURRENT	AWARD DATE ACTUAL	EST. END CONSTRUCTION DATE	PROJECTED CONSTRUCTION COSTS
94673	LOG SR 235 22.00	Bridge Replacement	Replace concrete beam bridge due to deterioration.	LOG-235-2200, SFN 4602137	10/11/2018	10/18/2018	<b>10/18/2018</b>	6/15/2019	<b>AWARD</b> \$725,411.11
101838	D07-BH-FY19 (D)	Bridge Repair	Repair various bridges in the district by refacing abutments, fixing scour issues & patching piers	AUG-196-0032, MER-29-0693, CHP-36-1458, SHE-75-1707 L/R	12/13/2018	12/20/2018	<b>12/20/2018</b>	4/30/2019	<b>AWARD</b> \$180,302.00
103793	CHP US 36 14.88	Intersection Improvement	Install splitter islands, realign right-turn bypass lanes, provide pedestrian refuge area in crossings at roundabout, better define entrances and exits to parking areas in the four corners of the roundabout., install bump-outs at pedestrian crossings, replace existing lading zones with raised islands, etc. These changes are expected to improve the operation of the roundabout and improve safety for both motorists and pedestrians. Resurfacing of the project is included in PID 100783.	US 36: Walnut (14.876) to Locust (15.049)	2/7/2019	3/8/2019		10/15/2020	\$1,330,221.25
101854	D07 BH FY19 (B)	Bridge Repair	Project rehabilitates various bridges in the district by patching, rebuilding deck edges, water-proofing.Note: MER-219-1899 will be overlaid w/SDC	Various bridges in District 7	3/7/2019	3/18/2019		7/1/2019	\$465,014.26
103259	D07 FDPM FY19	Pavement Marking	2019 District wide fast dry pavement marking	District wide	3/7/2019	3/18/2019		8/31/2019	\$2,298,837.66
103827	D07 GR FY2019	Guardrail upgrade/replace	Replace Type A anchor assemblies on various routes.	Various locations on various routes	3/7/2019	3/18/2019		10/31/2019	\$900,495.27
105369	D07 CHIP FY19 (B)	Chip Seal	Chip seal various routes.	Various routes in CHP, CLA, LOG & MIA Counties	4/4/2019	4/15/2019		9/30/2019	\$2,330,952.92
103263	D07 PPM FY19	Pavement Marking	2019 District wide polyester pavement marking	District wide	4/4/2019	4/15/2019		8/31/2019	\$660,272.60
101170	CHP/CLA US68/IR70 1.82/20.85	Resurfacing, Divided System	Microsurface	CLA IR 70 SLM 20.85 to 25.11 - CHP US 68 1.82 to 5.03	4/4/2019	4/15/2019		7/2/2019	\$1,538,781.03
100543	CHP CR VAR PM FY19	Pavement Marking	Upgrade existing pavement markings on various county roads.	Various Routes in Champaign County	3/21/2019	4/25/2019		9/30/2019	\$95,740.00
99857	LOG SR 273 0.02	Bridge Deck Replacement	LOG-273-0002, SFN 4602315 over Indian Lake Boat Passage - Replace bridge deck	LOG-273-0002, SFN 4602315	5/2/2019	5/13/2019		8/15/2019	\$162,306.75
98684	CHP CR 193 12.62	Bridge Replacement	Federal/State Exchange Project Old Troy Pike bridge rehabilitationThe bridge project includes replacing the three span superstructure and upgrading the guardrail on Old Troy Pike, 193-1263, over Mad River. New pre-stressed concrete beams will be installed , waterproofed and paved on existing Substructure. The project will also fix minor spalling on the pier caps and repair deteriorated abutment wings. All work will be done without disturbing Mad River and within the existing Right of Way.	CHP CR 193 12.62 SFN 1130099	4/18/2019	5/16/2019		11/16/2020	\$527,300.00
100783	CHP US 36 14.88	Resurfacing, Undivided System	UPP Paving on CHP US 36 SLM 14.88 to 15.05.This project is to have work in conjunction with PID 103793.	CHP US 36 SLM 14.88 to 15.05	6/6/2019	6/17/2019		10/31/2019	\$200,000.00
101128	CHP/MIA-29/36-0.00/12.60	Resurfacing, Undivided System	Overlay with asphalt concrete.	MIA US 36 SLM 12.60 to 17.20 - CHP SR 29 0.00 to 2.36	6/20/2019	7/1/2019		10/15/2019	\$1,750,000.00
103823	LOG SR 235/540 4.75/1.65	Bridge Repair	Bridge repair.LOG-235-04.75: Remove and replace asphalt wearing surface and waterproofing. Remove Polymer Modified Expansion Joints. Re-grout keyways between box beams. Extend new waterproofing onto approach slabs. Saw and seal over the expansion joints and over the piers in lieu of new Polymer Modified Expansion Joints.LOG-540-01.65: Place New SDC wearing surface using hydrodemolition. Refurbish, Reset, and repaint Bearings. Reface parapet walls. Replace rubber strip seals or replace expansion joints. Patch or replace top of backwalls at expansion joints. Repaint end frames and ends of the beams. Patch returns on abutment-Right Forward Spall.	LOG-235-4.75 - SFN 4601963/LOG-540-1.65 - SFN 4603737	10/10/2019	10/21/2019		12/30/2019	\$500,000.00
103825	LOG/AUG VAR/219 VAR/7.50	Bridge Repair	Bridge RepairLOG-287-10.58: Reface abutments using self consolidating concrete SCC. Rebuild deck corners when refacing abutments. Encase pier columns.LOG-720-1.14: Remove asphalt wearing surface and waterproofing. Bridge deck repair and overlay with SDC using hydro-demolition. Rebuild deck corners. Rebuild/repair left deck edge. Reface abutments using anodes and self consolidating concrete SCC. Encase pier columns. Patch pier caps. Rebuild wingwalls.AUG-219-7.50: Remove asphalt wearing surface and water proofing. Bridge deck repair and overlay with SDC using hydro-demolition. Rebuild deck corners. Rebuild deck edges and upgrade railing. Reface abutments using anodes and self consolidating concrete SCC. Encase pier columns. Rebuild right foward wingwall.	LOG-287-10.58 - SFN 4602919/LOG-720-1.14 - SFN 4604172/AUG-219-7.50 - SFN 0603279	11/7/2019	11/18/2019		6/30/2020	\$375,000.00



# Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

## Director's Report – February 14

### Brad's Activities:

1/10	Met with Ben Vollrath about planning initiative.
1/15	Met with Logan Co (L) Land Bank members and attended Land Bank meeting. Attended Richland Twp (L) Zoning Commission meeting.
1/16	Attended Union Co (U) CIC meetings.
1/17	Attended Glacier Pointe Section 2 and GPN-12 Sketch Plan meetings. Attended Logan Co (L) Twp Association meeting.
1/25	Met with Union Co (U) Prosecutor's Office regarding zoning overlay.
1/29	Attended Union Co (U) Health District Final Assessment meeting. Attended MORPC Northwest Area meeting. Attended Ohio Rural Development Alliance meeting.
1/31	Met with Andrea Millice regarding Champaign Co (C) CDBG projects.
2/1	Attended OTA Winter Conference sessions. Met with Champaign Co (C) GIS contact.
2/4	Met with Wes Dodds regarding CDBG. Met with Darby Twp (U) Zoning Inspector.
2/5	Attended Champaign Co (C) EMA Hazard Mitigation Plan stakeholder meeting.
2/6	Attended Building Industry Association report/meeting.
2/7	Met with Jason Willis regarding new board member orientation. Attended Champaign Co (C) CDBG preconstruction meeting.
2/8	Attended US 33 Corridor meetings.
2/13	Attending Union Co (U) CIC meeting.
Ongoing	Assisting jurisdictions: Allen Twp (U), Champaign Co (C), City of Bellefontaine (L), City of Urbana (C), Claibourne Twp (U), Darby Twp (U), Dover Twp (U), Jerome Twp (U), Logan Co (L), Miami Twp (L), Millcreek Twp (U), Paris Twp (U), Richland Twp (L), Rush Twp (C), Salem Twp (C), Stokes Twp (L), Union Co (U), Urbana Twp (C), Village of Quincy (L), Village of Richwood (U), Village of St. Paris (C), Village of West Mansfield (L), Village of Woodstock (C), Washington Twp (L), Wayne Twp (C), York Twp (U)
Ongoing	BZA training done in Champaign Co (C) and Logan Co (L). Coordinating with Union Co (U).
Ongoing	Zoning maps for Union Co (U) GIS
Ongoing	US 33 Corridor Zoning Overlay
Ongoing	Champaign Co (C) Comprehensive Plan

### Heather's Activities:

1/10	Met with Ben Vollrath i.e. Strategic Plan
1/15	Met with Rick Hatcher and Wes Dodds i.e. Logan County Land Reutilization Logan County Land Reutilization Committee meeting
2/4	Met with Wes Dodds i.e. CDBG
2/6	Building Industry Association of Central Ohio presentation
2/7	Met with Jason Willis, new LUC Board member Pre-Construction meeting, City of Urbana, CDBG
Ongoing	Update to Logan, Union, Champaign and City of Marysville's Analysis of Impediment Reports
Ongoing	First Quarter Fair Housing mailings
Ongoing	Retyping Claibourne Township Zoning Resolution
Completed	2018 Cash Basis Financial Report; filed with State; Legal Ads ran; Available on LUC web-site

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Executive Committee Meeting Minutes  
Thursday, February 14, 2019

President Dave Faulkner called the meeting to order at 1:21 pm.

**Roll Call** – Brad Bodenmiller

**Members present:** John Bayliss, Brad Bodenmiller, Scott Boyer, John Brose, Tyler Bumbalough, Tim Cassady, Scott Coleman, Brian Davidson, Wes Dodds, Dave Faulkner, Chad Flowers, Kevin Gregory, Charles Hall, Jeremy Hoyt, Mark Mowery for Steve McCall, Adam Moore, Tim Notestine, Tammy Noble for Vince Papsidero, Ryan Shoffstall, Ryan Smith, Jeff Stauch, Ben Vollrath, Jason Willis and Andy Yoder.

**Members absent:** Todd Freyhof, Todd Garrett, Barry Moffett, George Showalter.

**Guests present:** Justin Wollenberg, Terrain Evolution; Tom Carmody, LSC; Bill Narducci, Union County Engineer's Office; Kay Borchers, Choice One; Judy Christian, York Township; Laura MacGregor Comek, Law LLC; Mark Spagnuolo, Jerome Township; and Heather Martin of LUC Regional Planning Commission.

**Minutes** – Scott Coleman moved a motion to approve the minutes from the January 10, 2019, meeting as written and Charles Hall seconded. All in favor.

**Financial Report** – Andy Yoder presented the Financial Report for January. Tim Cassady moved a motion to accept the Financial Report and Tim Notestine seconded. All in favor. Charles Hall asked about the cost of having a meeting at TRC. Heather Martin said any meetings outside of the regularly scheduled meetings are charged at \$52 an hour. John Bayliss – one of the considerations of the contract was having our annual dinner here. Is there a charge here? Heather Martin said our contracts allow 12 meetings per year plus the annual dinner.

**ODOT Reports:**

ODOT Reports are available on LUC's web-site. Brian Davidson reported for ODOT District 6. Scott Boyer reported for ODOT District 7. Dave Faulkner asked for further clarification on the Route 36 project, the roundabout project. Tyler Bumbalough reported they will be rebidding it, and they're revising their estimate. Bids came in too high previously so they will be combining it with another project and rebidding it.

**RTPO:**

Brad Bodenmiller reported for TCC and the report is available on LUC's web-site.

**New Business:**



# Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

1. Glacier Pointe Section 2 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
  - Tim Notestine moved a motion to accept the recommendation of approval of the Glacier Pointe Section 2 Preliminary Plat with staff comments and Tim Cassidy seconded. All in favor.
2. Review of Darby Township Zoning Parcel Amendment (Union County) – Staff Report by Brad Bodenmiller
  - John Bayliss moved a motion to accept the recommendation of denial of the Darby Township Zoning Parcel Amendment with Staff and Zoning & Subcommittee comments and Scott Coleman seconded. All in favor with Tammy Noble and Tim Notestine voting no.
  - Laura MacGregor Comek reported there was a significant discussion in the Zoning & Subdivision Committee meeting regarding the appropriateness of the use. The staff report looks at the big picture where as this is one parcel. I'd like to thank Commissioner Hall for the discussion. I'm glad my township folks were here so they know they can make this decision. Laura provided further explanation of what she wants to do in response to a question by Ben Vollrath.
  - Discussion happened further among committee members regarding other options to allow this use. Charles Hall requested the letter to the township have a note added about protecting the other property with residential use on the property in the vicinity.
3. Review of Jerome Township Zoning Parcel Amendment (Union County) – Staff Report by Brad Bodenmiller
  - Scott Coleman moved a motion to accept the recommendation of approval with modifications of the Jerome Township Zoning Parcel Amendment with Staff and Zoning & Subcommittee comments and Tyler Bumbalough seconded. All in favor.
4. Job Descriptions – Andy Yoder
  - Andy Yoder reported the Budget & Finance Committee met earlier today to review job descriptions updated as requested by the committee. We reviewed them and chose to have Brad do more work for the Director and Planner I/GIS Technician. We were confident with the Operations Manager position with some update to the paygrade and comments from HR. We'd like a motion to accept this and to allow Brad to negotiate with Heather Martin for this position.
  - Charles Hall – I'm wondering if the rest of the committee wants to take a look at it before they make a recommendation? Some things we did was to align it more with what's going on in the office. Originally when it was set up was a long time ago, there's been changes to that position since then. I think he's come up with a pretty good description of it.

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# Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

- Dave Faulkner - I believe that brings it up to par with where we have been and what Heather's been doing. We're bringing it into the 21<sup>st</sup> century.
- Brad Bodenmiller reviewed the changes to the Office Manager/Operations Manager for the committee.
- Scott Coleman moved a motion to accept the job description and to give the Director the ability to negotiate the salary of that position and Wes Dodds seconded. All in favor.
- John Bayliss moved a motion to recommend approval of the Director job description with an update to how the Director reports and John Bayliss seconded. All in favor

### Comments from Individuals:

- Tim Cassady – On the comprehensive plan, we have a Township Association meeting coming up. Could I print off a copy of the survey and give that to the township?
  - Heather Martin offered to print out copies of the survey for the township meeting and Brad Bodenmiller will have them at the meeting.

**Adjourn** – Mark Mowery moved a motion to adjourn the LUC Executive Committee Meeting at 2:20 pm, and Andy Yoder seconded. All in favor.

**Next Scheduled Meeting:** Thursday, March 14, 2019, 1:15 pm at the LUC Office in the James A. Rhodes Conference Center, East Liberty.

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President

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Secretary

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