



Toledo Metropolitan Area Council of Governments

Transportation Improvement Program  
Application Packet  
for:

**Surface Transportation Block Grant  
(STBG)  
Resurfacing Projects**

**APPLICATIONS DUE  
October 7, 2022**

*Issued by:  
Toledo Metropolitan Area Council of Governments  
300 Martin Luther King Jr. Drive  
P.O. Box 9508  
Toledo Ohio 43697-9508*

*September 1, 2022*

*Application is also available at [www.tmacog.org](http://www.tmacog.org)*



## **INTRODUCTION**

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for Fiscal Year 2024 in the TMACOG Transportation Improvement Program (TIP). This solicitation will only include projects that can be awarded to contractors by May of 2024. In order to meet this award date, TMACOG will only be selecting projects that are resurfacing only.

TMACOG will be selecting \$4,000,000 worth of projects to be awarded by the fourth quarter of state fiscal year 2024. The maximum award will be \$500,000 per project, and the local match is a minimum of 20%. This will be treated just like the traditional STBG Small Projects fund. Projects will be scored and ranked based on the approved scoring criteria found at the end of this package.

For the purposes of the TIP funding program, the TMACOG transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered. All project submittals should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

Additional information about the functioning of the TIP program can be obtained from reviewing the Transportation Improvement Program (TIP) Committee Policies and Practices document that was included in this mailing.

If there are questions regarding project eligibility or which fund type to request, please call the TMACOG Transportation staff.

## **MATERIAL AND INSTRUCTIONS INCLUDED IN THIS PACKAGE**

**SMALL PROJECTS and SMALL PROJECTS FUND DEFINITIONS (Page 2)** - Defines the Small Projects programs and explains the method of ranking.

**PROJECT DETAILS REQUEST (Pages 3 & 4)** - Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information for each existing project that does not require a new ranking in this cycle. It is not necessary to use this sheet as a form.

**PROJECT BUDGET SUBMITTAL DETAIL (Page 5)** - Requests the details of the financing of your project. Please use this form. It is important that all sources of financing are identified. Explain all rules and limitations that may be attached to different sources of funds.

**TMACOG TIP PROJECT APPLICATION (Pages 6 & 7) TIP APPLICATION INSTRUCTIONS (Pages 8 – 10)** - The Project Application form (and Instructions) requests the information that is used in rating and scoring the projects to determine which projects will receive funding. Please return a completed copy of this form and requested attachments in paper and/or electronic form for each requested project.

**PROJECT SCORING CRITERIA FOR TIP ANALYSIS (Pages 11 – 14)** – The scoring criteria is provided for your information. It is not necessary for you to complete or return this form. Scoring is done initially by a TIP subcommittee with validation by the full TIP Committee.

**COMPLETE STREETS CHECKLIST (Pages 15 – 18)** – In order for a project application to be considered complete, a Complete Streets Checklist must be submitted with the application.

## **SMALL PROJECTS AND SMALL PROJECTS FUND DEFINITIONS**

1. Maximum TMACOG federal funds provided for any single project will be \$500,000.
2. There is no maximum total construction cost for a single small project.
3. TMACOG federal funds will be provided at a maximum of 80/20 split up to the funding cap of \$500,000 of federal funding. There is no provision for additional funding allocations within the Small Project Fund.
4. Construction costs will be funded. There will be no consideration for funding of Preliminary Engineering (PE). Right-of-Way (R/W) funding will not be considered as well.
5. Jurisdictions may submit as many projects as they desire.
6. \$4,000,000 will be allocated in this solicitation.
7. Each project will be scored and ranked. Based on the ranking, the projects will be selected one per jurisdiction until the \$4,000,000 mark has been reached. If each jurisdiction that has applied has received a project award, then TMACOG will go back to the top of the ranking to select the next top projects until the total allocation has reached \$4,000,000.

## PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: \_\_\_\_\_

Project Limits (*include map*): \_\_\_\_\_

Project Sponsor and point of contact (*with phone number*): \_\_\_\_\_

Existing project numbers (*PID, State ID, TMACOG map #, etc.*): \_\_\_\_\_

Project sponsor commits to awarding the project by May of 2024:

Completely describe the work to be accomplished by this project. Try to describe each feature of the project.

Project Description:

Length of project (Miles): \_\_\_\_\_

Current status of the project: \_\_\_\_\_

Is this your jurisdiction's number 1 project?: \_\_\_\_\_

Does the project include any utility work? Yes ☐ No ☐

          If yes, please explain.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed:

Environmental Clearance complete:

Stage 1 Review complete:

Stage 2 Review complete:

Stage 3 Review complete:

R/W Plans complete:

R/W Clear:

Final Plans to ODOT:

Anticipated Sale Date:

All of these formal actions are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to TMACOG.

Please provide financial information on the Project Budget Submittal Detail sheet.

## Project Budget Submittal Detail

Activity	Total Estimate	Requested TMACOG Federal		Other Types of Funds (6)					
				A.		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)									
Right-of-Way (2)									
Construction Contract (3)									
Construction Engineering (4)									
Contingency (Change Orders) (5)									
<b>TOTAL AMOUNTS</b>									

### Numbered Notes:

- Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
- Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
- Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
- Construction Engineering** includes the costs of construction management, inspection, testing, etc.
- Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
- Other Types of Funds**
  - List each type in a separate column. Add additional sheets if necessary for more fund types involved in project.
  - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity.
  - Please explain below any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.

# TMACOG TIP PROJECT APPLICATION

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

**NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.**

SPONSOR:	
PROJECT NAME:	MAP# (existing projects)
<p>1. Estimated number of construction jobs based upon project cost divided by \$92,000.</p> <p>Total Project Cost: _____</p> <p>Number of Jobs: _____</p>	<p>2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization?</p> <p>Yes: _____ No: _____ # of jobs: _____</p> <p><b>Attachment required.</b></p>
<p>3. Does project sponsor have official complete streets document?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment required.</b></p>	<p>4. Does this project improve air emissions and is it identified on the TMACOG CMP?</p> <p>Yes: _____ No: _____</p>
<p>5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment describing qualifying improvement required.</b></p>	<p>6. Will this project make use of recycled materials to a significant degree, such as rubberization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.</p> <p>Yes: _____ No: _____</p> <p><b>Attachment describing qualifying improvement required.</b></p>
<p>7. Does the project provide for specific aesthetic enhancements other than planting grass?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment describing qualifying improvement required.</b></p>	<p>8. Does the project include all reasonable bicycle improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment describing qualifying improvement required</b></p>
<p>9. Does the project include all reasonable pedestrian improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include upgrade of existing or new pedestrian sidewalks?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment defining service lines required.</b></p>	<p>10. Does the project provide direct access to a multi modal terminal?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment identifying terminal required.</b></p>
<p>11. Does the project carry Designated Line Service Public Transit Routes?</p> <p>Yes: _____ No: _____</p>	<p>12. . Has this project been programmed by ODOT for construction?</p> <p>Yes: _____ No: _____</p> <p><b>Attachment identifying PID required.</b></p>
<p>13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)</p> <p>Yes: _____ No: _____</p> <p><b>Also indicate on Project Form.</b></p>	<p>14. Project Development (Check all that apply.)</p> <p>Right-of-way cleared / not needed?</p> <p>Yes: _____ No: _____</p> <p>Does this project qualify for a Categorical Exclusion C1?</p> <p>Yes: _____ No: _____</p>



# TMACOG TIP PROJECT APPLICATION CONTINUED

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

## NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

<p>15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?</p> <p>_____ %</p>	<p>16. What self-help opportunities for generation of transportation funding have project sponsors implemented?</p> <p>____ Permissive License Fees          ____ Dedicated Property Tax Levy          ____ Dedicated Sales Tax          ____ Dedicated Income Tax          ____ Other Dedicated Revenues (Attach details)  <b>For Dedicated Tax, a copy of legislation must be attached.</b></p>
<p>17. Is the project located in a community which has public transportation?</p> <p>Yes: _____ No: _____  <b>Attachment defining provider required.</b></p>	<p>18. What is the existing Pavement Condition Rating (PCR)?</p> <p>PCR = _____  <b>TMACOG will provide the latest ODOT PCR.</b></p>
<p>19. Is this an ITS project?</p> <p>Yes: _____ No: _____  <b>Attachment describing qualifying improvement required.</b></p>	<p>20. If this is a bridge project, what is the Bridge Sufficiency Rating?</p> <p>Sufficiency Rating = _____          Deck Rating = _____</p>
<p>21. If this is a roadway project, which of the following best describes the project. (Check one.)</p> <p>____ New Construction      ____ Widen/Narrow &amp; resurface          ____ Widen/Narrow &amp; rehab    ____ Widen/Narrow &amp; reconstruct          ____ Resurfacing or pavement strengthening          ____ Rehabilitation with some base replacement and/or significant joint repair          ____ Reconstruction with full base replacement</p>	<p>22. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations &amp; new interchanges. (Check one.)</p> <p>____ N/A      ____ Declining          ____ Declining and substandard          ____ Near the end of its useful life          ____ Near the end of its useful life and substandard          ____ Past its useful life          ____ Past its useful life and substandard</p>
<p>23. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. (Check one.)</p> <p><i>Calculate per million vehicles <b>NOT</b> per million vehicle miles.</i></p> <p>____ &lt; .49      ____ 3 to 3.49          ____ .5 to 0.99      ____ 3.5 to 3.99          ____ 1 to 1.49      ____ 4 to 4.49          ____ 1.5 to 1.99      ____ 4.5 to 4.99          ____ 2 to 2.49      ____ 5 or greater          ____ 2.5 to 2.99</p> <p><b>Attach calculation and define safety improvement.</b></p>	<p>24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) (Check one.)</p> <p>____ &lt; 7.0*      ____ 7.0 to 10.5          ____ 10.5 to 14      ____ 14 to 28          ____ 28 to 42      ____ 42 to 56          ____ 56 to 70      ____ &gt; 70</p> <p><b>Attachment showing calculations required.</b>          * If calculation is &lt; 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.</p>
<p>25. What percentage of the ADT is made up of trucks? (Check one.)</p> <p>____ &lt; 3%      ____ 3 to 6%          ____ 6 to 9%      ____ 9 to 12%          ____ 12 to 15%      ____ &gt; 15%</p> <p>Is this project on a truck impact route?</p> <p>Yes: _____ No: _____</p>	<p>26. Is this project listed in the 2045 Regional Transportation Plan? (Check one.)</p> <p>____ Not Listed          ____ Listed as a Reserve Priority or System Preservation          ____ Plan Priority (2026 to 2045)          ____ Plan Priority (by 2025)</p>
<p>27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?</p> <p>____ 4 years      ____ 5-8 years      ____ 9 or more years</p>	<p>28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?</p> <p>Yes: _____ No: _____</p>

## **TIP APPLICATION INSTRUCTIONS**

- Item 1. Based upon the federal criteria that \$92,000 of construction creates one job, indicate the number of jobs created by this project.
- Item 2. Note that in order to claim credit for projects with 10 or more guaranteed new or retained jobs, a letter of commitment or other documentation will be required from the business or company proposing to create or retain the jobs. Retail and service sector jobs do not receive credit under this category since they tend to simply relocate existing jobs within the community. If yes, attach copies of documentation. Indicate whether the jobs will have a localized or a regional impact.
- Item 3. If yes, please relevant ordinance, resolution, policy or other document.
- Item 4. If yes, please explain and provide the reference in the CMP.
- Item 5. If yes, please attach explanation and details.
- Item 6. If yes, please attach explanation and details.
- Item 7. If yes, please attach explanation and details.
- Item 8. If yes, please attach explanation and details.
- Item 9. If yes, please attach explanation and details.
- Item 10. If yes, please attach a description of the terminal and its function to the jurisdiction and region.
- Item 11. Designated Line Service Public Transit Routes are those primary transit routes operated by TARTA or other similar transit carrier. Attach explanation and details.
- Item 12. If yes, attach field notes.
- Item 13. Each project sponsor may select one of its project applications as its number one priority for each round of applications. The project so designated is done so in the context of the TMACOG TIP only and need not consider other projects being pursued via other funding programs. The number one priority needs to also be shown on the project details form. The number one priority must be designated at time of project submittal.
- Item 14. Self-explanatory.

- Item 15. Project design costs will not be considered for federal funding and all jurisdictions must fund these design costs outside of using TIP federal funds. Right of Way costs, if significant, may be considered. Project sponsors who are bearing the costs of R/W at 100% local cost will receive consideration for that additional investment. Example: a project has a R/W cost of \$200,000, design costs of \$100,000, and a construction cost of \$1,000,000. The sponsor pays for all of the R/W, design and the normal 20% (\$200,000) of the construction. Thus the sponsor pays \$500,000 (39%) of the total and the fed pays \$800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP Federal for the project. Also be sure these costs are the same as shown on project details form. Design includes studies, plans, environmental, and design testing.
- Item 16. The dedicated fees include the lead agency and all other local jurisdictions funding the project. To receive points for dedicated taxes, a special percentage of these fees must be used for transportation projects (copies of legislation are required to be submitted with application).
- Item 17. Self-explanatory.
- Item 18. TMACOG staff will do this computation from the latest TMACOG Traffic Flow Map and using the TMACOG capacity calculator. If the jurisdiction has more recent traffic count information, please provide a copy of the traffic count showing that information. TMACOG staff will use the latest ODOT Pavement Condition Ratings to complete this scoring.
- Item 19. If yes, please attach a description of the ITS components and identify if it is included in the current ITS architecture.
- Item 20. Bridge Sufficiency Ratings may be obtained from ODOT for bridges on the federal aid system. For grade separations, see note at bottom of Scoring Criteria.
- Item 21. Self-explanatory.
- Item 22. All new interchanges must have an Interchange Justification Study (IJS) / Interchange Modification Study (IMS) underway to be ranked.
- Item 23. See Item 26 for examples of computation of average ADT. Please attach the calculation and proposed countermeasures included in the project that address the safety issue.
- Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have a highway project, compute the  $ADU = ADT \times 1.40 / 1000$  to allow for multiple passengers per vehicle. Transit projects should be measured in actual passengers or users of the facility. For projects with multiple segments or streets, use an average of the individual segment counts.

Multiple Segment Example:

30,000	20,000	19,000
Street involved in project		
ADT = (30,000 + 20,000 + 19,000)/3		
Average ADT = 23,000		

Intersection Example:

30,000	
14,000	12,000
	Street B
28,000	Street A
ADT = (30,000+28,000+14,000+12,000)/2	
Average ADT = 42,000	

If ADU calculation is less than 7, then the project sponsor may provide the jurisdiction's Auditor's Certificate of Estimated Resources, as provided in the ORC 5705.35 and 5705.36 is used to determine potential financial resources available for the project. This is used to determine what the percentage of the project sponsor's total eligible budget would be used to build the project.

- Item 25. Use the map provided with this application package to determine if project is on a truck impact route. If a route that is not shown on the map has over 500 Truck ADT, provide the traffic count study showing that information and mark Yes.
- Item 26. Self-explanatory.
- Item 27. Self-explanatory.
- Item 28. The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if TMACOG administratively moves a project. Exceptions may be granted if circumstances are beyond the project sponsor's control.

## PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2024-2027 TIP

NOTE: Provided for your information only. Scoring will be completed by the TIP Committee.

Project Name: \_\_\_\_\_ MAP #: \_\_\_\_\_

<b>Economic Development (8%) Maximum of 8 Points</b>		
	Points Available	Score
1. Number of jobs created by project based upon \$92,000 per job created (Total Project Cost/\$92,000) > 25 jobs 6 points    15 – 25 jobs 4 points    5 – 14 jobs 2 points	2 - 6	
2. Projects with 10 or more jobs *Guaranteed. No retail or service. Localized 2 points    Regional Impacts 4 points	2 – 4	
	<b>TOTAL</b>	

<b>Livability (11%) Maximum of 11 Points</b>		
	Points Available	Score
3. Project sponsor has official Complete Streets Policy, ordinance, resolution, etc.	1	
4. Project has positive effect for air quality and is identified in the TMACOG CMP.	1	
5. Project has positive effect for water quality such as bioswale, rain garden, or pervious pavement. Combined sewer separation does not qualify.	1	
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, or crack and seal. Mill and fill does not qualify.	1	
7. Project design provides for esthetics or enhancement such as landscaping or visual easementsproThe , etc.	1	
8. Project includes all reasonable bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network. Example: 5 points for project on the bicycle network, and 2 points for all reasonable bicycle improvements.	2 – 5	
9. Project includes all reasonable pedestrian improvements. Example: 5 points for all new sidewalks; 2 points for filling gaps in sidewalk; no points for required ADA improvements.	2 – 5	
	<b>TOTAL</b>	

<b>Inter-connectivity (8%) Maximum of 8 Points</b>		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals	3 – 6	
11. Projects which carry a designated public transit route. Example 4 points for fixed route; 1 point for secondary shuttle route; no points for call-a-ride (unless fixed route.)	1 – 4	
	<b>TOTAL</b>	

<b>Sustainability (13%) Maximum of 13 Points</b>		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	
13. Is this project the sponsor's number one priority?	8 if yes	
14. Right-of-way cleared or not needed.	2	
Project qualifies for Categorical Exclusion C1.	3	
15. Percent of project dollars using TIP Federal funds 75-80% 0 points      65-74% 2 points      50-64% 4 points	0 – 4	
16. How many dedicated fees has the sponsor(s) implemented as of the date of this application? *Proof of each dedicated fee must be submitted with application. (One point each)		
a. Permissive license fees	1	
b. Dedicated property tax levy*	1	
c. Dedicated sales tax*	1	
d. Dedicated income tax*	1	
e. Other dedicated revenues*	1	
17. Is the project in a community with public transportation?	1	
	<b>TOTAL</b>	

<b>System Use and Performance (60%) Maximum of 60 Points</b>		
	Points Available	Score
18. Pavement Condition Rating > 75 0 points                  65-74 2 points                  56-64 4 points                  < 55 6 points	0 – 6	
19. ITS Project (No credit for Single Occupancy or High Occupancy Vehicle Lanes)	3	
<b>Condition – 20 points (from 20, 21, <u>or</u> 22)</b>		
20. Bridge Sufficiency Rating* > 79 0 points                  79 1 point                  78-77 2 points 76-75 3 points                  74-73 4 points                  72-71 5 points 70-69 6 points                  68-67 7 points                  66-65 8 points 64-63 9 points                  62-61 10 points                  60-59 11 points 58-57 12 points                  56-55 13 points                  54-53 14 points 52-51 15 points                  50-49 16 points                  48-47 17 points 46-45 18 points                  44-43 19 points                  42 or less 20 points	0 – 20	
21. Roadway Projects** New 0 points Resurfacing or pavement strengthening 4 points Rehabilitation w/some base replacement and/or significant joint repair 7 points Reconstruct w/full base replacement 10 points Widen/narrow & resurface (1) 13 points Widen/narrow & rehab (2) 17 points Widen/narrow & reconstruct (3) 20 points	0 – 20	
22. Other Project Types*** N/A 0 points Declining 4 points Declining and substandard 7 points Near the end of its useful life 10 points Near the end of its useful life and substandard 13 points Past useful life 17 points Past useful life and substandard 20 points	0 – 20	
	<b>TOTAL</b>	

\* Bridges must be at least 80% sufficient to be eligible, or have a deck rating less than equal to 4 on the National Bridge Inventory Form #58

\*\* (1) 13 points – Additional lane width or paved shoulder must be provided the entire length of the project.

(2) 17 points – Widening must provide some additional capacity, such as turn lanes at intersections.

(3) 20 points – Additional thru and continuous turn lanes must be provided.

For narrowing projects, sponsors must submit justification.

\*\*\* For new grade separations – use 10 points. All new interchanges must have an approved IJS/IMS study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

<b>System Use and Performance (60%) Maximum of 60 Points (CONTINUED)</b>		
	Points Available	Score
23. Accident rate per million vehicles (3 yr. average.) Calculation is vehicles, not vehicle miles For bridges – use bridge location For intersections – use ADT for all approaches For roadway – average ADT for full length of project  <div> <div>&lt; .49 0 points</div> <div>.5 to 0.99 1 point</div> <div>1 to 1.49 2 points</div> </div> <div> <div>1.5 to 1.99 3 points</div> <div>2 to 2.49 4 points</div> <div>2.5 to 2.99 5 points</div> </div> <div> <div>3 to 3.49 6 points</div> <div>3.5 to 3.99 7 points</div> <div>4 to 4.49 8 points</div> </div> <div> <div>4.5 to 4.99 9 points</div> <div>&gt; 5 10 points</div> </div>	0-10	
24. Existing Average Daily users in Thousands For road projects use ADT x 1.4/1000 Traffic from confirmed developments with an approved traffic study, approved zoning and an approved site plan are allowed.  <div> <div>&lt; 7.0 0 points</div> <div>7.0 to 10.5 1 point</div> <div>10.5 to 14 2 points</div> </div> <div> <div>14 to 28 3 points</div> <div>28 to 42 4 points</div> <div>42 to 56 5 points</div> </div> <div> <div>56 to 70 6 points</div> <div>&gt; 70 7 points</div> </div> If Existing Average Daily Users in Thousands is less than 7, then use the Total Project Cost as Percentage of Financial Resources legally available.  <div> <div>0 to 15 % 0 points</div> <div>15.01 to 30% 1 point</div> <div>30.01 to 45% 2 points</div> </div> <div> <div>45.01 to 60% 3 points</div> <div>60.01 to 75% 4 points</div> <div>75.01 to 90% 5 points</div> </div> <div> <div>90.01 to 100% 6 points</div> <div>&gt; 100% 7 points</div> </div>	0 – 7	
25. Percent of Trucks Maximum points for this item is 8. <div> <div>&lt; 3% 0 points</div> <div>3 to 6% 1 point</div> <div>6.01 to 9% 2 points</div> </div> <div> <div>9.01 to 12% 3 points</div> <div>12.01 to 15% 4 points</div> <div>&gt; 15% 5 points</div> </div>	0 – 5	
For projects on a truck impact route (Michigan loads, NHS Connectors, etc.) add 3 points.	3	
26. Projects listed in the TMACOG 2045 Plan Not listed 0 points Reserve or System Preservation 1 point Plan Priority (2026+) 2 points Plan Priority (by 2025) 3 points	0 – 3	
Top Plan Priority Bonus* *Top ranked eligible project in the current long range plan. Bonus can not be used more than once every 10 years for projects with multiple construction phases.	10 bonus	
27. Project History Project sponsor has not received TMACOG-managed funds in the last 4 years. 2 points Project sponsor has not received TMACOG-managed funds in the last 8 years. 4 points Project sponsor has not received TMACOG-managed funds in the last 9+ years. 6 points	2 – 6	
28. Project Delay One project slipped past programmed year. -5 points Two or more projects slipped past programmed year. -10 points One or more projects cancelled. -10 points	-5 – -10	
	<b>TOTAL</b>	
<b>MAXIMUM POINTS = 100</b>	<b>GRAND TOTAL</b>	



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# TMACOG Complete Streets Checklist

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This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for TMACOG-attributable federal funding through the TMACOG Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using TMACOG-attributable federal funding of the Surface Transportation Program (STP), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

## A. Existing conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.
2. Explain how the proposed project will accommodate them once completed.
3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

## B. Safety

1. Briefly explain how the project will improve safety. TMACOG strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on TMACOG's and/or ODOT's high-crash lists.

## C. Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain:

## TMACOG Complete Streets Checklist

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2. Does the project area include recommendations that are contained in any of the following plans or policies?

Please check all that apply.

- ☐ TMACOG Long Range Transportation Plan
- ☐ Safe Routes to School travel plans
- ☐ TMACOG Sidewalk Policy
- ☐ ADA Transition plans
- ☐ Bikeway plans
- ☐ Freight plans
- ☐ Short-range and/or long-range transit plans
- ☐ ODOT plans
- ☐ Any neighborhood or mobility plans
- ☐ Any other plans, e.g., comprehensive plans. If yes, how does your project fulfill any of these plans?  
Please specify the plan name(s).

### D. Complete Streets Attributes

1. Please cite the specific design guidance or resources which relate to Complete Streets used in developing the scope of the project. Examples may include appropriate sections of the *American Association of State Highway and Transportation Officials (AASHTO) Green Book*, the *Manual of Uniform Traffic Control Devices (MUTCD)*, etc.
2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:
3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.
  - ☐ Yes
  - ☐ No
4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.
  - ☐ Yes
  - ☐ No
5. How will the project consider future utility/telecommunications needs?

# TMACOG Complete Streets Checklist

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6. Which, if any, of the following items will be incorporated in the project? Please check all that will apply.

## Pedestrian

- ☐ Pedestrian Facilities- Both Sides of Street
- ☐ Pedestrian Facilities- One Side of Street
- ☐ Sidewalk with ADA-Compliant Curb Ramps
- ☐ Signalized Crosswalk
- ☐ Marked Crosswalk with Signage, Including Mid-Block Crossing
- ☐ Pedestrian Detectors
- ☐ Audible Signals
- ☐ Shoulder (in Rural Areas)

## Bicycle

- ☐ Bicycle Facilities
- ☐ Bike Lanes
- ☐ Shared-Lane Markings / Sharrows
- ☐ Shared Bike-Bus Lane
- ☐ Bicycle Signage (e.g., Bikes May Use Full Lane)
- ☐ Secure Bicycle Parking
- ☐ Bicycle Detectors
- ☐ Multiuse Path

## Stormwater Management

- ☐ Bioswales
- ☐ Stormwater Planters
- ☐ Pervious / Permeable Pavement Options

## Transit

- ☐ Transit Facilities
- ☐ Priority Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Bus Pads
- ☐ Light Rail or Street Car

## Traffic Calming

- ☐ Traffic Calming Elements
- ☐ Landscaping, including Street Trees
- ☐ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Other Physical Changes (e.g., Chicanes, Curb Extensions, Medians, Islands)

## Other

- ☐ Lighting
- ☐ 911 Call Boxes
- ☐ Freight Accommodations
- ☐ Emergency Vehicle Accommodations
- ☐ Other(s) (please explain)

## E. Exceptions

7. If no pedestrian, bicycle, or transit facilities are being provided, please explain why (see **Exceptions**). Include a statement as to how the needs of all users are being addressed within the same corridor as the project.

## F. Other

8. Is there additional information to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets Policy?

See TMACOG website for resources and policy [guidance](#) regarding complete streets. Attach additional sheets as necessary.

# TMACOG Complete Streets Checklist

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## Exceptions

If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the following reasons:

- A. Where bicyclists and pedestrians are prohibited by law from using the roadway. Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access freeways and highways.
- B. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements. To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.
- C. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is defined as exceeding 20 percent of the cost of the total transportation project (including right-of-way acquisition costs). This exception must consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
- D. Where the project consists of maintenance, repair, or resurfacing of an existing cross-section only. However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders, or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.
- E. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.
- F. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.
- G. Where scarcity of population or other factors indicate an absence of need for current and future conditions. This exception must take the long view and consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
- H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ vehicles a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

## **TIP Attachment: Laskey Road – Douglas to Jackman**

### **9. Does this project include all reasonable pedestrian improvements? Does this project include existing or new pedestrian sidewalks?**

This project includes existing sidewalks and will be replaced/updated with this project as necessary. No new sidewalks will be added. Pedestrian ramps will be installed/updated to meet ADA standards.

### **11. Does the project carry Designated Line Service Public Transit Routes?**

TARTA runs Bus route 26D along Laskey in front of Miracle Mile from Jackman to Glen Oaks Drive. Route Map attached.

### **18. What self-help opportunities for generation of transportation funding have project sponsors implemented?**

The City of Toledo has implemented all allowable license plate fees under State law for use in roadway maintenance and construction. Also, the City has designated one-third or three-quarters of one percent of the City Income Tax directly for Capital Improvement Projects. A significant percentage of these funds are utilized for roadway maintenance and construction. A copy of the legislation is attached.

**Average Accident Rate, ADT, and PCR:**

Street	From	To	ADT	Accidents 2017-2019	Accident Rate	% Trucks	AADT	PCR	Safety Countermeasures
South	S Detroit	AWT	8900	131	13.44	5%	12.46	59	Improve pavement friction; High Visibility Crosswalk Bars
Angola	Holland-Sylvania	Reynolds	8400	24	2.61	12%	11.76	64	Improve pavement friction; High Visibility Crosswalk Bars
Laskey	Douglas	Jackman	16100	149	8.45	4%	22.54	52	Improve pavement friction; High Visibility Crosswalk Bars
Central	Cherry	Stickney	4450	114	23.40	8%	6.23	63	Improve pavement friction; High Visibility Crosswalk Bars
Tremainsville	Douglas	Jackman	7000	89	11.61	3%	9.80	61	Improve pavement friction; Install Bike Lanes; Install sidewalk; High Visibility Crosswalk Bars
East Broadway	Woodville	City Limit	6100	76	11.38	12%	8.54	55	Improve pavement friction; High Visibility Crosswalk Bars

3 Year Average Accident rate per Million Vehicles:

Accident Rate = Accidents/[(ADT\*365\*3)/1,000,000]

AADT = ADT\*1.4/1000

**Laskey - Douglas to Jackman ESTIMATE**

**9/13/2022**

State Item No.	Item Description	Approx. Unit Quantity	Unit	Unit Price Estimate	Total Amount
202	Wearing Course Removed	33,325	Sq Yd	4.00	\$ 133,299.11
202	Curb Removed	286	Ft	15.00	\$ 4,290.00
202	Walk Removed	6,184	Sq Ft	3.50	\$ 21,644.00
202	Catch Basin Removed	2	Each	400.00	\$ 800.00
202	Manhole Removed	2	Each	650.00	\$ 1,300.00
202	Pipe Removed, 12" and Under	255	Ft	28.00	\$ 7,145.60
255	Pavement Repair	3,332	Sq Yd	110.00	\$ 366,572.56
407	Tack Coat	3,999	Gal	3.50	\$ 13,996.41
408	Prime Coat	11,664	Gal	3.50	\$ 40,822.85
442	Asphalt Concrete, Intermediate Course, 19mm, Type A (446), PG70-22M	1,620	Cu Yd	170.00	\$ 275,392.26
442	Asphalt Concrete, Surface Course, 12.5mm, Type A (446), PG70-22M	1,389	Cu Yd	200.00	\$ 277,706.48
452	6" Non-Reinforced Concrete Pavement, Class MS	15	Sq Yd	75.00	\$ 1,125.00
452	8" Non-Reinforced Concrete Pavement, Class MS	384	Sq Yd	85.00	\$ 32,640.00
605	6" Shallow Pipe Underdrain, Per 707.31 w/ Sock	286	Ft	12.00	\$ 3,432.00
608	4" Walk	6,184	Sq Ft	8.50	\$ 52,564.00
608	Pedestrian Curb Ramp	24	Each	350.00	\$ 8,400.00
609	Concrete Curb, Type A	286	Ft	28.00	\$ 8,008.00
609	Curb Wall, 6"-12"	100	Ft	23.00	\$ 2,300.00
611	12" Conduit, Type B	232	Ft	120.00	\$ 27,840.00
611	Catch Basin, Type A-1	1	Each	3,000.00	\$ 3,000.00
611	Catch Basin, Type A-2	1	Each	3,200.00	\$ 3,200.00
611	Provide Type A-1 Catch Basin Casting	20	Each	550.00	\$ 11,000.00
611	Provide Type A-2 Catch Basin Casting	20	Each	800.00	\$ 16,000.00
611	Provide Type 6 Catch Basin Casting	4	Each	550.00	\$ 2,200.00
611	Catch Basin, Adjust to Grade	20	Each	1,000.00	\$ 20,000.00
611	Catch Basin, Reconstruct to Grade	20	Each	1,400.00	\$ 28,000.00
611	Manhole, No. 3	2	Each	5,000.00	\$ 10,000.00
611	Manhole, Adjust to Grade	29	Each	1,100.00	\$ 31,900.00
611	Manhole, Reconstruct to Grade	29	Each	1,250.00	\$ 36,250.00
611	Provide Heavy Duty Manhole Casting	58	Each	750.00	\$ 43,500.00
623	Standard Monument, Type C	8	Each	900.00	\$ 6,900.00
623	Provide Monument Box, As Per Plan	8	Each	300.00	\$ 2,300.00
623	Construction Layout Stakes	1	Lump	10,000.00	\$ 10,000.00
644	Striping	1	Lump	70,000.00	\$ 70,000.00
653	4" Topsoil	14	Cu Yd	80.00	\$ 1,135.80
659	Seeding and Mulching, Including Commercial Fertilizer	511	Sq Yd	3.00	\$ 1,533.33
SPCL	Catch Basin Cleaning	40	Each	125.00	\$ 5,000.00
SPCL	Perimeter Control	286	Ft	2.50	\$ 715.00
SPCL	Inlet Protection Device	98	Each	120.00	\$ 11,760.00
SPCL	Void Reducing Asphalt Membrane	22,233	ft	3.20	\$ 71,146.67
614	Maintaining Traffic	1	Lump	125,000.00	\$ 125,000.00
624	Mobilization	1	Lump	40,000.00	\$ 40,000.00

TOTAL = \$ 1,829,819.07  
 10% Contingency = \$ 91,490.95  
 2024 Inflation = \$ 109,789.14  
 Grand Total = \$ 2,031,099.17

**Useful Life**

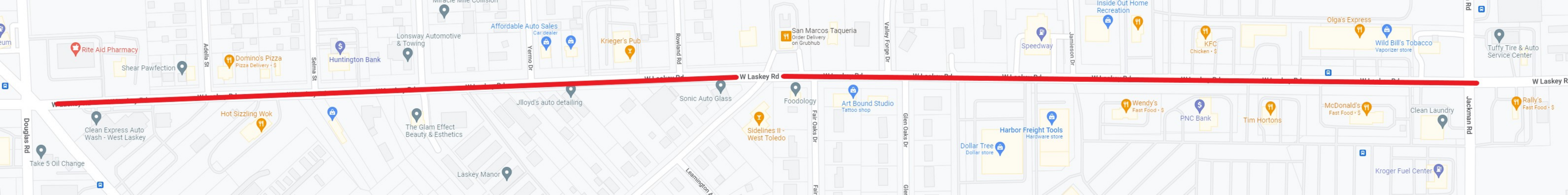
I, Timothy Grosjean, certify that, to the best of my knowledge, the useful design life of the Laskey Road project is 25 years, provided the affected pavement continues to receive appropriate maintenance applications.

**Engineer's Estimate**

I, Timothy Grosjean, certify that, to the best of my knowledge, the engineer's total estimated cost for this project is true and accurate.







26 Monday-Friday Inbound (to Downtown)

Route	Miracle Mile	Brooke Park	Berdan/ Douglas	Lewis/Laskey	Central at Collingwood	Collingwood at Central	TARTA Transit Hub	Continues as
	6	5	4	3	2	2	1	
26D	5:03	5:11	5:23	—	5:33	—	5:45	34
26L	5:43	—	—	5:53	—	6:03	6:15	34
26D	6:33	6:41	6:53	—	7:03	—	7:15	34
26L	7:43	—	—	7:53	—	8:03	8:15	34
26D	8:33	8:41	8:53	—	9:03	—	9:15	34
26L	9:43	—	—	9:53	—	10:03	10:15	34
26D	10:33	10:41	10:53	—	11:03	—	11:15	34
26L	11:43	—	—	11:53	—	12:03	12:15	34
26D	12:33	12:41	12:53	—	1:03	—	1:15	34
26L	1:43	—	—	1:53	—	2:03	2:15	34
26D	2:33	2:41	2:53	—	3:03	—	3:15	34
26L	3:43	—	—	3:53	—	4:03	4:15	34
26D	4:33	4:41	4:53	—	5:03	—	5:15	34
26L	5:43	—	—	5:53	—	6:03	6:15	34
26D	6:33	6:41	6:53	—	7:03	—	7:15	34
26L	7:43	—	—	7:53	—	8:03	8:15	34
26D	8:33	8:41	8:53	—	9:03	—	9:15	34

26 Saturday/Sunday Inbound (to Downtown)

Days Running	Route	Miracle Mile	Brooke Park	Berdan/ Douglas	Lewis/Laskey	Central at Collingwood	Collingwood at Central	TARTA Transit Hub
		6	5	4	3	2	2	1
Sat/Sun	26L	6:39	—	—	6:49	—	6:59	7:11
Sat/Sun	26D	8:02	8:10	8:22	—	8:32	—	8:44
Sat/Sun	26L	9:39	—	—	9:49	—	9:59	10:11
Sat/Sun	26D	11:02	11:10	11:22	—	11:32	—	11:44
Sat/Sun	26L	12:39	—	—	12:49	—	12:59	1:11
Sat/Sun	26D	2:02	2:10	2:22	—	2:32	—	2:44
Sat/Sun	26L	3:39	—	—	3:49	—	3:59	4:11
Sat/Sun	26D	5:02	5:10	5:22	—	5:32	—	5:44
Sat	26L	6:39	—	—	6:49	—	6:59	7:11
Las áreas sombreadas indican horas de la tarde.								

26 Monday-Friday Outbound (from Downtown)

Route	TARTA Transit Hub	Collingwood at Central	Central at Collingwood	Lewis/Laskey	Berdan/ Douglas	Brooke Park	Miracle Mile
	1	2	2	3	4	5	6
26L	6:00	6:12	—	6:20	—	—	6:32
26D	7:00	—	7:12	—	7:21	7:32	7:39
26L	8:00	8:12	—	8:20	—	—	8:32
26D	9:00	—	9:12	—	9:21	9:32	9:39
26L	10:00	10:12	—	10:20	—	—	10:32
26D	11:00	—	11:12	—	11:21	11:32	11:39
26L	12:00	12:12	—	12:20	—	—	12:32
26D	1:00	—	1:12	—	1:21	1:32	1:39
26L	2:00	2:12	—	2:20	—	—	2:32
26D	3:00	—	3:12	—	3:21	3:32	3:39
26L	4:00	4:12	—	4:20	—	—	4:32
26D	5:00	—	5:12	—	5:21	5:32	5:39
26L	6:00	6:12	—	6:20	—	—	6:32
26D	7:00	—	7:12	—	7:21	7:32	7:39
26L	8:00	8:12	—	8:20	—	—	8:32
26D	9:00	—	9:12	—	9:21	9:32	9:39
26L	10:00	10:12	—	10:20	—	—	10:32

26 Saturday/Sunday Outbound (from Downtown)

Days Running	Route	TARTA Transit Hub	Collingwood at Central	Central at Collingwood	Lewis/Laskey	Berdan/ Douglas	Brooke Park	Miracle Mile
		1	2	2	3	4	5	6
Sat/Sun	26L	7:30	7:42	—	7:50	—	—	8:02
Sat/Sun	26D	9:00	—	9:12	—	9:21	9:32	9:39
Sat/Sun	26L	10:30	10:42	—	10:50	—	—	11:02
Sat/Sun	26D	12:00	—	12:12	—	12:21	12:32	12:39
Sat/Sun	26L	1:30	1:42	—	1:50	—	—	2:02
Sat/Sun	26D	3:00	—	3:12	—	3:21	3:32	3:39
Sat/Sun	26L	4:30	4:42	—	4:50	—	—	5:02
Sat/Sun	26D	6:00	—	6:12	—	6:21	6:32	6:39
Sat	26L	7:30	7:42	—	7:50	—	—	8:02
Shaded areas denote afternoon times								

Contact Us

Information Line/Hours

419-243-RIDE (7433)  
TTY Users: 7-1-1 or 1-800-750-0750  
Monday – Friday: 7 a.m. – 6 p.m.  
Saturday/Sunday: 8 a.m. – 5 p.m.

Call-A-Ride Line/Hours




Reservations: 419-243-7433  
Monday – Friday: 7 a.m. – 3 p.m.  
Saturday/Sunday: 8 a.m. – 3 p.m.

TARPS Line/Hours

Reservations: 419-382-9901  
Monday – Sunday: 9 a.m. – 5 p.m.  
Holidays: 10 a.m. – 2 p.m.  
Reservations may be made up to seven days in advance  
Cancellation Line: 419-382-9915  
(24 hours a day)

Sign up for TARTA Text Alerts by visiting TARTA.com or text the word TARTA to 41411

All TARTA routes are available online at TARTA.com.

-  ToledoAreaRTA
-  Tarta\_Toledo
-  Tarta\_RTA

Toledo Area Regional Transit Authority  
1127 W Central Ave  
P.O. Box 792  
Toledo, Ohio 43697-0792  
TARTA.com  
info@tarta.com



# 26

Bus Route Timetable and Map

26D Miracle Mile via  
Douglas/Berdan/  
Brooke Park  
26L Miracle Mile via  
Lewis/Alexis

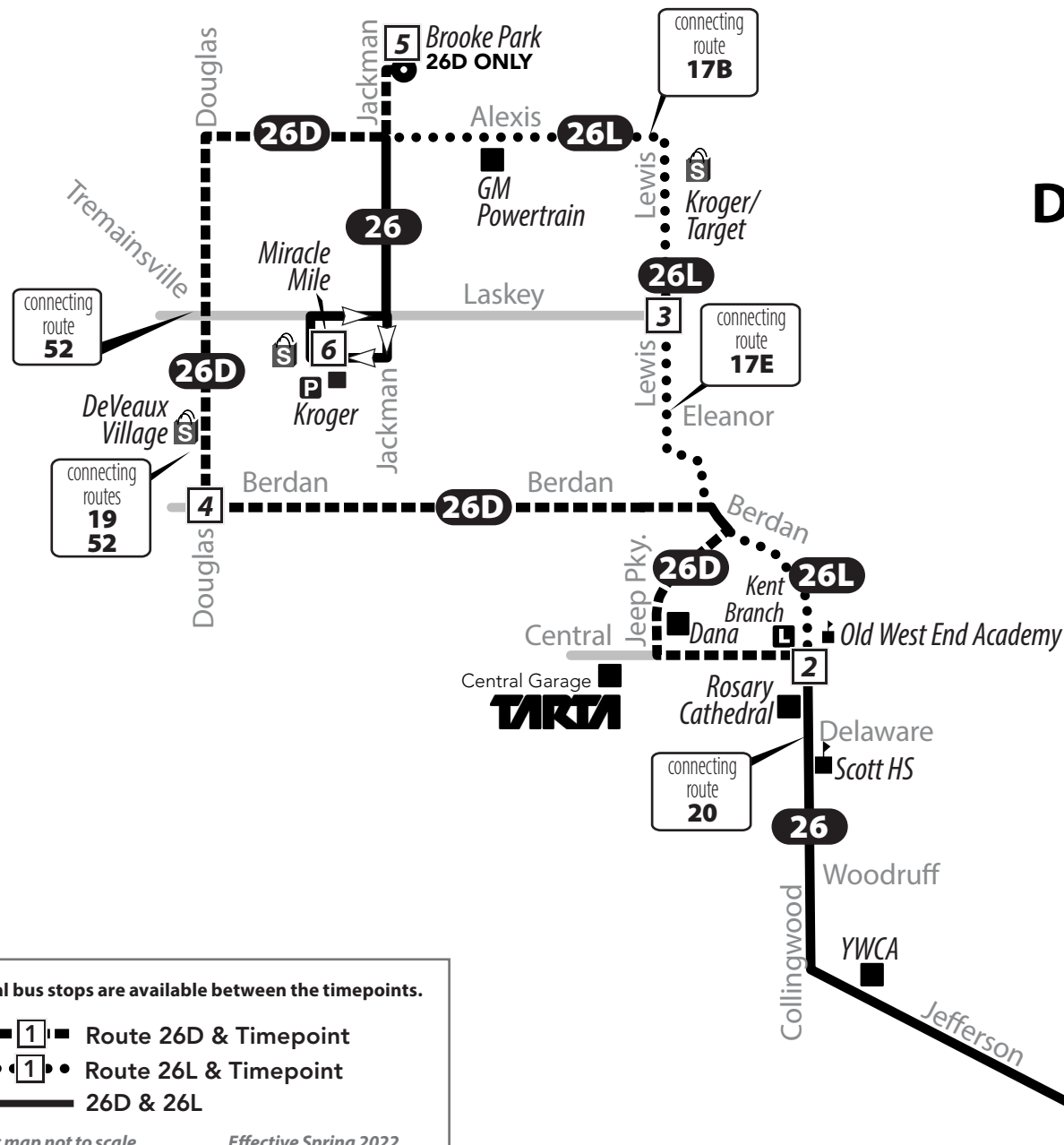
Effective March 27, 2022  
A partir del 27 de marzo de 2022

**Miracle Mile All Trips**  
connecting DeVeaux Village (26D),  
GM Powertrain, Jeep Parkway/Dana  
(26D) , Kent Branch Library, Miracle  
Mile, Rosary Cathedral, Scott High  
School and YWCA



**TAKING YOU PLACES**

# **26** **Miracle Mile via** **Douglas/Berdan 26D** **or Lewis 26L**



## COVID-19 Protocol

Please check notice on buses and at [tarta.com](http://tarta.com) for the latest public health/COVID protocols. All federal, state and local guidelines apply to the TARTA system. Thank you for doing your part to promote a safe, healthy riding experience!

## Mobile Apps

Routes can also be accessed through mobile apps like Google Maps, Moovit, Passio Go! and Transit App.

## Holiday Service

Sunday service operates on these holidays: New Year's Day, Memorial Day, Independence Day (July 4), Labor Day, Thanksgiving Day and Christmas Day.

## Timepoints

Timepoints are major locations or intersections along the route. At some timepoints, actual bus stops may be up to one block away from the intersection shown. Additional bus stops are located between timepoints.

This schedule is subject to change without notice. Traffic and weather conditions may delay buses. Get updates on service at [tarta.com](http://tarta.com) or 419-243-7433.

Este itinerario está sujeto a cambios sin previo aviso. El tráfico y las condiciones meteorológicas pueden retrasar los autobuses. Consulte las novedades del servicio en [tarta.com](http://tarta.com) o 419-243-7433.



Table 4.3: System Preservation Projects

List of Pavements with Poor and Fair Pavement Condition Ratings for TMACOG 2045 Long Range Plan - Update (2017 pavement data)											
Map ID <sup>6</sup>	Route	Extent	County	Segment Length (miles)	# Lanes	URBAN Reconstruction Cost (\$1.3m per lane mile) + Inflation	URBAN Resurfacing Cost (\$275k per lane mile) + Inflation	RURAL Reconstruction Cost (\$1m per lane mile) + Inflation	RURAL Resurfacing Cost (\$125k per lane mile) + Inflation	PCR <sup>1</sup>	Direction
-	LAGRANGE	Greenbelt to Utica	Lucas	0.2	4	\$3,771,024				68	NB/SB
P29	LASKEY	Secor to Jackman	Lucas	1.97	4	\$11,315,749				56	EB/WB
P30	LASKEY	Lewis to 0.17 mi E of Tractor	Lucas	0.85	4	\$6,338,890				65	EB/WB
		0.17 mi E of Tractor to Crabb		0.2	4					60	
-	LAWRENCE	Dorr to Monroe	Lucas	0.61	4	\$3,503,861				58	NB/SB
P31	LEWIS	Sylvania to Laskey	Lucas	1	2	\$2,732,626				54	NB/SB
-	MADISON	Superior to 10th	Lucas	0.23	4		\$293,725			67	NB/SB
P32	MANHATTAN	Doyle to Expressway	Lucas	0.36	4	\$6,979,003				51	EB/WB
		Expressway to Harvey		0.19	4					64	
		Harvey to Wallace		0.69	2					64	
		Wallace to Suder		0.32	4					72	
-	MANLEY	I 475 to I 80 (bridges)	Lucas	0.15	2		\$236,257			70	NB/SB
		I 80 (bridge) to Garden		0.22	2					72	
-	MATZINGER	Enterprise to 0.1 mi S of Matzinger	Lucas	0.52	2	\$2,498,655				66	EB/WB
		0.1 mi S of Matzinger to Matzinger		0.08	2					64	
		Matzinger to Benore		0.27	2					65	
-	MCGREGOR	Talmdge to Clover	Lucas	0.31	2	\$847,114				50	EB/WB
-	NEBRASKA	Holland Sylvania to Reynolds	Lucas	0.98	2	\$2,677,974				52	EB/WB
P33	NEBRASKA	Byrne to Westwood	Lucas	1	2	\$2,732,626				47	EB/WB
-	NEBRASKA	0.06 mi W of Brown to Detroit	Lucas	0.31	2	\$890,325				64	EB/WB
-	NEBRASKA	0.07 mi E of Hyatt to Erie	Lucas	0.36	4		\$459,744			68	EB/WB
-	NEWTON	Wade to Broadway	Lucas	0.07	2	\$191,284				49	EB/WB
P34	OAKDALE	Miami to Tracy	Lucas	0.22	2	\$3,992,104				46	EB/WB
		Tracy to East Broadway		0.73	2					63	
		East Broadway to 0.1 mi W of White		0.17	2					58	
		0.1 W of White to Holmes		0.27	2					73	
-	OREGON	Wood County line to 0.04 mi N of Wood County line	Lucas	0.04	2	\$545,683				75	NB/SB
		0.04 mi N of Wood County line to Miami		0.15	2					64	
-	OTTAWA	Circle to Torrey Hill	Lucas	0.2	2	\$861,605				72	NB/SB
		Torrey Hill to Upton		0.1	2					51	
P35	PARKSIDE	Hill to Nebraska	Lucas	0.53	4		\$1,328,148			71	NB/SB
		Nebraska to Dorr		0.51	4					68	
-	PERRYSBURG HOLLAND	Reynolds to 0.1 mi N of Hickory Pointe	Lucas	0.96	4		\$1,225,983			69	NB/SB
-	PICKLE	Deal to Wheeling	Lucas	0.53	2		\$338,422			74	EB/WB
P36	RAVINE/SEAMAN	East Broadway to Dearborn	Lucas	0.43	2	\$4,509,068				74	EB/WB
		Dearborn to Wheeling		1.14	2					61	
P37	RICHARDS	Hill to Overlook	Lucas	0.89	2	\$4,344,876				52	NB/SB
		Overlook to Dorr		0.12	2					82	
		Dorr to University Parks Trail		0.58	2					64	

# Complete Streets Check List

R3 10/2011

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## **Definition/ Policy/ Goal (Toledo Ordinance 656-10):**

A "Complete Street" is one that is designed to be a transportation corridor and public space that accommodates all users including pedestrians, bicyclists, public transit users and motorists alike. A complete Street should offer safe and unimpeded travel for all users.

The City of Toledo will identify, evaluate, plan, design and construct all major infrastructure projects with a multi-purpose approach to maximize project investment. All projects will be evaluated regarding the relative opportunity to enhance multi-purpose overlap of complete street elements such as: bicycle lanes adjacent to roadway, sidewalks & multi-use paths within the right of way, pedestrian crossing signals for the visually and hearing impaired, access to public transit facilities, and pedestrian street amenities including: benches, lighting, landscaping and pedestrian way finding signage.

All major infrastructure projects will contemplate long-range transportation plans, community-wide goals, neighborhood contextual matters, site-specific opportunities and physical constraints to ensure that all potential users' needs are considered. On roadway projects, current and projected traffic counts will be reviewed to determine if the number of lanes can be reduced to allow for bike lanes; where practical and economically feasible the City of Toledo will strive to incorporate Complete Streets elements and principles into all of its public transportation and infrastructure projects.

**In order to provide due consideration of the Complete Streets Policy the following check list is to be used on all projects involving roadways planned within the City of Toledo. Fill in each area (include NA if it does not apply) and forward a copy to the Open Space Planning section head. Maintain a completed copy of this list in the project file.**

**Name of Project:** \_Laskey Resurfacing\_

**Type of project:** \_X\_ Roadway, \_ Sewer, \_ Storm, \_ Water, \_ Park/ Open Space

**Project Location/ Termini:** \_Woodville to City Limit\_

### **Existing Street / Roadway Characteristics:**

<u>_Principle Arterial_</u>	Current Functional Classification of the Street
<u>16,100</u>	Current traffic count
<u>16,260</u>	Projected traffic count
<u>hold steady</u>	Is traffic count expected to increase, decrease, or hold steady? Why? <u>_fully developed, no new growth_</u>
<u>5</u>	Existing number of vehicle traffic lanes? Appropriate to traffic? <u>_Yes_</u>
<u>12'</u>	Existing lane width?
<u>65'-100'</u>	Existing ROW width?
<u>Yes</u>	Existing sidewalks? Width? <u>_Varies_</u>
<u>No</u>	Existing trees/special landscaping? Tree lawn width? <u>_Varies_</u>
<u>40</u>	Current posted speed limit? Need for change? <u>_No_</u>
<u>Curbed</u>	Is Roadway Curbed or Non-curbed?

Are there any overlapping infrastructure projects planned or being designed in this area? (Y) or (N) If yes, please identify type of project, contact person for coordination purposes, and ongoing efforts to coordinate projects.

No

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# Complete Streets Check List

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**Pedestrian Needs:** Are there any schools, recreation facilities, community services or major living centers located within or adjacent to the project limits (Y) or (N)? If yes please list the facility and how it impacts design. \_There\_ are mainly businesses within the limits \_\_\_\_\_

Are there sidewalks on both sides of the street? \_\_\_\_\_ Yes \_\_\_\_\_ Needed? \_\_\_\_\_ Yes \_\_\_\_\_

**Bicycle Needs:** Do any city, regional or state plans identify bike routes or paths within or adjacent to the project boundaries? (City of Toledo Comprehensive Plan, TMACOG 2035 Transportation plan, City of Toledo Pedestrian and Bike Plan or State of Ohio Trails for Ohioans Plan) \_no \_\_\_\_\_

How will the project address this concern? \_\_\_\_\_ Nothing to accommodate – not enough room for bikes \_\_\_\_\_

**Neighborhood Character:** Briefly describe the existing character of the project area and how this impacts project design: (Urban/ Downtown, Neighborhood, Business District) \_Businesses, schools, and homes \_\_\_\_\_

Is the area characterized as fully developed, open space, residential or mixed use? \_\_\_ Fully developed \_\_\_\_\_

**Transit Needs:** Is Street on a transit route? Route number (s): \_\_\_\_\_ 26 \_\_\_\_\_ Have stops been reviewed recently for spacing and any needed amenities? \_\_\_\_\_ no \_\_\_\_\_

**Other issues/concerns or opportunities for the project to incorporate complete streets design principles into the scope of work not described above:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**RES. 282-16**

**Providing for an election on the question of the approving the passage of an ordinance to amend Chapter 1905 of the Toledo Municipal Code to provide for the continuation of the City's temporary additional three-quarters percent (3/4%) municipal income tax for a period commencing January 1, 2017 and ending December 31, 2020, and for one-third (1/3) of the proceeds of that tax to continue to be allocated to Police, Fire, and other Safety Department responsibilities, one-third (1/3) of the proceeds of that tax to continue to be allocated to the General Fund, and one-third (1/3) of the proceeds of that tax to continue to be allocated to the Capital Improvements Fund unless Council, for cause, approves a reallocation to the General Fund; and declaring an emergency.**

WHEREAS, Chapter 1905 of the Toledo Municipal Code provides for, among other things, the levying of one percent and one-half percent municipal income taxes that are in effect for a continuing period of time (the Continuing Levies); and

WHEREAS, on March 6, 2012, the voters of the City of Toledo approved Ordinance No. 559-11, passed by this Council on the December 5, 2011, providing for the continuation of a temporary three-quarters percent (3/4%) municipal income tax, which tax was first imposed by an ordinance approved by the voters of the City in 1982 and extended by prior ordinances approved by votes of the electors of the City in 1985, 1989, 1993, 1997, 2002, 2005 and 2008, in addition to the Continuing Levies; and

WHEREAS, that temporary three-quarters percent (3/4%) municipal income tax is scheduled to expire on December 31, 2016; and

WHEREAS, this Council desires and believes it necessary to approve an ordinance to provide for the continuation of the three-quarters percent (3/4%) municipal income tax during a period commencing on January 1, 2017 and ending December 31, 2020 and for maintaining the current provisions with respect to the allocation of the proceeds of that tax; and

WHEREAS, the provisions of Chapter 718 of Ohio Revised Code require that the passage of such an ordinance receive the approval of the electors of the City; NOW, THEREFORE,

Be it resolved by the Council of the City of Toledo:

SECTION 1. That the Council hereby authorizes and directs that there be submitted to the electors of the City of Toledo at an election to be held on November 8, 2016, the question of the approval of the passage of an ordinance to amend Sections 1905.01 and 1905.14 of the Toledo Municipal Code in order to provide, among other things, for the continuation of the City's temporary three-quarters percent (3/4%) municipal income tax for a period commencing January 1, 2017 and ending December 31, 2020, for one-third (1/3) of the proceeds of that tax to be allocated to Police, Fire, and other Safety Department responsibilities, one-third (1/3) of the

proceeds of that tax to be allocated to the General Fund, and one-third (1/3) of the proceeds of that tax to be allocated to the Capital Improvements Fund and for this Council to continue to have authority, upon request by the Mayor, to reallocate proceeds of the City's temporary three-quarters percent (¾%) income tax from the Capital Improvements Fund to the General Fund to address financial needs, and which temporary three-quarters percent (¾%) income tax shall be in addition to the Continuing Levies.

SECTION 2. That the proposed ordinance submitted to the electors of the City for their approval pursuant to this resolution shall be as follows:

**ORD. 283-16**

**Amending Sections 1905.01 and 1905.14 of the Toledo Municipal Code to provide, among other matters, for the continuation of the City's temporary three-quarters (¾%) municipal income tax for a period commencing January 1, 2017 and ending December 31, 2020, to provide additional funds for Police, Fire, and other Safety Department responsibilities, for the General Fund, and for the Capital Improvements Fund, and for the allocation of those funds; and declaring an emergency.**

Be it ordained by the Council of the City of Toledo:

SECTION 1. That Section 1905.01 of the Toledo Municipal Code, as presently written, to wit:

**"1905.01 Declaration of Purposes and Levying of Tax.**

(A) There shall be and are hereby levied the following annual taxes on the income of every person residing in or earning or receiving income in the Municipality, as measured by each such person's municipal taxable income, all as hereafter provided in this Chapter:

(1) To provide funds for general municipal operations, maintenance, new equipment and capital improvements of the City, a tax on municipal taxable income at a uniform rate of one percent (1.00%) per year.

(2) To provide funds one-half (½) of which shall be allocated to the General Fund for wage and salary increases and services and one-half (½) of which shall be allocated to the Capital Improvements Fund, as provided in Ordinance No. 605-66, passed by the Council of the City of Toledo on August 1, 1966, and approved by the City's voters at an election on November 8, 1966, a tax on municipal taxable income at a uniform rate of one-half percent (0.50%) per year.

(3) During the period commencing January 1, 2013 and ending December 31, 2016, a tax on municipal taxable income at a uniform rate of three-quarters percent (¾%) to provide funds one-third of which shall be allocated to the



General Fund for Police, Fire and other Safety Department responsibilities, one-third (1/3) of which shall be allocated to the General Fund, and one-third (1/3) of which shall be allocated to the Capital Improvements Fund; provided, however, that the Council, upon its determination of financial need, may, at the request of the Mayor, cause any unencumbered funds allocated as provided herein to the Capital Improvements Fund to remain in the General Fund or to be transferred back to the General Fund and to be appropriated and used for any purpose set forth in division (D) of Section 1905.14.

(B) Consistently with the provisions of division (A) of this Section, there shall be levied and imposed upon the municipal taxable income of every person residing in or earning or receiving income in the Municipality an aggregate annual income tax as follows: (1) for the period commencing January 1, 2013 and ending December 31, 2016, a tax at the uniform rate of 2.25% per year for the purposes specified in division (A)(1), (2) and (3) of this Section; and (2) thereafter, unless a separate ordinance providing for a different rate or rates is approved by the electors of the City and this Council or otherwise passed in accordance with law, a tax at the uniform rate of 1.50% per year tax for the purposes specified in the division (A)(1) and (2) of this Section 1905.01. The provisions of division (A) of this Section 1905.01 and of Section 1905.14 shall govern the crediting, allocation, appropriation and use of funds obtained from the taxes levied under this Chapter.

(C) The taxes levied under this Chapter 1905 shall be levied in accordance with the provisions and limitations set forth in Chapter 718 of the Ohio Revised Code to the fullest extent required for the Municipality to continue to levy those taxes. The required provisions and limitations of Chapter 718 of the Ohio Revised Code are hereby incorporated into this Chapter 1905, and those required provisions or limitations of Chapter 718 of the Ohio Revised Code shall control to the extent there is a conflict between a provision or limitation of this Chapter 1905 and an express provision or limitation of Chapter 718 of the Ohio Revised Code.

(D) As used herein, all references in this Chapter 1905 to provisions or limitations of Chapter 718 of the Ohio Revised Code and to any Section of that Chapter 718 shall include those provisions or limitations of that Chapter or Section as in effect on January 1, 2016, of any successor statute, and of any subsequent amendment to that Chapter or Section or a successor statute in effect from time to time to the fullest possible extent required for the Municipality to continue to levy the taxes specified under this Chapter 1905. All references in this Chapter 1905 to "ORC" are to the Ohio Revised Code."

be and is hereby amended to read as follows:

**"1905.01 Declaration of Purposes and Levying of Tax.**

(A) There shall be and are hereby levied the following annual taxes on the income of every person residing in or earning or receiving income in the

Municipality, as measured by each such person's municipal taxable income, all as hereafter provided in this Chapter:

(1) To provide funds for general municipal operations, maintenance, new equipment and capital improvements of the City, a tax on municipal taxable income at a uniform rate of one percent (1.00%) per year.

(2) To provide funds one-half ( $\frac{1}{2}$ ) of which shall be allocated to the General Fund for wage and salary increases and services and one-half ( $\frac{1}{2}$ ) of which shall be allocated to the Capital Improvements Fund, as provided in Ordinance No. 605-66, passed by the Council of the City of Toledo on August 1, 1966, and approved by the City's voters at an election on November 8, 1966, a tax on municipal taxable income at a uniform rate of one-half percent (0.50%) per year.

(3) During the period commencing January 1, 2017 and ending December 31, 2020, a tax on municipal taxable income at a uniform rate of three-quarters percent ( $\frac{3}{4}\%$ ) to provide funds one-third ( $\frac{1}{3}$ ) of which shall be allocated to the General Fund for Police, Fire and other Safety Department responsibilities, one-third ( $\frac{1}{3}$ ) of which shall be allocated to the General Fund, and one-third ( $\frac{1}{3}$ ) of which shall be allocated to the Capital Improvements Fund; provided, however, that the Council, upon its determination of financial need, may, at the request of the Mayor, cause any unencumbered funds allocated as provided herein to the Capital Improvements Fund to remain in the General Fund or to be transferred back to the General Fund and to be appropriated and used for any purpose set forth in division (D) of Section 1905.14.

(B) Consistently with the provisions of division (A) of this Section, there shall be levied and imposed upon the municipal taxable income of every person residing in or earning or receiving income in the Municipality an aggregate annual income tax as follows: (1) for the period commencing January 1, 2017 and ending December 31, 2020, a tax at the uniform rate of 2.25% per year for the purposes specified in division (A)(1), (2) and (3) of this Section; and (2) thereafter, unless a separate ordinance providing for a different rate or rates is approved by the electors of the City and this Council or otherwise passed in accordance with law, a tax at the uniform rate of 1.50% per year tax for the purposes specified in the division (A)(1) and (2) of this Section. The provisions of division (A) of this Section 1905.01 and of Section 1905.14 shall govern the crediting, allocation, appropriation and use of funds obtained from the taxes levied under this Chapter.

(C) The taxes levied under this Chapter 1905 shall be levied in accordance with the provisions and limitations set forth in Chapter 718 of the Ohio Revised Code to the fullest extent required for the Municipality to continue to levy those taxes. The required provisions and limitations of Chapter 718 of the Ohio Revised Code are hereby incorporated into this Chapter 1905, and those required provisions or limitations of Chapter 718 of the Ohio Revised Code shall control to the extent

there is a conflict between a provision or limitation of this Chapter 1905 and an express provision or limitation of Chapter 718 of the Ohio Revised Code.

(D) As used herein, all references in this Chapter 1905 to provisions or limitations of Chapter 718 of the Ohio Revised Code and to any Section of that Chapter 718 shall include those provisions or limitations of that Chapter or Section as in effect on January 1, 2016, of any successor statute, and of any subsequent amendment to that Chapter or Section or a successor statute in effect from time to time to the fullest possible extent required for the Municipality to continue to levy the taxes specified under this Chapter 1905. All references in this Chapter 1905 to "ORC" are to the Ohio Revised Code."

SECTION 2. That Section 1905.14 of the Toledo Municipal Code, as presently written, to wit:

**"1905.14 Allocation of funds.**

The funds collected under the provisions of this Chapter 1905 shall be credited to the General Fund and applied for the following purposes and in the following order:

(A) Administration. Such part thereof shall be necessary to defray all costs of collecting all income taxes levied and the cost of administering and enforcing the provisions of this Chapter 1905 shall be appropriated by Council to the Income Tax Division.

(B) Allocation of One-Half Percent ( $\frac{1}{2}\%$ ) Tax Increase. One-half ( $\frac{1}{2}$ ) of the increase in funds resulting from the increase of one-half percent ( $\frac{1}{2}\%$ ) in the City's income tax, as provided in Ordinance No. 605-66, passed by the Council of the Municipality on August 1, 1966, and approved by the City's electors on November 8, 1966, shall remain in the General Fund for wage and salary increases and services, and one-half ( $\frac{1}{2}$ ) shall be allocated to the Capital Improvements Fund.

(C) Allocation of Three-Quarters Percent ( $\frac{3}{4}\%$ ) Tax Increase. Commencing January 1, 2013 and continuing until December 31, 2016, one-third ( $\frac{1}{3}$ ) of the increase in funds resulting from the continuation (by Resolution No. 560-11 which was approved by the City's electorate on March 6, 2012) of the prior increase of three-quarters percent ( $\frac{3}{4}\%$ ) in the City's income tax, as originally provided in Ordinance No. 157-82, passed by the Council of the Municipality on March 16, 1982, and approved by the City's electorate on June 8, 1982, shall remain in the General Fund for Police, Fire and other Safety Department responsibilities, one-third ( $\frac{1}{3}$ ) of said increase shall remain in the General Fund, and one-third ( $\frac{1}{3}$ ) of the said increase shall be allocated to the Capital Improvements Fund; provided, however, that the Council, upon its determination of financial need, may, at the request of the Mayor, cause any unencumbered funds allocated as provided herein to the Capital Improvements Fund to remain in

the General Fund or to be transferred back to the General Fund and to be appropriated and used for any purpose set forth in division (D) of this Section.

(D) General Fund. The balance of funds remaining in the General Fund shall be available for appropriation, as deemed necessary by the Council of the Municipality, for the following purposes: general municipal operations, including but not limited to, municipal services, maintenance, and acquisition of equipment and/or appropriation to the Capital Improvements Fund for the purposes specified in division (E) of this Section. Provided, however, funds shall be appropriated for police and fire uniform personnel in an amount equal to the 1981 personnel appropriations, plus additional funds equal to one-third (1/3) of the increase resulting from the three-quarters percent (¾%) increase in the payroll income tax, shall be used for Police, Fire and other Safety Department responsibilities.

(E) Capital Improvements Fund. Funds allocated to the Capital Improvements Fund under divisions (B) and (C) of this Section and appropriated under division (D) of this Section to the Capital Improvements Fund shall be utilized for the purposes of construction and acquisition of capital improvements and costs incidental thereto.

From the Capital Improvements Funds, there shall be appropriated each year into the General Obligation Debt Service Fund such sum or sums as may be required to meet principal and interest charges on indebtedness for capital improvements and urban renewal.

For the purposes of this Chapter, "capital improvement" shall be defined as the original construction and/or purchase of any property, asset, or improvement with an estimated life or usefulness of five years or more, including land and interests therein, and including reconstructions, enlargements, and extensions thereof having an estimated life or usefulness of five years or more. Reconstruction as used herein does not include repair."

be and the same is hereby amended to read as follows:

**"1905.14 Allocation of funds.**

The funds collected under the provisions of this Chapter 1905 shall be credited to the General Fund and applied for the following purposes and in the following order:

(A) Administration. Such part thereof as shall be necessary to defray all costs of collecting all income taxes levied and the cost of administering and enforcing the provisions of this Chapter 1905 shall be appropriated by Council to the Income Tax Division.

(B) Allocation of One-Half Percent (½%) Tax Increase. One-half (½) of the increase in funds resulting from the increase of one-half percent (½%) in the City's income tax, as provided in Ordinance No. 605-66, passed by the Council of the Municipality on August 1, 1966, and approved by the City's electors on

November 8, 1966, shall remain in the General Fund for wage and salary increases and services, and one-half (1/2) shall be allocated to the Capital Improvements Fund.

(C) Allocation of Three-Quarters Percent (¾%) Tax Increase. Commencing January 1, 2017 and continuing until December 31, 2020, one-third (1/3) of the increase in funds resulting from the continuation (by Ordinance No. 283-16, which was approved by the City's electorate on November 8, 2016) of the prior increase of three-quarters percent (¾%) in the City's income tax, as originally provided in Ordinance No. 157-82, passed by the Council of the Municipality on March 16, 1982, and approved by the City's electorate on June 8, 1982, shall remain in the General Fund for Police, Fire and other Safety Department responsibilities, one-third (1/3) of said increase shall remain in the General Fund, and one-third (1/3) of said increase shall be allocated to the Capital Improvements Fund; provided, however, that the Council, upon its determination of financial need, may, at the request of the Mayor, cause any unencumbered funds allocated as provided in this division (C) to the Capital Improvements Fund to remain in the General Fund or to be transferred back to the General Fund and to be appropriated and used for any purpose set forth in division (D) of this Section.

(D) General Fund. The balance of funds resulting from the City's municipal income taxes remaining in the General Fund shall be available for appropriation, as deemed necessary by the Council of the Municipality, for the following purposes: general municipal operations, including but not limited to, municipal services, maintenance, and acquisition of equipment and/or appropriation to the Capital Improvements Fund for the purposes specified in division (E) of this Section. Provided, however, funds shall be appropriated for police and fire uniform personnel in an amount equal to the 1981 personnel appropriations, plus additional funds equal to one-third (1/3) of the increase resulting from the three-quarters percent (¾%) increase in the payroll income tax, shall be used for Police, Fire and other Safety Department responsibilities.

(E) Capital Improvements Fund. Funds allocated to the Capital Improvements Fund under divisions (B) and (C) of this Section and funds appropriated under division (D) of this Section to the Capital Improvements Fund shall be utilized for the purposes of construction and acquisition of capital improvements and costs incidental thereto.

From the Capital Improvements Funds, there shall be appropriated each year into the General Obligation Debt Service Fund such sum or sums as may be required to meet principal and interest charges on indebtedness for capital improvements and urban renewal.

For the purposes of this Chapter, "capital improvement" shall be defined as the original construction and/or purchase of any property, asset, or improvement with an estimated life or usefulness of five years or more, including land and interests therein, and including reconstructions, enlargements, and extensions thereof

having an estimated life or usefulness of five years or more. Reconstruction as used herein does not include repair.”

SECTION 3. That effective January 1, 2017, Sections 1905.01 and 1905.14 of the Toledo Municipal Code, as they have heretofore existed, be and the same are hereby repealed. Provided, however, that no provision of this Ordinance, including the repeal of Sections 1905.01 and 1905.14 of the Toledo Municipal Code, as they have heretofore existed, shall in any way affect any rights or obligations of the City, any taxpayer, or any other person, official or entity, with respect to the 2.25% municipal income tax levied and imposed by Chapter 1905 of the Toledo Municipal Code, as it has heretofore existed and shall remain in effect until January 1, 2017.

SECTION 4. The Council finds and determines that all formal actions of this Council and of any of its committees concerning and relating to the passage of this Ordinance were taken, and all deliberations of this Council and of any of its committees that resulted in such formal action were held, in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 5. That this Ordinance shall be in full force and effect from and after January 1, 2017.”

SECTION 3. That it is the desire and request of this Council that the ballot language presented to the electors of the City for said question shall be substantially in the following form:

A Majority Affirmative Vote is Necessary for Passage.

Shall the ordinance (Ordinance No. 283-16) providing for a continuation of the City’s temporary three-quarters percent (3/4%) levy on income for the period commencing on January 1, 2017 and ending December 31, 2020, for the proceeds of that levy to continue to be allocated as follows: one-third (1/3) to the General Fund for police, fire and other Safety Department responsibilities, one-third (1/3) to the General Fund, and one-third (1/3) to the Capital Improvements Fund, and for the City Council to continue to have authority, upon request by the Mayor, to reallocate proceeds from the Capital Improvements Fund to the General Fund to address financial needs, which levy shall continue to be in addition to the City’s one percent and one-half percent levies on income that are in effect for a continuing period of time, be passed?

\_\_\_\_\_ For the Income Tax

\_\_\_\_\_ Against the Income Tax

SECTION 4. That the Clerk of Council be and he is hereby authorized and directed to file a certified copy of this Resolution with the Board of Elections of Lucas County, Ohio, before the close of business on August 10, 2016.

SECTION 5. That this Council finds and determines that all formal actions of this Council and of any of its committees concerning and relating to the adoption of this Resolution were taken, and that all deliberations of this Council and of any of its committees that resulted in those formal actions were held, in meetings open to the public, in compliance with the law.

SECTION 6. That this Resolution hereby is declared to be an emergency measure and shall be in force and effect from and after its adoption. The reason for the emergency lies in the fact that same is necessary for the immediate preservation of the public peace, health, safety, and property and for the further reason that this Resolution must be immediately effective in order to comply with the statutory deadline for submission of the question to the electors at an election on November 8, 2016.

Vote on emergency clause: yeas 12, nays 0.

Adopted: August 2, 2016, as an emergency measure: yeas 12, nays 0.

Attest:

Gerald E. Dendinger  
Clerk of Council

Steven C. Steel  
President of Council

Approved:

August 3, 2016  
Paula Hicks-Hudson  
Mayor