

**Commissioners' Journal**  
**July 24, 2014**

*The Geauga County Board of Commissioners met in session on July 24, 2014 at 6:30 p.m. in the Commissioners' Chambers located at 470 Center Street in Chardon, Ohio.*

*It is declared and determined that all formal actions of the Board of County Commissioners concerning and relating to the adoption of all resolutions that were adopted in this meeting, and that all deliberations of the Board of County Commissioners that resulted in such formal action were open to the public and were in compliance with all legal requirements, including section 121.22 of the Ohio Revised Code.*

*The President of the Board, Ralph Spidalieri opened the meeting at 6:48 p.m. by leading the Board and audience in reciting the Pledge of Allegiance.*

**DOG WARDEN**

*Dog Warden Matt Granito stated that he had been with the county since 2002, for about twelve years and that prior to that he had worked with the Cleveland Animal Protective League handling animal cruelty for about eight years and has handled both sides, including animal control. Mr. Granito talked about the importance of educating people, noting that dogs don't know what boundaries are, that it is important to keep your dogs in your own yard. Giving the example of a neighbor wanting to feed the dog, and then when a neighbor dispute happens, the dog doesn't understand that you're not getting along and still wants to go visit and get treats. Mr. Granito stated that the amount of tickets in Geauga is minimal that they only write about fifty (50) a year. Mr. Granito stated that we are about education, that it's important to know about the personality and lifestyles of a dog, noting that a border collie is going to herd your children. Mr. Granito talked about the mentality of dogs, that they only listen to certain members of the family, and that this all relates to the 'pack mentality' and it's important for dogs to know where they are in line in the pack. Mr. Granito talked about working with the "Dorothy Dogs" from a wizard of oz show and how the twelve dogs knew which food bowl was theirs and where they fell in line in the pack, that it's a natural instinct in them. Mr. Granito talked about the importance of working with the dogs and children, that the kids need to work with the dogs so that they learn that they are lower than the children in the line and will help reduce the amount of bites that happen.*

*Mr. Granito stated that the two deputy dog wardens and he are on call 24 hours a day and respond from calls through the Sheriff's Office. Mr. Granito stated that our community is great to work with, that often dogs that are friendly are kept overnight to help reduce overtime and stress. Commissioner Rear inquired how many dogs are currently at the shelter to which Mr. Granito stated fifteen are available for adoption, adding that many have come from Cuyahoga County that were at risk of being euthanized. Mr. Granito stated that they work with Rescue Village to try and find homes for homeless dogs, that is what they strive to do, that there are no boundaries with the homeless animals in our area.*

*Mr. Granito stated that traditionally Geauga is the lowest in the State for euthanizing dogs, adding that they run the shelter like a humane society. Mr. Granito stated that they average about \$25,000.00 a year in donations for medical, explaining that for a heartworm positive dog to be treated is about \$500.00. Mr. Granito stated that they average between 700 – 800 dogs a year and only euthanize about fifteen dogs a year, that are usually sick or highly aggressive that cannot be adopted back out. Mr. Granito stated that that they have had dogs adopted out by people from New York and Michigan.*

*Local resident Linda O'Brien inquired about a timeline for euthanasia, to which he stated he will keep a dog until they get adopted. Mr. Granito stated that he doesn't want a bigger shelter, adding that the dogs love being outside. There was discussion about drop areas at the shelter for people who pick up a dog that can leave them in a cage so they do not have to hold on to them. Another local resident raised concern about the dogs being outside over the winter in the extreme weather that we had this year, to which Mr. Granito stated that they are not outside in the winter, and he has hopes to be able to enclose some of the outside shelters as a way to get the dogs outside for periods of time in the winter. Commissioner Samide inquired about the types of breeds that are available, to which Mr. Granito stated that they are usually a mix, but they currently have a boxer and a bull mastiff.*

*Mr. Granito apologized for the recent increase in the dog licenses, but explained that those fees are what run the department, along with fees that are collected from returns to owners and adoptions. Mr. Granito stated that it is very important to license your dog, to be able to get your*

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*dog home, explaining that if the dog is picked up and has a tag, the license number will be run and they contact you for pick up. Mr. Granito stated that they need to go over those people who continually abuse the system by not licensing their dogs. A local resident inquired if the shelter has the equipment to scan micro-chips, to which Mr. Granito stated that they do, but have found that about five out of ten are chipped, but if they are not registered the chip will be referred back to the breeder that they were obtained from. Mr. Granito explained that next year for education they hope to have micro-chip programs to encourage that and possibly even offer the service. Local resident Walter Claypool inquired about what they were doing with animals involved in criminal arrests, to which Mr. Granito stated that the law has a "catch 22" that dogs are property and if a vehicle is towed under a dui case, the dog is housed as an impound and a fee is charged to the owner for release, but that fee covers the cost of housing and feed.*

**COMMISSIONERS' OFFICE – CANCEL SESSION**

*Motion: by Commissioner Samide, seconded by Commissioner Rear to cancel session for Tuesday, September 2, 2014 due to the Labor Day holiday.*

<i>Roll Call Vote:</i>	<i>Commissioner Samide</i>	<i>Aye</i>
	<i>Commissioner Rear</i>	<i>Aye</i>
	<i>Commissioner Spidalieri</i>	<i>Aye</i>

**COMMISSIONERS' OFFICE – CANCEL SESSION**

*Motion: by Commissioner Samide, seconded by Commissioner Rear to cancel session for Tuesday, September 23, 2014 due to the Perry Nuclear Power Plant Exercise.*

<i>Roll Call Vote:</i>	<i>Commissioner Samide</i>	<i>Aye</i>
	<i>Commissioner Rear</i>	<i>Aye</i>
	<i>Commissioner Spidalieri</i>	<i>Aye</i>

**COMMISSIONERS' OFFICE – RESOLUTION HONORING ST. MARY PARISH FESTIVAL**

*Motion: by Commissioner Samide, seconded by Commissioner Rear to approve and execute Resolution #14-125 Honoring St. Mary Parish Festival.*

<i>Roll Call Vote:</i>	<i>Commissioner Samide</i>	<i>Aye</i>
	<i>Commissioner Rear</i>	<i>Aye</i>
	<i>Commissioner Spidalieri</i>	<i>Aye</i>

*Commissioners' Clerk Christine Blair read the following resolution:*

*Board of County Commissioners, Geauga County, Ohio*

*Resolution: 14-125*  
*Date: July 24, 2014*

**A RESOLUTION HONORING ST. MARY PARISH ON THEIR  
FIRST ANNUAL FAMILY FUN FESTIVAL**

*WHEREAS, The St. Mary Parish will celebrate with the community their First Annual Family Fun Festival with music, dancing, entertainment, fireworks, games for all ages and an opportunity to meet new friends and rejoice with old ones; and*

*WHEREAS, The St. Mary Parish was established in 1908 when the first church was built on the corner on Ferris Avenue and Park Street, in 1931 that church was lifted and moved to its current location on the corner of North Street and Chardon Avenue; and*

*WHEREAS, The St. Mary Parish completed construction and opened a school in 1961 and a new church in 1962 with an addition in 1999 that doubled the size of church by adding additional classrooms, offices and meeting rooms; and*

*WHEREAS, The St. Mary Parish encourages individuals in the community to become more involved in volunteer and youth activities, organizations and committees; and*

*NOW, THEREFORE, BE IT RESOLVED, that the Geauga County Board of Commissioners do hereby honor St. Mary Parish for their involvement and invite the community*

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*to celebrate with them on July 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup>, 2014 as they hope to start a new tradition with family at their First Annual Family Fun Festival.*

*BE IT FURTHER RESOLVED, that this Resolution becomes part of the permanent record of the Board of Commissioners of Geauga County, Ohio.*

<i>Roll Call Vote:</i>	<i>Commissioner Samide</i>	<i>Aye</i>
	<i>Commissioner Rear</i>	<i>Aye</i>
	<i>Commissioner Spidalieri</i>	<i>Aye</i>

**GAS TAX DISCUSSION WITH OHIO DEPARTMENT OF TRANSPORTATION (ODOT) AND NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)**

*Ms. Samide stated that they have received a lot of questions regarding how gas tax funds are used for the construction of roads and bridges, introducing Executive Director Grace Gallucci from the Northeast Ohio Areawide Coordinating Agency (NOACA), NOACA Principal Planner Patrick Holtz and District Deputy Director Myron Pakush from the Ohio Department of Transportation (ODOT).*

*Ms. Gallucci gave the following power point presentation:*



*Ms. Gallucci explained that this was presented to the Board of Directors on July 11<sup>th</sup> and that Transportation Infrastructure Financing is complicated and she wants to give you the bigger picture.*



## Transportation Financing

- Innovative Funding Sources
  - Public Private Partnerships
  - Congestion Pricing
  - Impact Fees
    - Infrastructure Development
      - Local Roads
      - Local Match to State/Federal Aid
    - Infrastructure Maintenance
      - Paving
      - Drainage
  - Transportation Improvement Districts
    - Voluntary taxation
  - Tax Increment Financing (TIF)

*Ms. Gallucci stated that funding is becoming scarce, so you are seeing more funding strategies. Ms. Gallucci added that Congestion Pricing is not done in the United States and the only place she has seen it done well is in London. In the United States the largest source of financing at the federal level is the Gas Tax and went over the following history:*

## Federal Gas Tax History

Year	Increase	Highway Account of HTF	Mass Transit Account of HFT	Total
1934	1 cent	N/A	N/A	1 cent
1940	.5 cent	N/A	N/A	1.5 cents
1951	.5 cent	N/A	N/A	2 cents
1956	1 cent	3 cents	N/A	3 cents
1959	1 cent	4 cents	N/A	4 cents
1982	5 cents	8 cents	1 cent	9 cents
1990	5 cents	12.5 cents	1.5 cents	14 cents
1993	4.4 cents	15.5 cents	2.9 cents	18.4 cents

*In 1956, under President Eisenhower, the federal government began the Highway Trust Fund which was created and dedicated to provide funds to pay for the infrastructure program. In 1982 a five cent increase was put into place by President Reagan, 4 cents went to the Highway Trust Fund and 1 cent went to the Mass Transit Systems across the country. When President Reagan signed the bill he was quoted as saying “we can now ensure for our children a special part of their heritage – a network of highways and mass transit that has enabled our commerce to thrive, our country to grow and our people to roam freely and easily to every corner of our land”. Ms. Gallucci stated that it has been questioned why we are using gas tax money for public transit, explaining that in 1982 that account was created with 1 cent being set specifically being set aside to do that. Ms. Gallucci stated that there are general revenues that support the building of infrastructure, along with other fuel taxes other than what are paid at the pump. Ms. Gallucci noted truckers who use diesel pay a different rate, fees for tires, with about 2/3 coming from gasoline and 1/3 from other sources.*

## State Gas Tax History

History of Major Changes		
Year	Change	Total Rate
1925	2 cent per gallon tax enacted	2 cents
1927	1 cent increase	3 cents
1929	1 cent increase	4 cents
1933	1 cent decrease	3 cents
1947	1 cent increase	4 cents
1953	1 cent increase	5 cents
1959	2 cent increase	7 cents
1981	3.3 cent increase	10.3 cents
1982	1.4 cents increase	11.7 cents
1983	0.3 cent increase	12 cents
1987	2.7 cent increase	14.7 cents
1988	0.1 cent increase	14.8 cents
1989	3.2 cents increase	18 cents
1990	2 cent increase	20 cents
1991	1 cent increase	21 cents
1993	1 cent increase	22 cents
2003	2 cent increase	24 cents
2004	2 cent increase	26 cents
2005	2 cent increase	28 cents

Source: [http://www.tax.ohio.gov/Portals/0/TaxEducation/History/Motor\\_Vehicle\\_Fuel\\_Tax.pdf](http://www.tax.ohio.gov/Portals/0/TaxEducation/History/Motor_Vehicle_Fuel_Tax.pdf)

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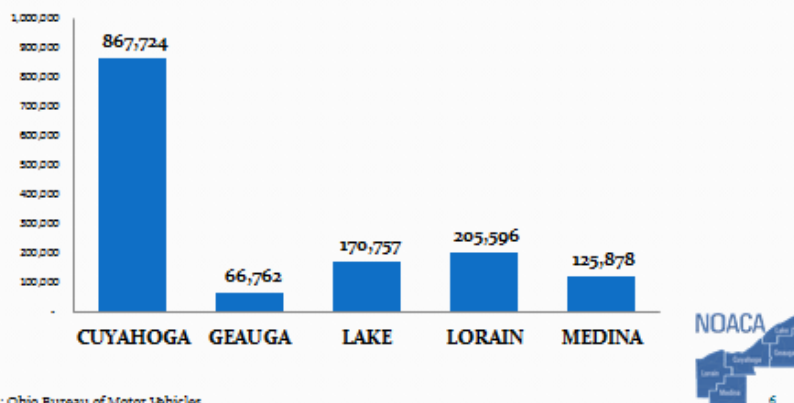
Ms. Gallucci noted that the Federal tax has not increased since 1993 and the State was last done in 2005.

Ms. Gallucci went over where that money comes from:

[Background](#)

### Licensed Drivers

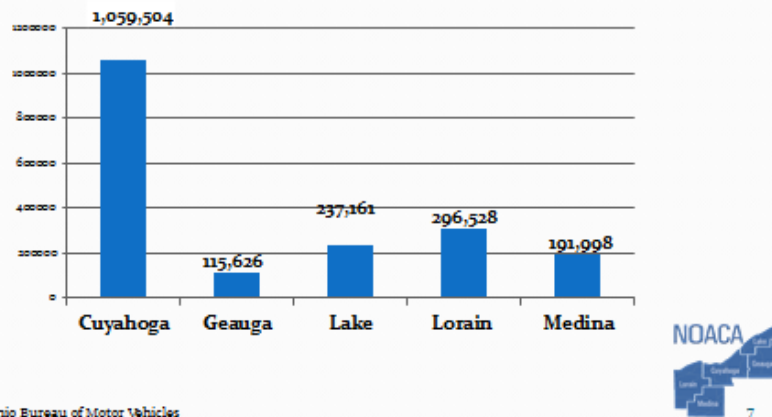
Ten-Year Annual Average (2004 – 2013)

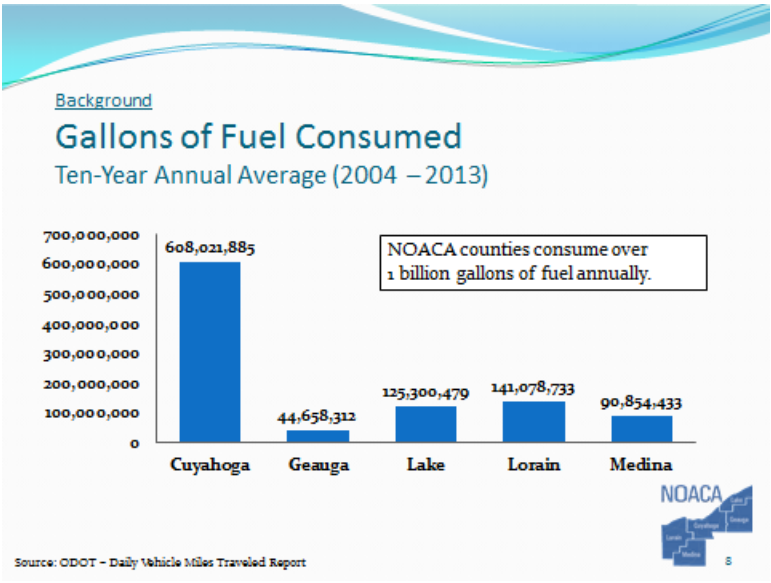


[Background](#)

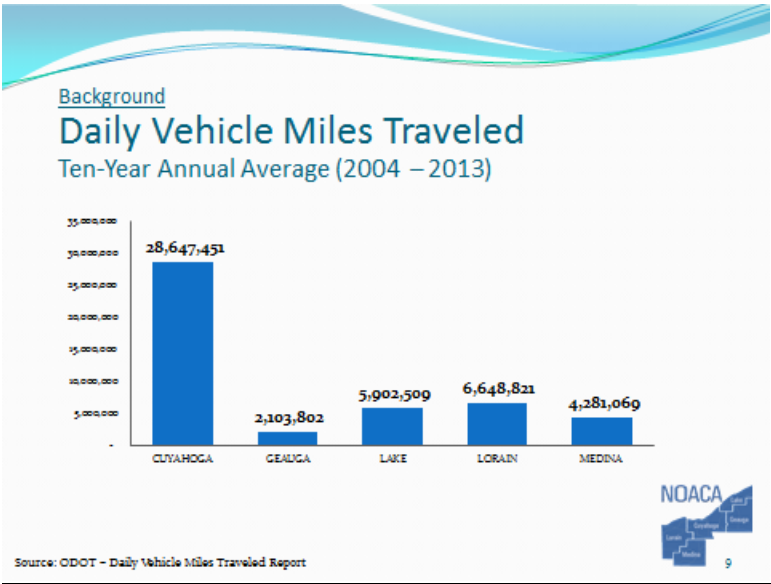
### Vehicle Registrations

Annual Average (2010 – 2013)

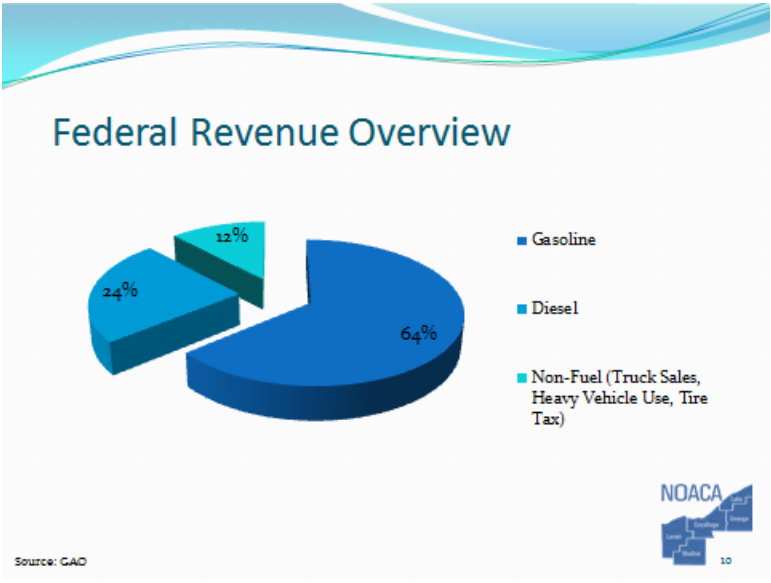




Other things that are important include how many miles you drive per day.



Ms. Gallucci stated that this shows the breakdown of where the taxes come from.



Ms. Gallucci stated that some states put in more money than what they get back, noting that donee states have a much lower population and typically don't have enough people to registered drivers or drive enough miles to sustain the highway system so money is shared in a formula driven way. Ms. Gallucci expressed that since there has been no increase since 1993 to the Highway Trust Fund and expenditures have increased, the general fund has been subsidizing and so every state has been a donee state. There are no states are getting less than what is being put in.



## Federal Donor/ Donee States



Source: ODOT - Financial and Statistical Report (2013 Report)

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## State Revenue - Overview

### State Gas Tax

- State gas tax is not measured at the point of sale. The tax is placed on dealers, wholesalers, and refiners of fuel. Ohio's motor fuel tax is currently set at 28 cents.
- (Source: Ohio Revised Code 5735.01)

### Motor Vehicle License Tax

- The Ohio Bureau of Motor Vehicles is responsible for the collection and distribution of taxes from the sale of license plates.
- The license tax is collected at the point of sale, the \$54.5 (\$34.5 is fixed; up to \$20 variable) purchase of a license plate within each county
- (Source: Ohio Revised Code 4501.04)

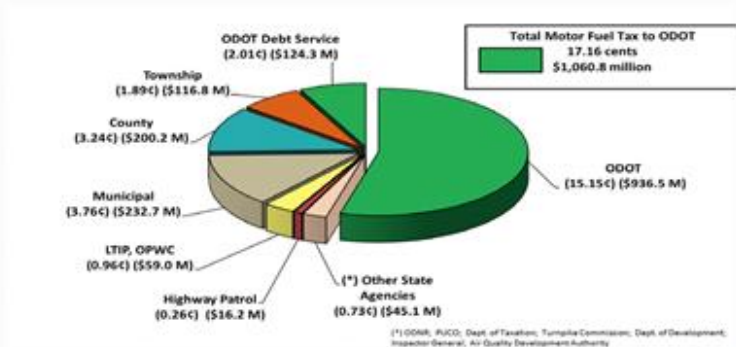


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Mr. Pakush stated that this chart shows how the 28 cents of State Gas Tax is distributed across the entities.

## State Gas Tax

### Allocation of 28 Cents for FY 2013



Source: ODOT - Financial and Statistical Report (2013 Report)



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Ms. Gallucci noted that the categories on the left are directly given to the locals. The remaining money goes to ODOT and is used for local projects, spending those funds throughout the State.

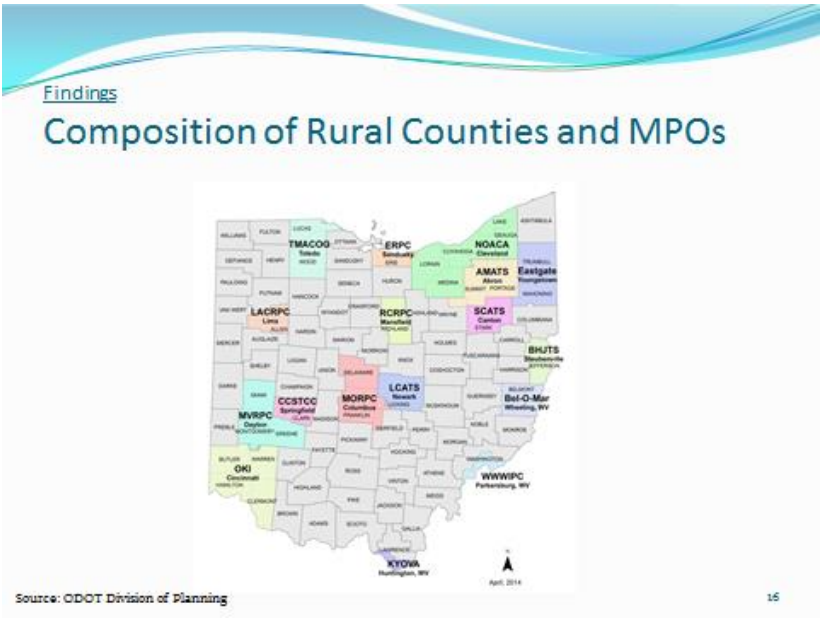
Another way to look at the breakdown.

State Gas Tax			
Allocation in Cents for FY 2013			
State Gas Tax		28 Cents	Accounted for Contributions and Distributions
ODOT allocation (~17 Cents)	Bond Retirement	2.01 Cents	
	ODOT Highway Operating Fund	15.15 Cents	✓ (parts)
Local share 060/068 Fund (~9 Cents)	Counties	3.24 Cents	✓
	Municipalities	3.76 Cents	✓
	Townships	1.89 Cents	✓
Other (~2 Cents)	LTIP/ OPWC	0.96 Cent	✓
	Highway Patrol	0.26 Cents	
	Other State Agencies	0.73 Cents	

Motor Vehicle License Tax			
Allocations/ Source			
Description	Amount	State/ County	ORC Reference
License Tax	\$ 20.00	State	4503
Local Permissive Tax (varies)	\$ 20.00	County/Taxing Districts	4504
Highway Safety Fee	\$ 11.00	State	4503
Service Fee	\$ 3.50	State	4503
Total	\$ 54.50		

State required: \$ 34.50

Source: Ohio Revised Code 4503/ 04



Ms. Gallucci stated that counties in an MPO are there because are part of an urbanized area, noting that Geauga County is unique due to a small part connecting to the Cleveland Urbanized Area, with much of it being rural. A county is classified by its county seat, which Geauga’s is in



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Chardon, which is part of the urbanized area for the MPO. Ms. Gallucci stated that the rural counties still have much of the same requirements but are done at the central or district ODOT level.

Findings

State Gas & License Tax

Total Contributions to Distributions (2004-2013 Annual Average)

Entities	# of Counties	Contributions	Distributions	Gains/ Losses	Licensed drivers	Gains/ Losses per licensed driver
NOACA Region	5	\$ 276,172,525	\$ 223,538,804	\$ (52,633,721)	1,436,718	(\$36.63)
Other MPOs	17	\$ 942,009,802	\$ 769,757,747	\$ (172,252,055)	4,770,631	(\$36.11)
Rural Counties	56	\$ 364,998,037	\$ 589,883,812	\$ 224,885,776	1,762,722	\$127.58
Total		\$ 1,583,180,363	\$ 1,583,180,363			

Interstates are excluded from ODOT contracts; 7/22/14: Findings updated to reflect the Urban Paving Program; NOACA region: excludes route 2 in Lake County and route 422 in Geauga County

NOACA

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Findings

State Gas & License Tax

NOACA Rankings (2004-2013 Annual Average)

	% distributed of every dollar contributed	Total Gains/ Losses	Ranking (88 Counties) Lowest return to highest	
CUYAHOGA	77%	\$ (38,327,841)	87	DONORS
GEAUGA*	87%	\$ (1,411,468)	69	
LAKE*	90%	\$ (2,972,579)	72	
LORAIN	91%	\$ (3,707,484)	73	
MEDINA	74%	\$ (6,383,321)	77	

7/22/14: Findings updated to reflect the Urban Paving Program  
Findings exclude route 2 in Lake County and route 422 in Geauga County as they are considered to be of statewide significance. If both routes are included Lake would be ranked 66th (106%) and Geauga would be ranked 70th (90 %)

NOACA

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Mr. Pakush presented the Board with some information, including the ODOT 2013 Annual Financial Report. Mr. Pakush briefly gave an overview of his background and the different districts he has worked in and with. Mr. Pakush stated that District 12 oversees Cuyahoga, Lake and Geauga Counties, while having the smallest footprint; we are the biggest in the State, having the biggest program, the most traffic and the most snow. There is a great presence here in Geauga, having a yard in Burton Village. Local resident Claudine Steinforth expressed that she wanted to know how much is actually being used on the roads versus salaries, administration and maintenance. Mr. Pakush stated that there were 426 employees in District 12 when he got started and are now down to 370 employees. Mr. Pakush stated that the budget is \$2.8 Billion that is used to operating, construction and maintenance, which \$11.8 Billion is capital construction and contract sales, and \$500 million is for snow and ice removal, with \$400 million for payroll for the State of Ohio. Mr. Pakush noted that page 15 of the annual statement shows the breakdown of these funds. (See chart below) This information can be found at [www.dot.state.oh.us](http://www.dot.state.oh.us) under divisions, finance. This report shows where every dollar taken in is distributed.

Ms. Steinforth stated that while these dollars are going to other modes of transportation why aren't those alternative means being taxed, to which Mr. Pakush stated that all forms of transportation are considered an ability to utilize dollars from gasoline tax. Ms. Gallucci expressed that gas taxes are collected on things that may never set foot on a road, giving a lawn mower as an example, it uses gasoline but not driven on the roads. Ms. Gallucci expressed that a bicycle has little effect for damage to a road unlike a car; other things to consider with a bicycle are less congestion, less traffic, less damage to the highways. Mr. Pakush stated that Ms.

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Gallucci talked about where the revenues come from and that starting on page fifteen of the annual statement showing the appropriations of the operating and uses of the budget, and on page twenty-one it goes through the breakdown of the capital expenditures. Ms. Gallucci stated that recreational vehicles like snowmobiles and boats also use gasoline and that could be another use that could go to a recreation function.

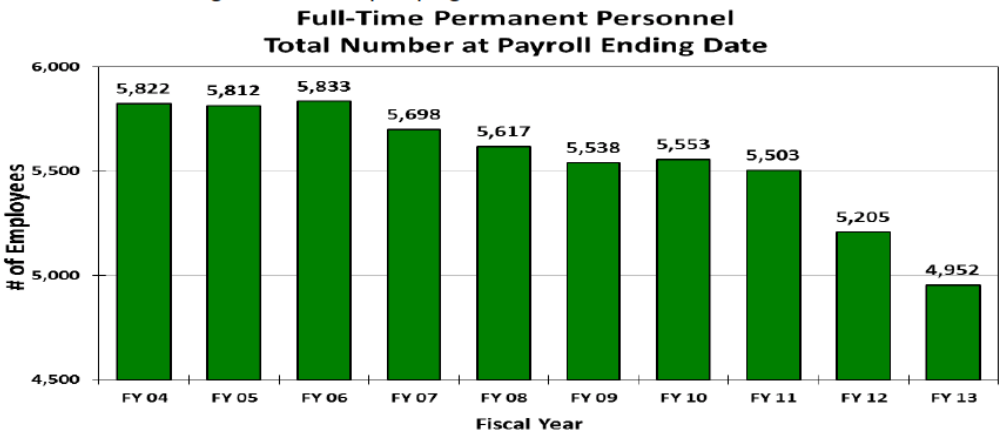
Transportation Appropriation Uses: Operating

ODOT’s business plan has focused on limiting the growth of operating expenses in order to redirect additional resources to ODOT’s capital program or to offset lower than forecasted revenue levels. The increase in FY 13 Personal Services can be attributed mainly to implementation of new software and systems to improve efficiency and leverage resources. The FY 13 increase in Maintenance and Materials is primarily due to implementation costs associated with a vendor contract for motor vehicle parts and supplies. The increase in the Lands & Buildings Department is mainly associated with additional funding for the replacement of multiple county garages and outposts due to obsolete structures and improved logistics during FY 13.

OHIO DEPARTMENT OF TRANSPORTATION Appropriation Uses - Operating (millions) (Includes ODOT, Public Transit, Aviation, and Rail Commission) (With Regard to Fund Year)					
	2009	2010	2011	2012	2013
PAYROLL & PERSONAL SERVICE	\$434.4	\$415.9	\$437.4	\$435.1	\$431.0
Gross Wages (Excludes Paid Leave)	\$248.7	\$238.8	\$248.8	\$236.0	\$229.9
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$116.3	\$115.3	\$125.9	\$125.9	\$124.0
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$46.4	\$41.6	\$42.3	\$49.1	\$39.9
Overtime (Excludes Fringe)	\$14.3	\$12.9	\$13.0	\$9.8	\$12.0
Personal Service/Other	\$8.8	\$7.2	\$7.3	\$14.3	\$25.2
MAINTENANCE AND MATERIALS	\$95.5	\$94.0	\$99.8	\$110.7	\$121.9
Roadway	\$17.8	\$16.0	\$16.0	\$22.0	\$22.5
Utility, Telephone, Shipping	\$17.4	\$17.3	\$17.6	\$16.8	\$18.2
Motor Vehicle Parts & Supplies	\$15.3	\$15.7	\$15.5	\$15.2	\$21.0
Motor Vehicle Fuel	\$17.2	\$16.3	\$20.6	\$22.1	\$22.1
Buildings & Equipment	\$15.1	\$16.0	\$17.4	\$18.9	\$17.9
Office Supplies, Travel, Print	\$2.9	\$2.4	\$2.8	\$3.2	\$3.4
Interstate Transfer Vouchers	\$7.8	\$8.8	\$8.3	\$10.0	\$13.4
Other	\$2.1	\$1.6	\$1.6	\$2.6	\$3.5
SNOW AND ICE	\$46.2	\$30.9	\$35.4	\$40.4	\$35.1
EQUIPMENT	\$4.9	\$8.6	\$5.5	\$9.4	\$8.0
Data Processing / Telecommunications	\$1.5	\$5.2	\$1.2	\$4.0	\$1.6
Other	\$3.4	\$3.4	\$4.3	\$5.3	\$6.4
OIH CUSTODIAL	\$14.6	\$13.3	\$12.8	\$13.5	\$13.7
TRUCKS & OTHER HEAVY EQUIP	\$7.4	\$19.9	\$31.7	\$31.8	\$35.0
LANDS & BUILDINGS	\$17.7	\$16.1	\$12.2	\$21.4	\$61.6
BUILDING DEBT SERVICE (Includes Hilltop)	\$7.4	\$7.2	\$5.2	\$2.8	
MAINTENANCE CONTRACTS	\$37.4	\$37.7	\$30.5	\$41.0	\$23.1
PLANNING & RESEARCH	\$26.2	\$22.9	\$26.5	\$35.5	\$45.1
TURNPIKE TOLL REDUCTION / NOISE MITIGATION	\$0.3				
MISCELLANEOUS OPERATING	\$3.7	\$1.3	\$2.3	\$1.7	\$4.2
TOTAL OPERATING COSTS	\$695.7	\$667.7	\$699.3	\$743.1	\$778.5

(Includes GRF Funded Programs)

The Department’s staff level has been reduced from 7,800 employees in FY94 to 4,952 employees in FY13. The Department has continued to scrutinize the filling of positions to hold down operating costs. The agency has the authority to hire 5,115 employees. The savings from not filling these vacancies is used to help cover the increased operating costs in other areas such as fuel, salt, and utilities, in addition to redirecting funds to the capital program.



Employee levels equal the number of permanent appointment types as of the last payroll paid out during that fiscal year (PPE mid-June). Permanent appointment types include Full-time Permanent, Part-time Permanent and Full-time Interim Internal employees. The Department has managed to maintain the largest construction program in Ohio history with personnel levels at a 30 year low.

Ms. Gallucci added that Ohio is extremely conservative relative to transportation, but based on the Ohio Constitution, no funds from the gas tax can be used for public transit, so no money from the Ohio gas tax can be used for anything but core roads and bridges. Ohio is 48 out of 50 on spending for public transit. Most of the bicycle facilities tend to be part of a complete streets program. Mr. Pakush stated that there are bicycle facilities in communities but also bike routes outside that have benefited.

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Mr. Pakush talked about pages forty-four and forty-five being broken down by the twelve districts across that state and where those dollars were applied. There was discussion about what tonight was about and that it was more to bring information and to answer questions about where the funds come from and how they are spent in connection to the gas taxes. Mr. Pakush stated that his job is to administer the dollars by the laws that are created to address the transportation system through the laws that are in place. Ms. Gallucci added that they are both administrators and not elected officials. A local resident inquired if there was going to be an increase to the gas tax to cover and accommodate the needs that are being discussed. Ms. Gallucci stated that NOACA does not have jurisdiction to increase tax and have not supported or advocated for any gas tax increase, however the Federal system does not work right now the way it is structured due to many reasons including fuel efficient cars, less miles driven, and no increase since 1993 but inflation has resulted in construction costs that have continually increased and all of these things along with general fund money being taken to support the highway trust fund is an issue that certainly needs to be addressed. Ms. Gallucci talked about the many ideas being considered as ways to fix the issues and the congressional legislators needs to decide. Ms. Gallucci addressed a question about where the remaining funds are distributed, to which it was discussed that there are Federal and State taxes that are distributed to other projects within in the State and across the U.S. Geauga County is in a better position to get State funds because while considered in an urbanized area, it is mainly rural.

Appendix

CONTRACTS AWARDED FY 2013  
(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$77.64	\$50.87	\$43.61	\$127.87	\$45.85	\$54.94
2-LANE (miles)	131.18	204.12	339.12	198.24	200.40	63.68
GREATER THAN 2-LANES (miles)	33.16	55.30	108.89	54.80	70.46	89.22
INTERSTATE (lane miles)	20.36	74.93	175.30	97.16	22.72	871.82
MILEAGE	184.70	334.35	623.31	350.20	293.58	1024.72
BRIDGES	\$3.44	\$59.45	\$16.10	\$31.31	\$26.00	\$8.36
TOTAL STRUCTURES	0	0	0	0	0	0
CULVERTS	\$0.75	\$5.77	\$1.91	\$0.17	\$0.25	\$2.43
MAJOR NEW / MAJOR REHAB	\$0.00	\$0.26	\$0.00	\$8.35	\$0.00	\$119.34
LOCAL GOVERNMENT PROJECTS	\$0.06	\$0.00	\$0.00	\$0.24	\$1.02	\$1.12
LOCAL GOV'T - LOCAL LET	\$11.25	\$32.87	\$22.74	\$42.42	\$6.95	\$35.50
SAFETY UP-GRADING	\$0.29	\$9.81	\$3.77	\$9.07	\$7.82	\$5.47
GUARDRAILS	\$0.00	\$0.00	\$0.00	\$0.00	\$1.48	\$1.51
HERBICIDAL SPRAY	\$0.12	\$0.00	\$0.00	\$0.06	\$0.00	\$0.00
MOWING	\$0.00	\$0.00	\$0.00	\$0.79	\$0.00	\$0.00
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$1.33	\$0.00	\$0.00	\$0.67
RAISED PAVEMENT MARKINGS	\$1.56	\$1.70	\$1.36	\$1.64	\$0.80	\$2.14
RAIL	\$0.00	\$0.00	\$12.32	\$4.54	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.32	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.00	\$0.29	\$0.00	\$0.17	\$0.00	\$0.49
EMERGENCIES	\$0.00	\$0.43	\$3.22	\$1.13	\$0.78	\$0.49
MISCELLANEOUS <sup>(1)</sup>	\$0.76	\$21.61	\$2.42	\$3.76	\$3.93	\$8.92
HIGHWAY RELATED TOTAL	\$95.87	\$183.38	\$108.79	\$231.52	\$94.89	\$241.40
TRANSIT <sup>(2)</sup>	\$2.04	\$8.01	\$3.86	\$1.91	\$4.43	\$3.49
AVIATION	\$0.00	\$0.05	\$0.00	\$0.00	\$0.00	\$0.00
MODAL TOTAL	\$2.04	\$8.06	\$3.86	\$1.91	\$4.43	\$3.49
GRAND TOTAL	\$97.91	\$191.44	\$112.65	\$233.43	\$99.32	\$244.89

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(1) These projects consist of bridge/highway cleaning, crack-sealing, pavement repair, railroad separation, salt domes, slide / slip correction / stabilization / facilities projects, tree removal, spot improvement, etc.  
(2) These totals also include Rural ARRA contract amounts.



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Appendix

CONTRACTS AWARDED FY 2013  
(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT:	\$28.45	\$47.71	\$34.40	\$26.74	\$46.91	\$30.25	\$615.25
2-LANE (miles)	201.68	124.04	270.82	276.91	253.62	32.32	2,296.13
GREATER THAN 2-LANES (miles)	48.02	33.04	36.85	38.97	19.64	35.88	624.23
INTERSTATE (lane miles)	73.28	86.98	0.00	19.52	61.16	87.19	1,590.42
MILEAGE	322.98	244.06	307.67	335.40	334.42	155.39	4,510.78
BRIDGES	\$15.83	\$28.58	\$8.60	\$14.44	\$23.96	\$76.66	\$312.74
TOTAL STRUCTURES	0	0	0	0	0	0	0
CULVERTS	\$0.00	\$2.52	\$0.59	\$2.51	\$0.20	\$0.00	\$17.09
MAJOR NEW / MAJOR REHAB	\$126.02	\$126.11	\$0.00	\$0.00	\$0.00	\$0.00	\$380.08
LOCAL GOVERNMENT PROJECTS	\$0.52	\$1.06	\$0.90	\$1.77	\$1.84	\$0.00	\$8.54
LOCAL GOV'T - LOCAL LET	\$28.42	\$46.69	\$3.54	\$2.13	\$6.40	\$50.99	\$289.89
SAFETY UP-GRADING	\$3.30	\$11.52	\$1.98	\$5.62	\$25.03	\$3.61	\$87.29
GUARDRAILS	\$0.28	\$2.04	\$1.64	\$0.86	\$0.00	\$0.00	\$7.82
HERBICIDAL SPRAY	\$0.13	\$0.00	\$0.13	\$0.15	\$0.19	\$0.00	\$0.79
MOWING	\$0.47	\$1.23	\$0.78	\$0.00	\$0.44	\$0.99	\$4.70
NOISE BARRIERS/ WALLS	\$3.26	\$1.86	\$0.00	\$0.00	\$0.00	\$2.26	\$9.38
RAISED PAVEMENT MARKINGS	\$1.39	\$2.16	\$1.80	\$1.62	\$1.80	\$1.45	\$19.41
RAIL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16.87
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.32
STATE PARKS (Metro, ODNR)	\$0.00	\$0.00	\$0.00	\$0.08	\$0.46	\$0.00	\$1.50
EMERGENCIES	\$1.06	\$0.00	\$4.54	\$1.31	\$2.76	\$0.22	\$15.94
MISCELLANEOUS <sup>(1)</sup>	\$5.04	\$2.36	\$0.09	\$0.65	\$2.33	\$2.39	\$54.27
HIGHWAY RELATED TOTAL	\$214.17	\$273.84	\$58.99	\$57.89	\$112.32	\$168.82	\$1,841.88
TRANSIT <sup>(2)</sup>	\$5.24	\$2.84	\$3.17	\$2.52	\$3.59	\$1.40	\$42.50
AVIATION	\$0.00	\$0.96	\$0.00	\$0.00	\$0.00	\$0.00	\$1.01
MODAL TOTAL	\$5.24	\$3.80	\$3.17	\$2.52	\$3.59	\$1.40	\$43.51
GRAND TOTAL	\$219.41	\$277.64	\$62.17	\$60.41	\$115.91	\$170.22	\$1,885.39

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- (1) These projects consist of bridge/highway cleaning, crack-sealing, pavement repair, railroad separation, salt domes, slide / slip correction / stabilization / facilities projects, tree removal, spot improvement, etc.
- (2) These totals also include Rural ARRA contract amounts.

Mr. Pakush talked about the workforce used to maintain the system in Cuyahoga, Lake and Geauga Counties. Ms. Gallucci stated that tax dollars of the 18.4 cents are not used on local roads, but roads on the highway network, arterials, and connector roads and asked Mr. Pakush to address the Federal Gas Tax and the State Gas Tax and how the payments are directed. Mr. Pakush stated that there is also a direct payment to the locals. Ms. Samide inquired about what the civil engineers have said about the roads across the U.S. to which Mr. Pakush stated that nationally the condition of infrastructure is very low and how the State measures are different. Local resident Diane Jones stated that 30 counties in the State are under MPO's with Geauga County being the lowest for licensed drivers, miles driven, etcetera, asking why are 56 counties not part of an MPO and how are they surviving. Ms. Gallucci stated that Geauga County is unique, but those 56 are rural counties and many are apart of COG's, which are twelve counties. The MPO's are for urbanized areas. Ms. Gallucci stated that Townships have larger populations than the City of Chardon, and NOACA does not make that determination, it is done by the census and where there is mass of population that connects to a city it is considered to be a metropolitan area. Mr. Pakush stated that when he was in another district they wanted to be in an MPO because they are more likely to get more funding, adding that Geauga is unique because they have access to more dollars. Ms. Gallucci stated that NOACA wanted to be responsive to concerns expressed by residents of Geauga that don't feel that they should be part of the MPO. Discussion continued about the other counties and the funding that they receive being outside of an MPO and the other funding sources that supply those funds. There was discussion about the State only taking care of the state roads up until it reaches a municipality, which is then responsible for that section of the state road. Local resident Walter "Skip" Claypool also quoted President Reagan about those using the systems to share in the costs, to

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*which Ms. Gallucci added that it was from the same speech regarding the largest increase to the gas tax. Mr. Claypool reference a program resource guide from the ODOT website and while ODOT receives 75% of the tax collected and the remainder goes to other institutions, but wanted to know what is for roads and bridges and what is for administrative costs, adding that he feels that we should be looking ways to reduce the administrative costs. Ms. Gallucci explained her background including education and that throughout her career cost benefit analysis was done to define how funds are spent on projects. Ms. Gallucci expressed that as a nation under God, the transportation system needs to be funded as a way to let everyone get across the country to where they need to be. Mr. Pakush stated that they work very hard to reduce overhead, noting that all Federal funds go to construction projects and not towards overhead. Ms. Gallucci stated that in her twenty-five years in the field she has enjoyed working in transportation because it is a bi-partisan issue. There was discussion about the different agencies that work together and overlap in a collaborative way but that they do different things, and that ODOT and NOACA don't just administer funding, that NOACA does planning within the Federal, State and Local levels. Different arguments can be made at every level, the system that is in place, is what was the best solution at the time and it's good to double check those systems from time to time.*

*A local resident questioned the planning portion of NOACA and the NEOSCC and their 2040 vision plan and expressed concern that those plans are met, that this his children, grandchildren and great grandchildren will not get to enjoy the same freedoms. Ms. Gallucci expressed that NOACA and NEOSCC are two separate agencies, that they only affect the Air and Water Quality portion of that plan. Mr. Spidalieri interjected on a discussion between Mr. Claypool and Ms. Gallucci regarding NEOSCC and that the discussion tonight was regarding the gas tax and maybe a discussion at another time regarding NEOSCC would be a good idea. It was noted that while Geauga is the smallest county in NOACA it has the strongest showing of citizens that voice their concerns and opinions at meetings and hearings. There was discussion about Geauga being a unique county and that the people want to preserve what they have because they have worked hard to get what they have and for the future generations. Ms. Gallucci agreed to work on setting up another panel to discuss the concerns about NEOSCC.*

**OTHER**

*The Board reviewed upcoming events.*

**MEETINGS**

*Tue., 7/29 The Commissioners' will hold regular session.*

*Tue., 8/5 The Commissioners' will hold regular session which will include a Public Hearing at 10:20 a.m. regarding the Proposed Amendment to the Standard Specifications and Procedures for the Design and Construction of Subdivision Roads in Geauga County.*

*wed., 8/6 Preventing Employment Claims Before They Occur (Training), 2:00 p.m. 470 Center St. Building #8*

*Fri., 8/8 NOACA – External Affairs, 8:30 a.m.; Policy, 9:30 a.m.; and Planning and Programming 11:00 a.m., Cleveland*

*Tue., 8/12 The Commissioners' will hold regular session.*

*Tue., 8/12 Planning Commission meeting at 7:00 p.m. in the Planning Commission meeting room, Bldg. #1C, 470 Center Street, Chardon*

*Thu., 8/14 The Commissioners' will hold regular session.*

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***BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, COMMISSIONER  
SAMIDE ADJOURNED THE MEETING AT 8:42 P.M.***

*Geauga County Board of Commissioners*

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*Ralph Spidalieri*

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*Blake A. Rear*

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*Mary E. Samide*

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*Christine Blair, Commissioners' Clerk*



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