



Project Information

Application ID

2025_D12_02

Date Submitted

5/30/2025

Project Name

CUY-SR 291-2.90

ODOT District

District 12

County

Cuyahoga

ODOT PID

N/A

Project Mode

Roadway/Freight

Current TRAC Tier

New Project

Requested TRAC Tier

Tier I - Construction

Project Description

Includes the construction of critical infrastructure to improve system functionality, access, mobility, and congestion relief within Brook Park and the surrounding region, including links to Cleveland Hopkins Airport and I-71. Improvements include I-71 NB & Snow Rd., I-71 SB at Snow Rd., Snow/Ring Rd. Connector, Engle Rd. (SR 291) and Ring Rd. widenings and realignments, and the Pedestrian Bridge. This will support a transformative period of economic development and growth across the region. See the attached project description and benefits.



Project Sponsor Information

Project Name

CUY-SR 291-2.90

Sponsoring Agency

City of Brook Park

Project Contact

Brian Beyer, Service Director

Phone

(216) 433-7191

Email

bbeyer@cityofbrookpark.com

Address

10965 Holland Road

City

Brook Park

State

Ohio

Zip Code

44142

Type of Application

New Project



Project Schedule

New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.

	Status	Date
Planning Studies	In Progress	9/29/2025
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	In Progress	9/8/2025
Preliminary Engineering Studies		
Environmental / NEPA Approval	In Progress	1/30/2026
Detailed Design	In Progress	7/26/2026
Right-of-Way Acquisition	In Progress	12/31/2025
Utility Relocation	In Progress	1/7/2027



Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment	SCUYSR00291**C	2.900	3.730
Secondary Roadway Segments	MCUYMR14603**C	0.000	1.200
	SCUYRA18008**C	0.000	1.000
	SCUYRA18008**C	0.000	0.250
	Five Points Road Realignment	0.000	0.670
	Pedestrian Improv/Bridge - Engle Rd	0.000	0.520

New Roadways / New Alignment

IR 71 SB Exit Ramp over CSX and Engle Road

Begin Latitude

41.404626

Begin Longitude

-81.823425

End Latitude

41.40399

End Longitude

-81.819133



Transit Multi-Modal Project Information

Transit Type

Route/Number

Peak Hour Ridership

Existing Capacity

Added Peak Hour Capacity

Peak Hour Ridership/Capacity Ratio

Vehicle Miles Traveled (VMT) Reduction

Freight Multi-Modal Project Information

Freight Type

Route/Number

Existing Freight Volume

Existing Freight Capacity

Existing Freight Volume /
Existing Freight Capacity Ratio

Freight Capacity Increase

Truck Miles Traveled (TMT) Reduction



Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2045 (Ohio's long range transportation plan), stratifies Ohio's significant transportation corridors and inter-modal hubs. Additional information about the STS and Access Ohio 2045 can be found on the Access Ohio 2045 webpage.

The project is part of an STS corridor:

Yes

The project will facilitate a connection between two or more corridors or modal hubs identified on the STS:

Yes

Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.

This project includes improvements to I-71, Engle Rd. (SR 291), and Snow Rd., which directly connect to I-71 to Cleveland Hopkins International Airport and the Greater Cleveland Regional Transit Authority. It will enhance the opportunity for improved mobility, access, and connectivity in the project area, including I-480, downtown Cleveland, and the Northeast Ohio region. The project also includes a rail grade separation over a dual-CSX rail line with 16 daily trains.

The project will connect an STS resource with a local freight or transit facility or resource:

Yes

Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource

This project will improve the connection between I-71, SR 291 (Engle Rd.), and Cleveland Hopkins International Airport, a major aviation freight/cargo hub in the region, that transports over 49,000 tons annually. Additionally, the project will enhance access to the GCRTA Rapid Transit Red line at the Airport and Brook Park Stations. Each station has over 6,000 riders per day. In the next 3 to 5 years, GCRTA will advance the major Red Line Airport modernization with a budget estimate of \$80m.



Local Investment Factors

Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: **(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres)**

Length of the primary roadway segment
being improved by the project:

1.82

Estimated Project Area Acreage:

4,890

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways

100%

Electrical Service

100%

Water and Sewer Service

100%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

262,174

Heavy Industrial

351,325

Warehouse

2,174,460

Commercial

2,616,635

Institutional

The estimated percentage of road route miles
served by transit routes (excluding ADA/Para
Transit) within the project area:

11%

The estimated percentage of existing
building square footage currently vacant:

6%



New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

The dollar value of committed or recent public investment in new, non-project infrastructure within the project area (millions):

\$ 1,674.57

The present value of private investment in existing facilities within the project area:

\$ 3,750.00

Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Are you entering distress values for a sub-county area to be used in the evaluation of this application?

Yes - I want to include a specific sub-county area for this analysis.

County
Sub-County Poverty Rate
Poverty Rate Data Source
Sub-County Unemployment Rate
Unemployment Rate Data Source

Cuyahoga
9
US Census Bureau
5.08
Bureau of Labor Statistics



Project Funding Plan

TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Identify the phase(s) new TRAC funding is being request for as part of this application:

CO - Construction

	Amount (Millions)	Requested Fiscal Year
PE Funding Request	<input type="text"/>	<input type="text"/>
DD Funding Request	<input type="text"/>	<input type="text"/>
RW Funding Request	<input type="text"/>	<input type="text"/>
CO Funding Request	\$ <input type="text" value="70.30"/>	<input type="text" value="2027"/>

Total New TRAC Funding Request	\$ <input type="text" value="70.30"/>
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The TRAC previously committed funding for project development or construction:

No

PE

DD

RW

CO

Additional TRAC funds will be requested for future phases of project development or construction:

No

PE

DD

RW

CO



Local Funding Commitments

*Project development and construction can be funded with multiple local funding sources.
The questions below will help identify the funding sources for this project.*

Local funding sources will be used
in project development or construction:

Yes

Total number of local funding sources:

Local Funding Source (1)

PE

DD

RW

CO

Local Funding Source (2)

PE

DD

RW

CO

Local Funding Source (3)

PE

DD

RW

CO

Local Funding Source (4)

PE

DD

RW

CO

Local Funding Source (5)

PE

DD

RW

CO

Local Funding Totals

PE

DD

RW

CO



Non-TRAC Funding Sources

How many Non-TRAC funding sources (e.g. ODOT Program, Federal Grant, Community Project Funds) are being pursued, have given a commitment to fund, and/or have been secured for project development and/or construction activities?

5

PE	DD	RW	CO
\$ 4.80	\$ 6.50	\$ 0.55	

Funding Summary

	PE	DD	RW	CO
Local Funding				
Non-TRAC	\$ 4.80	\$ 6.50	\$ 0.55	
Previous TRAC Funding				
New TRAC Funding				\$ 70.30
Future TRAC Funding				
Funding Totals	\$ 4.80	\$ 6.50	\$ 0.55	\$ 70.30
Total Project Cost				\$ 82.15

Total Local	Total Non-TRAC	Total TRAC
	\$ 11.85	\$ 70.30
% Local	% Non-TRAC	% TRAC
	0.14%	0.86%



Tier I Construction Estimate

*Projects requesting Tier I status are required to submit a budgetary construction estimate.
Additionally estimates must be inflated to the anticipated year of construction.*

Roadway	\$ 18.00
Drainage	\$ 3.62
Traffic Control	\$ 6.90
Structures	\$ 26.88
Retaining Walls	\$ 9.30
Railroad	\$ 0.20
Contingency	\$ 5.43
Total Estimate	\$ 70.00
Date of Inflated Estimate	5/22/2025
Year of Inflation Estimate	2028



MPO & District Acknowledgement

MPO Acknowledgement

The project is within the boundaries of a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Organization (RTPO):

Yes

Identify the respective MPO or RTPO:

NOACA (Cleveland)

The MPO or RTPO provided a letter of support or acknowledgment:

Yes

District Acknowledgement

The applicant/project sponsor contacted the ODOT District Planning Office regarding project development and construction:

Yes

The ODOT District Office provided a letter of support or acknowledgment:

Yes

Attachments

Brook Park Public Infrastructure Improvements

Existing Conditions:

I-71 is a north-south interstate that provides access from Cleveland to Cincinnati.

Snow RD Interchange: The I-71/Snow Road Interchange is a partial cloverleaf.

SB Ramps: The first exit ramp provides access to WB Snow Road and Engle Road. The SB cloverleaf (second) provides access to Snow Road EB. SB Entrance ramp is in the SW quadrant.

NB Ramps: The SE quadrant includes a NB entrance ramp from EB Snow Road and the I-71 NB exit to Snow Road. The NE quadrant includes the I-71 NB entrance ramp from WB Snow Road.

Snow Road (CR-195/CR-87) is classified as a Principal Arterial Other and is a major east-west arterial which provides access through the City of Brook Park and to Cleveland Hopkins International Airport.

Engle Road / Henry Ford Boulevard (SR-291) is a North-South Major Collector which crosses under Snow Road and includes an at-grade crossing with CSX railroad.

Five Points Road is classified as a Principal Arterial Other and provides access from Snow Road EB to Engle Road NB and Engle Road SB to Snow Road WB through a series of one-way roads.

Located approximately 0.5 miles east of Cleveland Hopkins airport, the 175-acre former Ford Plant site is the location of the proposed multi-use development. The site is bounded by a combination of frontage roads from southwest to north, Snow Road, Five Points Road, Engle Road (SR 291) and Henry Ford Blvd (SR-291).

The purpose of the infrastructure improvements is to increase safety, provide improved access to the site, and limit traffic congestion on I-71 and to Cleveland Hopkins International Airport.

Description of Proposed Improvements: The design work has been divided into Buildable Units (BU) as described below and depicted in **EXHIBIT 1**. The design work includes the development of detailed construction documents prepared in acceptable ODOT format. Design elements include roadway, structures, stormwater, drainage, lighting, maintenance of traffic, signing and pavement marking, water work and impacts to sanitary sewer, and utility coordination. All work will be performed in accordance with ODOT standards to include planning, preliminary, and final design services.

BU 1 – I-71 Northbound (NB) Exit Ramp Improvements: Historic data shows that 67% of gameday traffic comes from south of Snow Road. It is expected that this movement will lead to traffic congestion in the I-71 NB direction. As a mitigation measure, an additional left turn lane will be added to the Snow Road / I-71 NB exit ramp. The widening is planned to be done to the west side of the existing ramp to avoid impacts to residential properties on the east. To allow for the widening of the NB exit ramp, modifications to the NB cloverleaf entrance ramp will be required. The need for the added lane will be verified in the traffic study currently underway.

BU 2 – I-71 Southbound (SB) Exit Ramp Improvements: This unit includes improvements to the I-71 SB exit ramp to Snow Road westbound (WB), I-71 SB slip ramp to Engle Road, WB Snow Road slip ramp to Engle Road, and the addition of I-71 SB exit ramp flyover bridge to Ring Road. The I-71 SB Exit Flyover ramp to Ring Road includes a (5) span, curved steel plate girder bridge, with an approximate length of 600' carrying (2) lanes of I-71 SB exit traffic to Ring Road (SR-291). The bridge will be elevated, spanning Engle Road and CSX RR. Approach embankments will be supported by MSE walls at each end.

BU 3 – Snow Road/Ring Road Connector: This unit provides critical access that does not currently exist for all Snow Road traffic to Engle Road and includes a new at grade intersection installed at the first span of the existing Snow Road bridge. Modifications to the existing Snow Road bridge are anticipated, including elimination of the first (2) bridge spans with a new abutment constructed east of Bent 2. New retaining walls are proposed to support the north-south lanes of the Snow Road/Ring Road intersection. This unit also includes roadway improvements to Snow Road from SR 237 to the Snow Road bridge. Five Points Road will be relocated by removing the one-way section along the site perimeter and the section south of Snow Road will have a cul-de-sac and new intersection to Snow Road.

BU 4 – Engle Road Widening and Realignment: This unit includes the widening and realignment of 1,300' of Engle Road beginning just south of Snow Road continuing under the Snow Road bridge and the I-71 SB exit ramp flyover bridge proposed in BU 2 and ending at Ring Road. We are investigating additional alignments that would not require permanent right-of-way. Number of lanes needed will be confirmed through the traffic study currently underway.

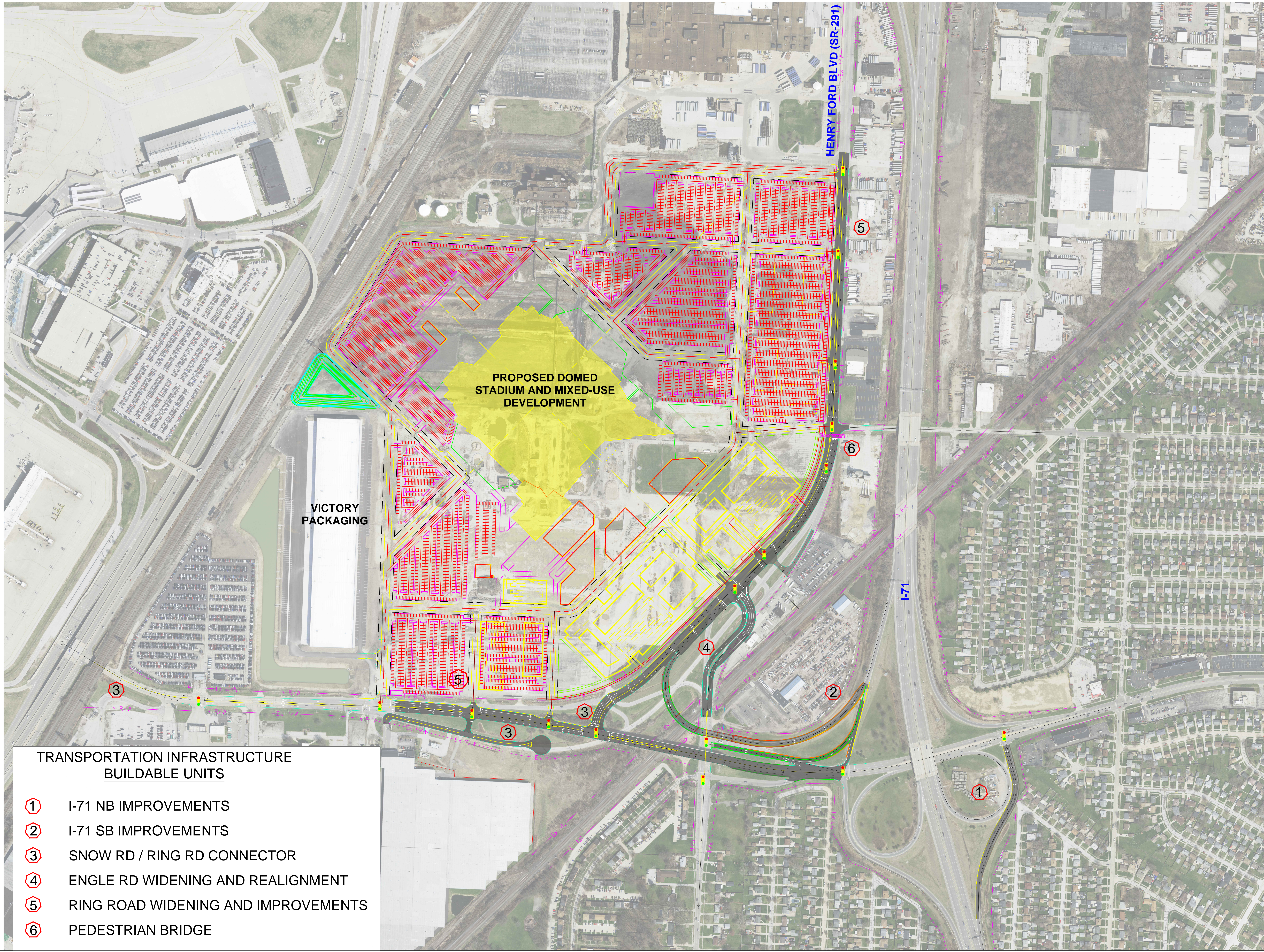
BU 5 – Ring Road Widening and Improvements: This unit includes 5,300' of roadway improvements creating a "ring" around the Stadium and Development Site. From the north, the improvement begins just north of the stadium site by matching the curbed five lane roadway width. The roadway is widened to six lanes at the Hummel Road intersection and seven lanes at the Access Road intersection. Of the four NB lanes, two originate on the Snow/Ring Road Connector and two from the I-71 SB Flyover ramp. The three SB lanes continue to the Snow/Ring Road Connector including an added lane on the connector, creating two left and two right turn lanes onto Snow Road. Access to the site drives west of the Connector is from Snow Road. The number of lanes needed along Ring Road will be confirmed through the traffic study currently underway.

BU 6 – Pedestrian Bridge: It is anticipated that all offsite parking will be northeast of the project site along Engle Road, W 164th Street and Brookpark Road. A pedestrian bridge will be needed to provide safe access for pedestrians utilizing offsite parking. Location of the pedestrian bridge is being investigated. The preferred option would be to construct a pedestrian walkway from W. 164th Street, parallel to I-71 on the east side, south to Hummel with a pedestrian bridge over Engle to the development site.



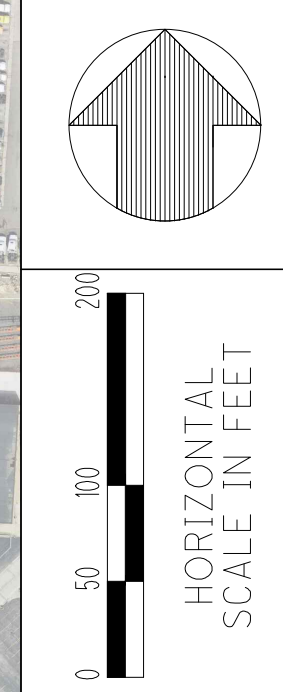
BROOK PARK DOME STADIUM AND MIXED-USE OPPORTUNITY PROJECT OVERVIEW

- **Project Overview:** ~\$3.4 billion Transformational Economic Development Project in Brook Park, Ohio
 - **World class multi-purpose dome stadium facility: \$2.4 billion**
 - 67,500 seats -- scalable up to 75,000 and multi-configurations for flexible year-round use
 - **Major Mixed Use Development District: \$800 million - \$1 billion**
 - Lincoln Property Company (Cowboys' The Star), investing significantly in BP opportunity
 - Includes hotels, multifamily residential, experiential retail, food & beverage, office
 - **Over \$2 billion in private investment**
 - \$1.2 billion + any cost overruns in stadium; \$800 million - \$1 billion private development
 - **Largest economic development project in Northeast Ohio history**
- **Project Benefits**
 - **\$3+ billion regional economic development project leveraging \$2+ billion in private funding**
 - **Significant economic impact & job creation for the State of Ohio**
 - \$1.2 billion projected annual direct economic output from dome stadium & development
 - 5,000+ permanent jobs; 6,000+ construction jobs during stadium & mixed construction
 - Project is projected to **generate \$2.9 billion of long-term tax revenue for the State of Ohio** – would not be realized without a private investment of more than \$2 billion
 - **Catalyzes a major mixed-use development** – on currently vacant development-ready site, with prominent national developer
 - **First of its kind asset for Ohio**, allowing State to meaningfully compete with Indiana, Michigan and Pennsylvania for major events it is currently missing out on
 - **Furthest east NFL dome in the U.S.** – significant regional / national attraction
 - **Long-term venue solution** – innovative funding model leverages **excess fiscal impacts to solve for future capital repairs and creates a 50+ year solution for the Cleveland Browns**
 - The Super Dome in New Orleans turned 50 years old this year and just hosted the Super Bowl
 - **Frees up prime downtown Cleveland lakefront for more impactful year-round use** -- Lakefront development has real momentum, and will be better long-term without infrequently used stadium
 - **Substantial downtown fiscal benefits from major events in Brook Park** – year-round activity of Brook Park dome will produce more consistent activity in downtown Cleveland than the current 12 events per year at current lakefront stadium; downtown spending projected to increase by \$11 million per year.
 - **Central location & proximity to airport for fans & visitors** – 2/3 of Browns fans are from outside Cuyahoga County; 40%+ of current stadium concert attendees are from out of state; dome will draw visitors into the County and State
 - **Supports airport modernization project / front door for the region** – parking, infrastructure, public transit and hotel synergies



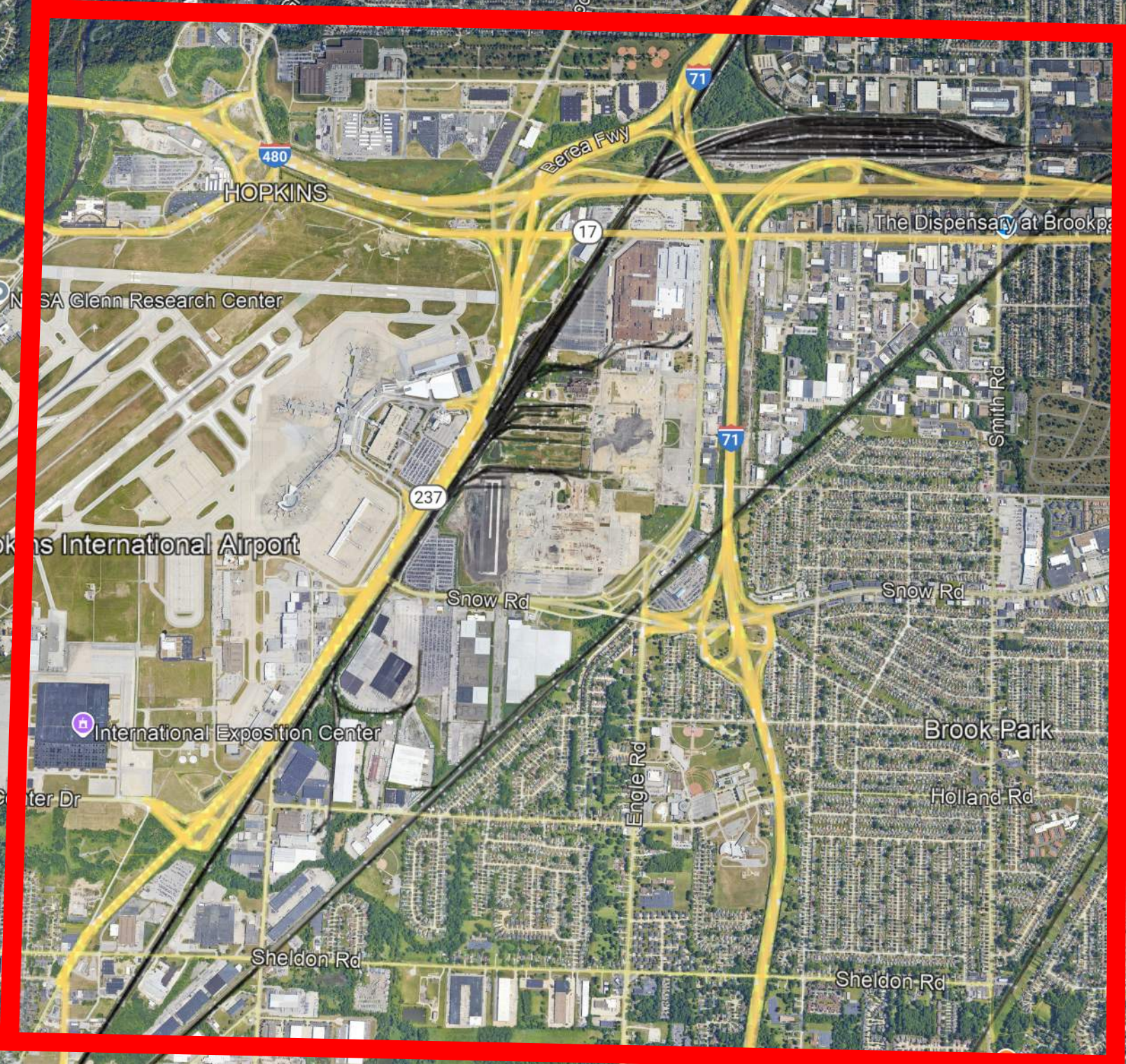
**TRANSPORTATION INFRASTRUCTURE
BUILDABLE UNITS**

- ① I-71 NB IMPROVEMENTS
- ② I-71 SB IMPROVEMENTS
- ③ SNOW RD / RING RD CONNECTOR
- ④ ENGLE RD WIDENING AND REALIGNMENT
- ⑤ RING ROAD WIDENING AND IMPROVEMENTS
- ⑥ PEDESTRIAN BRIDGE



CONCEPTUAL PLAN AND SCHEMATIC LAYOUT

Legend



Brook Park Public Infrastructure
Project Area One Mile Buffer

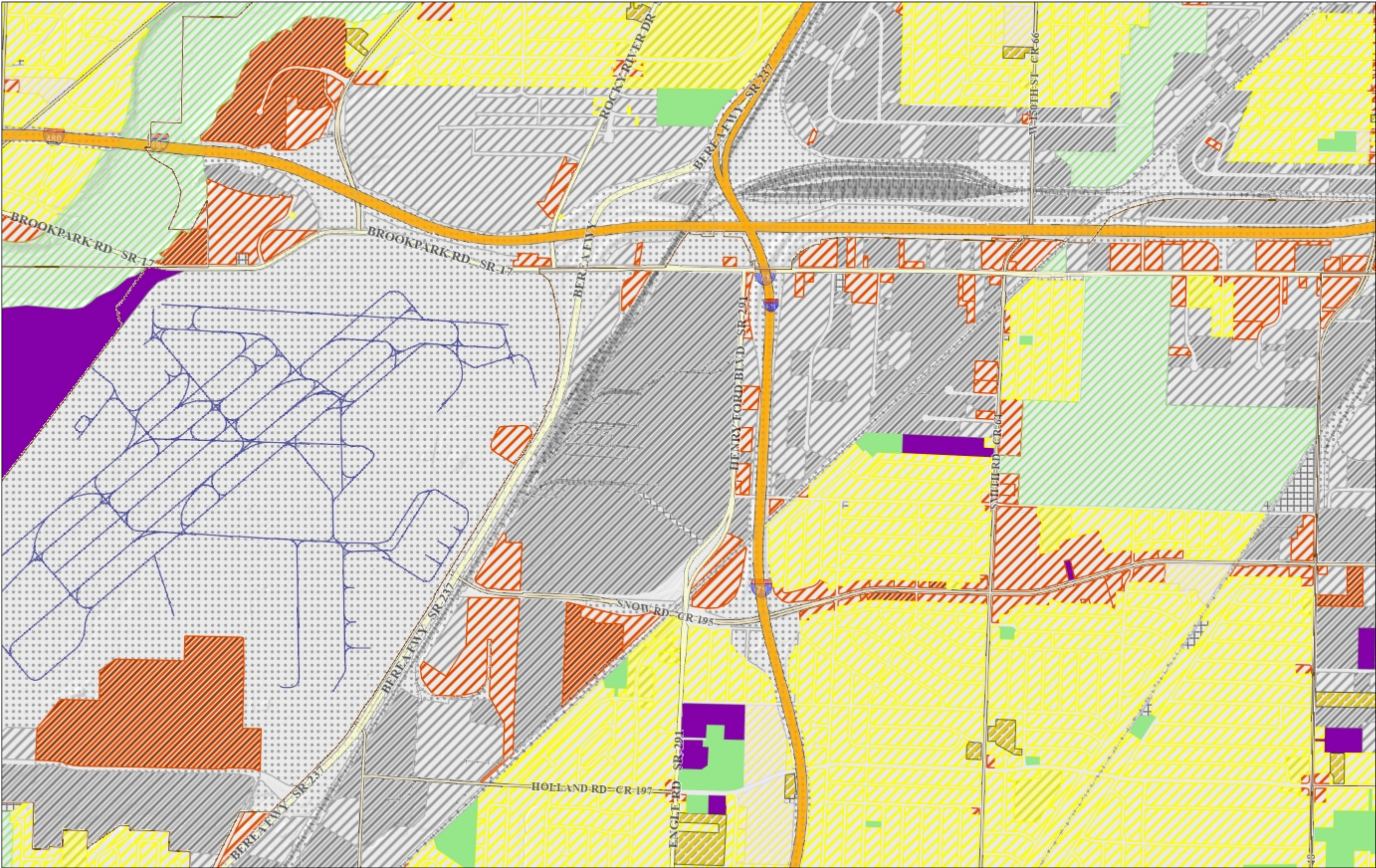




Date Created: 5/22/2025

Legend

- Municipalities
- Land Use 2014
 - INDUSTRY
 - LIGHT INDUSTRY
 - UTILITY
 - TRANSPORTATION
 - GOVERNMENT
 - OFFICE
 - RETAIL
 - APARTMENT
 - RESIDENTIAL
 - UNIVERSITY
 - SCHOOL
 - RELIGIOUS
 - AGRICULTURE
 - ACTIVE GREEN SPACE
 - PASSIVE GREEN SPACE



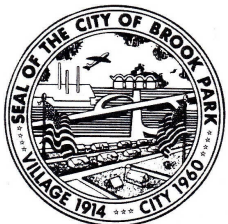
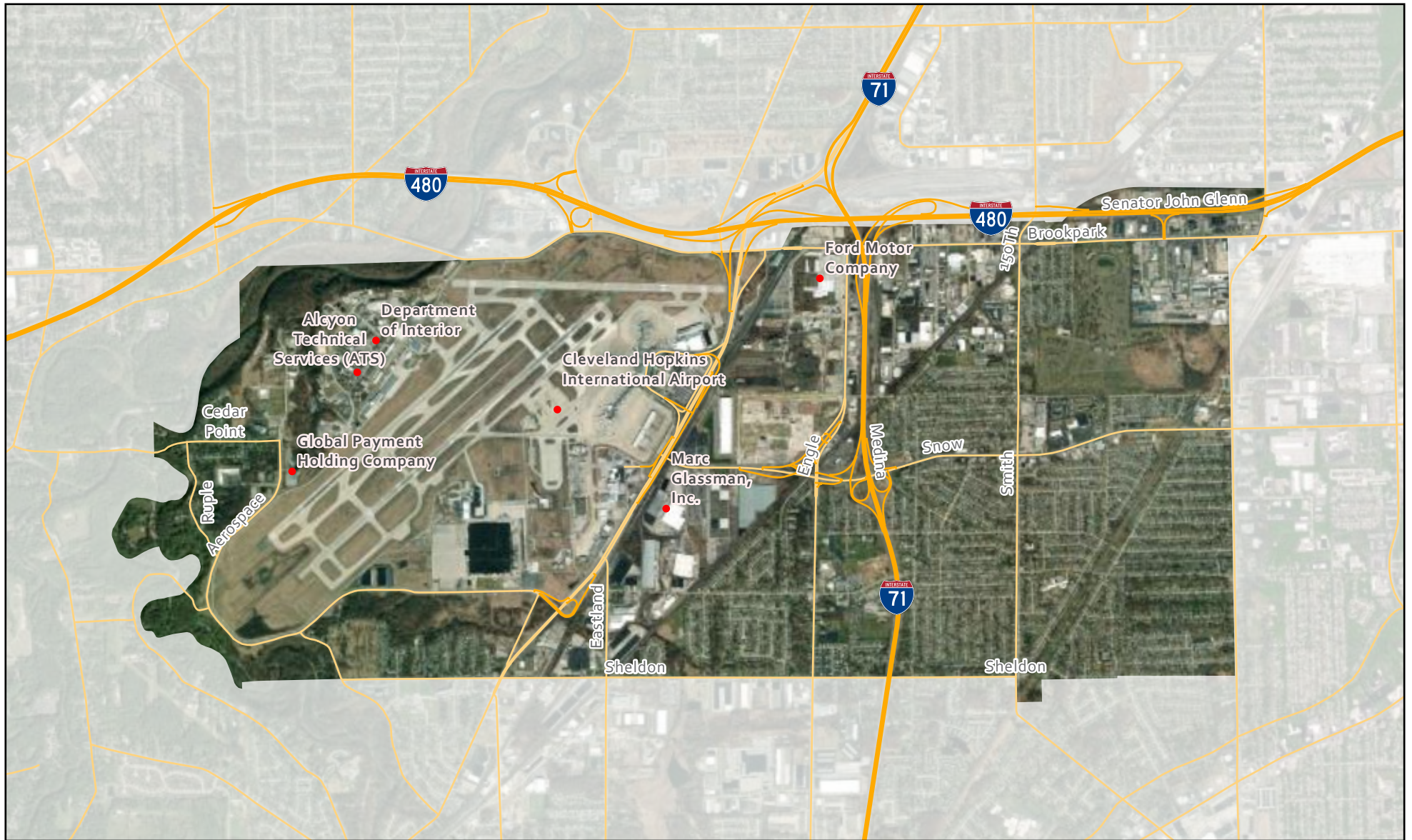
3,200 0 1,600 3,200 Feet

Projection:
WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

1: 19,200





Major Employers in the City of Brook Park and the Project Area

Employer
Ford Motor Company
Department of Interior
Marc Glassman, Inc.
Global Payment Holding Company
Alcyon Technical Services (ATS)
Cleveland Hopkins International Airport



Service

P/C 5/6/25
CA 5/13/25
1st R 5/20/25
2nd R _____
3rd R _____
C/A _____

CITY OF BROOK PARK, OHIO

RESOLUTION NO. 10-2025

INTRODUCED BY: MAYOR ORCUTT, *and C/W*

A RESOLUTION AUTHORIZING THE SUBMISSION OF AN APPLICATION TO THE
TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC) FOR INFRASTRUCTURE
IMPROVEMENTS RELATED TO A POTENTIAL MIXED USE DEVELOPMENT,
AND DECLARING AN EMERGENCY

WHEREAS, the Transportation Review Advisory Council (TRAC) was established by the Ohio General Assembly in 1997 under Ohio Revised Code 5512; and

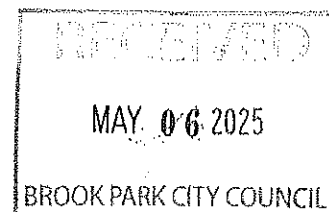
WHEREAS, the TRAC is a permanent body that oversees a selection process that includes the prioritization and approval for funding projects that are part of the Major New Capacity Program; and

WHEREAS, the program, administered by Ohio Department of Transportation (ODOT), is defined as projects with an overall cost greater than \$12 million, that increase capacity or reduce congestion, and that are critical to the mobility, economic development, and quality of life for the citizens of Ohio; and

WHEREAS, this application will allow the City of Brook Park to seek funding for infrastructure improvements, which will allow for the potential development of a \$3.6B mixed use development.

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Brook Park, State of Ohio that:

SECTION 1: That the Council of the City of Brook Park, hereby authorizes the Mayor or the Director of Public Service to submit an application to The Transportation Review Advisory Council (TRAC) for infrastructure improvements related to a potential mixed-use development.

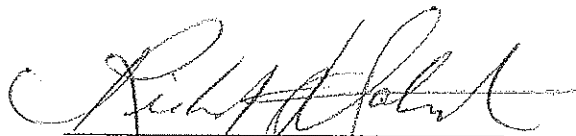


SECTION 2: It is found and determined that all formal actions of this Council concerning and relating to this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal actions were in meetings open to the public in compliance with all legal requirements, including section 121.22 of the Ohio Revised Code.

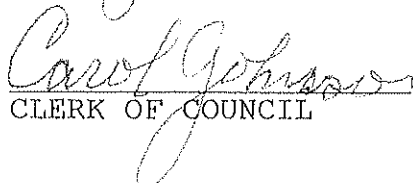
SECTION 3: This Resolution is hereby declared to be an emergency measure immediately necessary for the preservation of the public peace, health, safety and welfare of said City, and for the further reason to authorize the Mayor or the Director of Public Service to file the Transportation Review Advisory Council (TRAC) application with ODOT for funding; therefore provided that this resolution receives the affirmative vote of at least five (5) members elected to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise, from and after the earliest period allowed by law.

PASSED:

May 20, 2025


PRESIDENT OF COUNCIL

ATTEST:


CLERK OF COUNCIL

APPROVED:

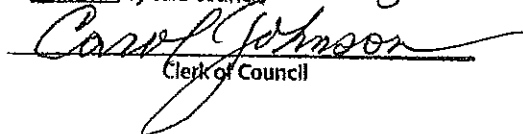

MAYOR

5/21/25
DATE

CERTIFICATE

Carol Johnson, Clerk of Council, of the City of Brook Park, Ohio, do hereby certify that the foregoing is a true and accurate copy of Ordinance (Resolution)

No. 10-2025
passed on the 20 day of May
20 25 by said council.


Clerk of Council

	Yea	Nay
Troyer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mencini	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Scott	<input checked="" type="checkbox"/>	<input type="checkbox"/>
McCorkle	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Polindexter	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dufour	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I HEREBY APPROVE THE WITHIN
INSTRUMENT AS TO LEGAL FORM
AND CORRECTNESS.


DIRECTOR OF LAW

P/C 4/16/24 Planning
CA 5/14/24
1st R 5/21/24
2nd R _____
3rd R _____
S/C _____

CITY OF BROOK PARK, OHIO

RESOLUTION NO. 8-2024

INTRODUCED BY: COUNCILMAN DUFOUR, C/W

A RESOLUTION

ENCOURAGING THE HASLAM SPORTS GROUP TO STRONGLY CONSIDER THE FORMER FORD PROPERTY AS THE LOCATION FOR A NEW DOMED STADIUM FOR THE CLEVELAND BROWNS AND PROMOTING ECONOMIC DEVELOPMENT, AND DECLARING AN EMERGENCY

WHEREAS, the City of Brook Park is committed to the economic development and enhancement of the quality of life of its residents; and

WHEREAS, the City of Brook Park is home to a uniquely advantageous site at the former Ford property, offering 176 acres of developable land; and

WHEREAS, a domed stadium at the former Ford property would leave ample space for a mixed-use entertainment district, potentially attracting visitors from across the region and the nation; and

WHEREAS, the location is highly accessible, situated near major interstates (I-71 and I-480), Cleveland Hopkins International Airport, the RTA Red Line for convenient public transportation, and less than six miles from the Ohio Turnpike; and

WHEREAS, a domed stadium built at the former Ford property would offer the opportunity for Northeast Ohio to host a Super Bowl, a premier event that would bring in significant economic impact to the State of Ohio; and

WHEREAS, a domed stadium would provide year-round opportunities for use, facilitating a variety of events and attractions that would benefit the region economically and culturally; and

WHEREAS, the site's proximity to the Cleveland Browns' home existing Berea complex offers logistical and operational advantages; and

WHEREAS, maintaining the Cleveland Browns' home field within the Greater Cleveland area honors the deep historical roots and passionate fan base of the team and would ensure that loyal fans

RECEIVED

MAY 23 2024

are not disenfranchised by travel distance or logistical complications; and

WHEREAS, the former Ford property and the City of Brook Park offer many strong strategic advantages for potential entertainment or industrial development, including land availability, multimodal transportation access, workforce access and more.

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Brook Park, State of Ohio that:

SECTION 1: That the City of Brook Park encourages the Haslam Sports Group to strongly consider the former Ford property the location for the construction of a new domed stadium that would serve the Cleveland Browns and the broader Northeast Ohio region.

SECTION 2: That the City of Brook Park stands ready to work in partnership with the Haslam Sports Group to support the development and success of a domed stadium and associated mixed use entertainment district at the former Ford property and extends an open invitation to discuss the proposal and the potential for collaboration at an upcoming city council meeting.

SECTION 3: That the City of Brook Park promotes the former Ford property and the City as a whole as a prime location for major entertainment and industrial development which would create jobs and enhance the economic base of both the City and the region.

SECTION 4: That the Clerk of Council is hereby directed to send a copy of this resolution to the Haslam Sports Group.

SECTION 5: It is found and determined that all formal actions of this Council concerning and relating to this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal actions were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 6: This Resolution is hereby declared to be an emergency measure immediately necessary for the preservation of the public peace, health, safety and welfare of said City, and for the further reason to encourage the Haslam Sports Group to build the Browns domed stadium at the Former Ford property, provided that that this Resolution receives the affirmative vote of at least five (5) members elected to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise, from and after the earliest period allowed by law.

PASSED:

May 21, 2024

ATTEST:

Carol Johnson
Clerk of Council

Richard H. Smith
PRESIDENT OF COUNCIL

APPROVED:

Ed M. Smith
MAYOR

5/21/24

DATE

CERTIFICATE

Carol Johnson, Clerk of Council, of the City of Brook Park, Ohio, do hereby certify that the foregoing is a true and accurate copy of Ordinance / Resolution

No. 8-2024

passed on the 21 day of May

20 24 by said council.

Carol Johnson
Clerk of Council

	Yea	Nay
Troyer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mencini	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Scott	<input checked="" type="checkbox"/>	<input type="checkbox"/>
McCorkle	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poindexter	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dufour	<input checked="" type="checkbox"/>	<input type="checkbox"/>

[Signature]
I HEREBY APPROVE THE WITHIN
INSTRUMENT AS TO LEGAL FORM
AND CORRECTNESS

DIRECTOR OF LAW



May 29, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Public Infrastructure Improvements – Funding Commitment

Dear Director Boratyn and Members of TRAC:

This letter serves as Haslam Sports Group's commitment to provide \$11.3 million in up-front funding support for the City of Brook Park's Public Transportation Infrastructure Improvement projects. Specifically, these funds are being used to cover preliminary engineering and detailed design costs for the projects identified in the City of Brook Park's TRAC application.

Haslam Sports Group in collaboration with the City of Brook Park is also pursuing additional federal and state funding sources for the project, including federal Transportation Infrastructure Finance and Innovation Act (TIFIA), Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) programs, State SIB loan funds, and local tax increment financing (TIF) funding.

Thank you for your consideration, and our team looks forward to continuing to collaborate with ODOT on this exciting opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "DAJ", followed by a long, horizontal, wavy line.

David A. Jenkins
EVP, Chief Operating Officer

76 Lou Groza Blvd. Berea, Ohio 44017





Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

30 May 2025

Dear Director Boratyn and Members of TRAC,

RE: City of Brook Park Infrastructure Improvements TRAC Application

On behalf of Blue Abyss Operations, Inc, I am writing to express our strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

Brook Park is undergoing a transformative period of economic growth that necessitates a strategic investment in its transportation infrastructure. These improvements will ensure the area can sustain and capitalize on this growth, driven by several major public and private initiatives, including:

- **The Haslam Sports Group's \$3.4 billion redevelopment** of the former Ford Motor Company site into a new domed professional sports stadium and mixed-use district, located just west of I-71.
- **Blue Abyss' planned \$350 million investment** in an advanced extreme-environment research, development, and training facility, strategically located near NASA Glenn Research Center, with which it has a formal Space Act Agreement.
- **Cleveland Hopkins International Airport's \$1.6 billion modernization**, including a new terminal and upgraded transportation facilities.

These transformative developments rely on the same public infrastructure network. Brook Park's proposed improvements — including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing — will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development. Together, these enhancements will position Brook Park as a regional hub for innovation, connectivity, and opportunity.

Moreover, this project strengthens the region's competitive advantage and creates a foundation for high-quality job creation.



Approval of this TRAC grant is critical to ensuring Brook Park's infrastructure keeps pace with its rapid development and continues to serve the region's residents, businesses, and visitors efficiently and safely. The proposed improvements are not only timely but essential to securing long-term economic prosperity for both the city and the region, while also creating major benefits for the entire state of Ohio.

We respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Yours sincerely

John Vickers

Chief Executive Officer



May 21, 2025

Governor Mike DeWine
77 S. High St. 30th Flr.
Columbus, OH 43215

Dear Governor DeWine,

Rarely does any region of our state see a truly transformational project proposal – one with both national implications as well as generational positive impact on the local community. The estimated \$3 billion dollar enclosed Huntington Bank Field and mixed-use development in Brook Park is such a project. The Affiliated Construction Trades Ohio Foundation ("ACT Ohio") and the Cleveland Building and Construction Trades Council ("CBCTC") jointly submit this letter to demonstrate our shared commitment and collaboration with the Haslam Sports Group, the public/private coalition and project team.

ACT Ohio is a 501(c)(5) organization established by the Ohio State Building & Construction Trades Council to help foster economic and industrial development opportunities, and to promote industry-best practices for Ohio's public and private construction. ACT Ohio currently has 145 local affiliates across the state, who in the aggregate represent more than 98,000 building trades members. Collectively, ACT Ohio affiliated locals and their partner contractors invest over \$65M annually to develop Ohio's construction workforce through tuition-free, family sustaining registered apprenticeship programs.

The CBCTC represents 29 construction union affiliates which represent over 20,000 building and construction trades workers in Cuyahoga, Lake, Geauga, and Ashtabula counties, including the Greater Cleveland Region. Collectively, CBCTC members invest roughly \$15 million annually to recruit and maintain a highly skilled construction workforce, including hundreds of minority, female and veteran workers. The CBCTC is nationally renowned for its apprenticeship training programs, as well as its creative approach in partnering with private companies and investors to drive investment in Northeast Ohio.

Conservative economic projections indicate that 6,000 jobs will be created during the construction of the new enclosed Huntington Bank Field stadium and phased development in Brook Park. This does not include the enduring labor and employment impact once the projects are complete, with over 5,400 permanent jobs anticipated.

ACT Ohio and the CBCTC are sensitive to the concerns of opponents of the proposal. However, the development opportunities for the lakefront area coupled with the jobs this project will create are critical for tradespeople and apprentices in Northeast Ohio and across our state. Thousands of apprentices will begin their careers on this project, which will create on-the-job training opportunities necessary to develop Greater Cleveland's next-generation construction workforce through apprentices in twelve (12) skilled trades.

Affiliated Construction Trades Ohio Foundation

41 South High Street, Suite #2325

Columbus, OH 43215

ACTOhio.org

The seal of the State of Ohio, featuring a circular design with a central figure and the words "SEAL OF THE STATE OF OHIO" around the perimeter.

Over the past eight (8) years, the Building Trades in Ohio have been blessed with unprecedented, historical development opportunities which have resulted in tens of billions of dollars in wages and benefits for our members. For this, we are truly appreciative. The Brook Park project is a generational opportunity and the 20,000+ members of the CBCTC are ready to meet the challenge and deliver another large-scale construction project on-time and on-budget.

Please know we stand with you in your efforts to develop the best, most responsible funding formula possible for the Huntington Bank Field stadium and phased development in Brook Park.
Thank you for your hard work and dedication to the state of Ohio.

Sincerely,



Matthew A. Szollosi
Executive Director
ACT Ohio



David J. Wondolowski
Executive Secretary/Business Manager
Cleveland Building & Construction
Trades Council

Affiliated Construction Trades Ohio Foundation

41 South High Street, Suite #2325

Columbus, OH 43215

ACTOhio.org





City of Brook Park

Governor Michael DeWine
77 S. High Street -30th Floor
Columbus, Ohio 43215

May 23, 2025

Dear Governor DeWine,

As the Mayor and members of the Brook Park City Council, we are writing to express our total support for the new enclosed Huntington Bank Field stadium and mixed-use development in the City of Brook Park. As elected leaders, we are committed to improving our community and believe in collaborating with private entities to strengthen our region. A project of this magnitude will be transformative for Northeast Ohio, generating immense economic impact not just for our community but for the entire State of Ohio in creating a world-class destination.

This visionary endeavor is more than just a new home for one of the NFL's most storied franchises; it is a generational opportunity for all of Northeast Ohio. We are all too familiar with the adverse effects that job losses and population decline have had on the region. This project will help reverse those trends by revitalizing 176 acres that have sat dormant for decades. The number of events throughout the year will also impact Cleveland with increased spending at downtown hotels and restaurants. These opportunities will further stimulate investment in our communities and drive regional economic growth.

We welcome the Haslam's unprecedented investment in Northeast Ohio of over \$1.2 billion in the stadium and the additional \$800 million in private investment from Haslam Sports Group (HSG) and their partners that will result in a \$3 billion project, the largest project in the history of Cuyahoga County.

We witness firsthand the challenges and opportunities facing our region. This proposal would bring significant investment to a key corridor with upcoming modernization of Cleveland Hopkins International Airport and the Greater Cleveland Regional Transit Authority, revitalizing underutilized land and improving our highways and bridges while linking surrounding neighborhoods to new residential, retail, entertainment, and commercial spaces. The scale and scope of this project promise to generate substantial tax revenue, boost small business growth, and attract national attention and tourism and new visitor spending to our region.

We have an opportunity to make history and help create this world-class attraction. We urge you to give this project your full support. Such transformational and strategic public-private partnerships like this are rare and vital to ensuring the Buckeye State remains competitive and prosperous for future generations.

Sincerely,

Mayor Edward A. Orcutt
Brook Park City Council




Mayor Edward A. Orcutt


Richard A. Salvatore, Council President


Tom Troyer, Council Ward 1

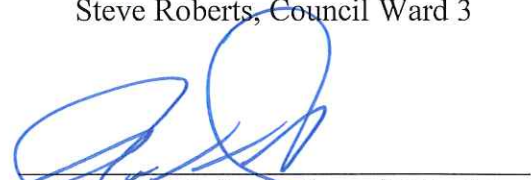

David McCorkle, Council-At-Large


James Mencini, Council Ward 2


Brian K. Poindexter, Council-At-Large


Steve Roberts, Council Ward 3


Thomas W. Dufour, Council At-Large


Richard D. Scott, Council Ward 4

CC: Governor Mike DeWine
Lieutenant Governor Jim Tressel

From: John.Picuri@dot.ohio.gov
Sent: Thursday, May 22, 2025 6:24 PM
To: pmarnecheck@cityofbrookpark.com
Cc: eorcutt@cityofbrookpark.com; erpiatak@euthenics-inc.com; Brian Beyer; jzbin@osborn-eng.com; Andrea Stevenson; Albrecht, Dennis; Dangerfield, Phil; Michael.Kubek@dot.ohio.gov; Keri.Welch@dot.ohio.gov; Ben.Kruse@dot.ohio.gov; Jason.Young@dot.ohio.gov; Brian.Blayney@dot.ohio.gov; Grace Gallucci
Subject: RE: The City of Brook Park TRAC application

EXTERNAL: Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Paul,

Please accept this email as the required ODOT acknowledgement for the referenced TRAC Application. I have copied NOACA for their information. Thank-you.

Sincerely,

John P. Picuri, P.E., P.S.
District Deputy Director
District 12

5500 Transportation Blvd., Garfield Heights, Ohio 44125
216.584.2000



**Department of
Transportation**

From: Paul Marnecheck <pmarnecheck@cityofbrookpark.com>
Sent: Thursday, May 22, 2025 2:48 PM
To: Welch, Keri <Keri.Welch@dot.ohio.gov>; Blayney, Brian <Brian.Blayney@dot.ohio.gov>
Cc: Edward Orcutt <eorcutt@cityofbrookpark.com>; Ed Work <erpiatak@euthenics-inc.com>; Brian Beyer <bbeyer@cityofbrookpark.com>; Joan Zbin <jzbin@osborn-eng.com>; Andrea Stevenson <astevenson@dlz.com>; Albrecht, Dennis <dalbrecht@osborn-eng.com>; Dangerfield, Phil <PDangerfield@haslamsports.com>
Subject: The City of Brook Park TRAC application

To Whom It May Concern,

The City of Brook Park intends to submit a TRAC application (May 31, 2025, deadline) for construction funding for the Brook Park Public Infrastructure Improvements project. Preliminary Engineering, Detailed Design and Right-of-Way have been privately funded.

The TRAC application process requires a District acknowledgement of the application. Your response to this email is requested to serve as that District acknowledgement.

If possible, please respond by Wednesday, May 28, 2025.

Sincerely,

Paul

Paul F. Marnecheck
Commissioner of Economic Development

6161 Engle Road
Brook Park, Ohio 44142

Office Phone: 216-433-7032
Office Fax: 216-433-1511

Email: PMarnecheck@CityofBrookPark.com
www.cityofbrookpark.com



CAUTION: This is an external email and may not be safe. If the email looks suspicious, please do not click links or open attachments and forward the email to csc@ohio.gov or click the Phish Alert Button if available.



FRATERNAL ORDER OF POLICE OF OHIO, INC.

222 East Town Street, Columbus, Ohio 43215-4611
(614) 224-5700 Fax (614) 224-5775
www.fopohio.org



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Marion PD

Vice President
TJ ASSION
Mahoning Co SO

Secretary
TRAVIS PARKER
Columbus PD

Treasurer
GREG TOYEAS
Cincinnati PD

Second Vice President
BILL SARINGER
North Olmsted PD

Sergeant at Arms
SHARI ROBERTSON
Mansfield PD

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Third District
TRACEY SUSANA
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Fourth District
TOM PORTER
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Fifth District
JEFF SPIRES
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Sixth District
MICHAEL WATKINS
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Seventh District
DAMIAN GLASER
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Lakewood PD

Ninth District
JON HALUSEK
Cincinnati PD

Tenth District
AARON BRAMEL
Ohio Veterans Services

Eleventh District
KEVIN DAVIS
Columbus PD

National Trustee
GREG TOYEAS
Cincinnati PD

Chief Counsel
GWEN CALLENDER

May 23, 2025

On behalf of the Ohio Fraternal Order of Police, I am writing to formally express our organizational support for the Cleveland Browns, enclosed stadium project in Brook Park, Ohio.

As representatives of the law enforcement community, we believe this move presents a unique opportunity to promote regional development, enhance community engagement, and foster long-term public safety partnerships.

Considering the growing scale and complexity of major sporting events as well as the increased number of events that will take place at the new Cleveland Browns Stadium in Brook Park, we recognize the need for a coordinated, regional approach to law enforcement that ensures public safety, enhances operational efficiency, and promotes community trust. Sporting and other planned events that can successfully be hosted in an enclosed stadium year-round often draw large, diverse crowds from multiple jurisdictions, requiring a seamless integration of law enforcement resources, intelligence sharing, and emergency response capabilities.

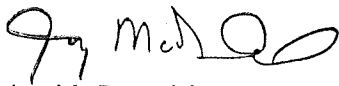
By fostering collaboration between municipal, county, and state law enforcement agencies, we can improve situational awareness, streamline command structures, and implement consistent protocols across venues and jurisdictions. This approach also supports proactive threat assessment, crowd management, and rapid incident response, ensuring the safety of athletes, spectators, and the broader community.

Brook Park is a city with strong civic values, a proud working-class heritage, and a history of supporting public institutions. The arrival of the Cleveland Browns and a venue that will bring more events to our region would create renewed economic vitality for the area, bring thousands of jobs not just for our officers but for the region, and provide a boost to local businesses and infrastructure. Importantly, such a move would allow for closer collaboration between team leadership and law enforcement agencies in building strong, positive relationships with the communities they serve.

Our organization has always stood for unity, community pride, and public service — values that we believe are reflected in the Browns organization and its fan base. We are confident that the team's presence in Brook Park would inspire a new era of civic pride and present new opportunities for youth engagement, charitable partnerships, and regional collaboration.

The Fraternal Order of Police Ohio is the largest law enforcement organization in Ohio and are proud to support this initiative, and we look forward to working alongside community leaders and stakeholders to ensure a safe, vibrant, and successful transition for the Browns, their fans and other visitors that will be attracted to our region by the State of Ohio's first dome stadium.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay McDonald", with a stylized flourish at the end.

Jay McDonald
President



May 22, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of Ford Motor Company, I am writing to express support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

Brook Park's proposed improvements — including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing — will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development.

Approval of this TRAC grant is critical to ensuring Brook Park's infrastructure keeps pace with its rapid development and continues to serve the region's residents, businesses, and visitors efficiently and safely. The proposed improvements are not only timely but essential to securing long-term economic prosperity for both the city and the region, while also creating major benefits for the entire state of Ohio.

We respectfully request your consideration of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this matter and your continued support of projects advancing Ohio's infrastructure and economic future.

Sincerely,

Stephanie Fries

Government Affairs, Ford Motor Company



May 29, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of the Greater Cleveland Partnership (GCP) – the largest metropolitan chamber of commerce in the nation serving more than 12,000 member companies across Northeast Ohio – I am writing to express our strong support for the City of Brook Park’s 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

Brook Park is undergoing a transformative period of economic growth that necessitates a strategic investment in its transportation infrastructure. These improvements will ensure the area can sustain and capitalize on this growth, driven by several major public and private initiatives, including:

- **Cleveland Hopkins International Airport’s \$1.6 billion modernization**, including a new terminal and upgraded transportation facilities.
- **A proposed \$3.4 billion redevelopment project led by the Haslam Sports Group** which would transform the former Ford Motor Company site into a new domed professional sports stadium and mixed-use district, located just west of I-71.

These transformative developments rely on the same public infrastructure network. Brook Park’s proposed improvements — including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing —



will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development. Together, these enhancements will position Brook Park as a regional hub for innovation, connectivity, and opportunity.

Moreover, this project strengthens the region's competitive advantage and creates a foundation for high-quality job creation.

Approval of this TRAC grant is critical to ensuring Brook Park's infrastructure keeps pace with its rapid development and continues to serve the region's residents, businesses, and visitors efficiently and safely. The proposed improvements are not only timely but essential to securing long-term economic prosperity for both the city and the region, while also creating major benefits for the entire state of Ohio.

We respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in black ink, reading 'Baiju Shah'.

Baiju Shah
President & CEO
Greater Cleveland Partnership

World-Class Stadiums and World-Class Waterfronts

Greater Cleveland Partnership (GCP) is committed to both world-class stadiums and world-class waterfronts. After extensive discussions, the GCP Executive Committee (with recusals for conflicts) endorses a domed stadium that anchors a mixed-use development in Brook Park as well as support for all our professional sports facilities. GCP also asks all parties to work together for accelerated development of a vibrant downtown lakefront and riverfronts. The business community has and will continue to support the success of our public officials. We will continue to work with them on these transformational opportunities to provide long-term and lasting benefits to support the growth of downtown, Cleveland, and the region.

World-Class Stadiums

Professional sports are an economic engine, an element of our community's appeal, and bring consistent spotlight to the region. A new domed stadium development represents a transformative \$3.4 Billion investment in our region. The proposed private contribution for the stadium and the mixed-use development are significant and merit support from public partners. We strongly welcome and favor the state funding proposals for sports facilities which combined with local support can enable partnerships comparable to similar projects across the country.

GCP has supported discussions among the teams and public leaders, at the local and state levels, by providing independent analyses and perspectives. Domed stadiums draw 2-3 times the number of visitors per year in similar regions. The attendees come for games, concerts, shows, and events. At the same time, arenas in regions with domes continue to see strong attendance. Industry forecasts point to continued growth in large-scale, live entertainment driven by consumer demand.

While a downtown dome is ideal, financial and development constraints have been challenging; the Brook Park option is more practical to move forward. The additional events, and expected growth in live entertainment, are an economic opportunity for the entire region. We also recognize the opportunity to connect this development to the bold "CLEvolution" of the airport and ask all parties to support alignment and infrastructure for these projects.

While the football stadium is the most publicly debated issue, we also acknowledge and are working with partners on solutions to the ongoing public financing needs for the ballpark and the arena. Addressing all the facilities in a coordinated and forward-looking way is essential.

World-Class Waterfronts

GCP's commitment to developing world-class waterfronts is unwavering. We enthusiastically support the City's visionary leadership and substantial progress in revitalizing and developing a world-class downtown lakefront and riverfronts, transformational opportunities that benefit the city and the entire region. The City has made great strides through completing plans, establishing new authorities, securing public and private funds, and providing new tools to support investments.

With significant public and private investments, the riverfronts have substantial projects underway including the \$3.5 Billion Riverfront Cleveland, Scranton Peninsula developments, Irishtown Bend and Canal Basin Parks, the Flats, and the connections among those.

On the lakefront, a stadium move creates an opportunity for a larger, mixed-use development that supports a more vibrant downtown and activated waterfront. Once the stadium decision is settled, GCP asks the team, Cleveland and Brook Park, and County to collaborate on accelerating the lakefront development. With the parties working together, we believe more than \$150 million of additional funding is possible from a combination of revenue-sharing from a new stadium and team contribution to the City of Cleveland. The City can use such funding as an additional incentive to initiate another Billion dollar plus development on prime property. Finally, GCP remains committed to working with the City and all partners to secure the closure of Burke Lakefront Airport.

Transformational Opportunities

This is a pivotal moment for Greater Cleveland. Our business community strongly supports and values our partnership with local and state leaders. GCP has made extensive efforts to bring stakeholders together as in other complex civic initiatives, and we do not take lightly that our positions diverge from some of our key partners. GCP urges all parties to collaborate on these transformational opportunities to have lasting impact on the city's and region's economy, civic identity, and future growth.



May 29, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of Haslam Sports Group, I am writing to express our strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to advance critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

Brook Park is undergoing a transformative period of economic growth that necessitates a strategic investment in its transportation infrastructure. These improvements will ensure the area can sustain and capitalize on this growth, driven by several major public and private initiatives.

As we have discussed, the \$70 million transportation infrastructure request is part of an overall plan to support economic redevelopment of the former Ford Motor Company site into a new domed professional sports stadium and mixed-use district, located just west of I-71. This investment includes at least \$1.2 billion in private funding in the Brook Park stadium, plus cost overruns, and another \$800 million in private investment together with its partners into the adjacent mixed-use development. Haslam Sports Group, together with its partners, is planning to invest more than \$2 billion in private capital in the \$3+ billion economic development project that will be transformative for the region and the Brook Park community.

It is estimated that over 6,000 jobs will be created during the construction of the new enclosed Brook Park stadium and the phased development in Brook Park. This does not include the enduring labor and long-term employment benefits once the projects are complete, with over 5,400 permanent jobs anticipated.

In addition to the transformative dome stadium and mixed use development project on for the former Ford Site, other planned investments in Brook Park include the following:

- **Blue Abyss' planned \$350 million investment** in an advanced extreme-environment research, development, and training facility, strategically located near NASA Glenn Research Center, with which it has a formal Space Act Agreement.
- **Cleveland Hopkins International Airport's \$1.6 billion modernization** includes a new terminal and upgraded transportation facilities.

These future developments will benefit from the same public infrastructure network as Brook Park's proposed improvements, including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing. These modifications will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development. Together, these enhancements will position Brook Park as a regional hub for innovation, connectivity, and opportunity.

Moreover, this project strengthens the region's competitive advantage and creates a foundation for high-quality job creation.

Approval of this TRAC grant is critical to ensure Brook Park's infrastructure keeps pace with its rapid development and continues to serve the region's residents, businesses, and visitors efficiently and safely. The proposed improvements are not only timely but essential to securing long-term economic prosperity for both the city and the region, while also creating major benefits for the entire state of Ohio.

We appreciate the opportunity to share the commitments and support by the Haslam Sport Group and its partners and respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,



David A. Jenkins
EVP, Chief Operating Officer
Haslam Sports Group

May 29, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: Strong Support for City of Brook Park's 2025 Infrastructure Improvement TRAC Grant Application

Dear Director Boratyn and Members of TRAC:

I am writing to express Lincoln Property Company's strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application, which seeks approximately \$70 million in construction funding to implement critical infrastructure upgrades. These investments are vital not only for improving transportation functionality, access, and mobility in the Brook Park region — including key connections to Cleveland Hopkins International Airport and Interstate 71 — but also for unlocking the full potential of a new era of economic development.

Brook Park is at the forefront of a transformative wave, driven by large-scale public and private investments that require a strong, modern infrastructure backbone. Although the precise return on investment may be difficult to measure in advance, history demonstrates that bold infrastructure investments are essential to attracting private capital that would otherwise bypass Northeast Ohio. The proposed improvements are central to facilitating major growth across multiple sectors and ensuring that Brook Park becomes a premier destination for investment and innovation.

Key catalytic developments include:

- **The Haslam Sports Group and Lincoln Property Company's planned redevelopment** of the former Ford Motor Company site. HSG will build a \$2.4B state-of-the-art domed professional sports stadium and Lincoln will lead the mixed-use district that is anticipated to draw another \$800 million of private investment, just west of I-71. This project alone will generate substantial year-round activity, spurring new hospitality, retail, entertainment, and residential development.
- **Blue Abyss' \$350 million extreme-environment R&D and training facility**, strategically located near NASA Glenn Research Center. With a formal Space Act Agreement, this world-class facility is poised to draw ancillary development and new businesses to the area.
- **Cleveland Hopkins International Airport's \$1.6 billion modernization**, which will improve regional accessibility and serve as a magnet for corporate expansion, logistics, and hospitality-related development.

All these transformative investments are dependent on shared public infrastructure. Brook Park's proposed enhancements — including improved access to Snow Road, reduced congestion along I-71, and the creation of a grade-separated alternative to the current at-grade CSX rail crossing — are not only necessary for supporting traffic flow and safety but also critical to enabling site readiness and attracting investment.

These improvements will increase property values, reduce development barriers, and make surrounding areas more viable for a range of uses. Together, they will position Brook Park as a regional hub for growth, job creation, and long-term economic vitality.

Approving this TRAC grant will ensure that Brook Park's infrastructure keeps pace with its explosive growth and continues to support the region's residents, businesses, and stakeholders. These infrastructure improvements are essential to building a foundation for smart, sustainable development that benefits not only Brook Park, but the Greater Cleveland region and the entire state of Ohio.

We respectfully request your full consideration and approval of the City of Brook Park's 2025 Infrastructure Improvement TRAC application. Thank you for your attention to this pivotal opportunity and for your continued leadership in strengthening Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Kelly", with a stylized, cursive script.

Peter N. Kelly
Executive Vice President
Lincoln Property Company



Cyril M. Kleem
Mayor

11 Berea Commons
Berea, Ohio 44017
(440) 826-5800
Fax: (440) 826-4800
cityofberea.org

May 14, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of the City of Berea, I am writing to express our strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71. Brook Park is undergoing a transformative period of economic growth that necessitates a strategic investment in its transportation infrastructure. These improvements will ensure the area can sustain and capitalize on this growth, driven by several major public and private initiatives, including:

- The Haslam Sports Group's \$3.4 billion redevelopment of the former Ford Motor Company site into a new domed professional sports stadium and mixed-use district, located just west of I-71.
- Blue Abyss' planned \$250 million investment in an advanced extreme-environment research, development, and training facility, strategically located near NASA Glenn Research Center, with which it has a formal Space Act Agreement.
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These transformative developments rely on the same public infrastructure network. Brook Park's proposed improvements — including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing — will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development. Together, these enhancements will position Brook Park as a regional hub for innovation, connectivity, and opportunity.

Moreover, this project strengthens the region's competitive advantage and creates a foundation for high-quality job creation.

Approval of this TRAC grant is critical to ensuring Brook Park's infrastructure keeps pace with its rapid development and continues to serve the region's residents, businesses, and visitors efficiently and safely. The proposed improvements are not only timely but essential to securing long-term economic prosperity for both the city and the region, while also creating major benefits for the entire state of Ohio.

We respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cyril Kleem", is positioned above the printed name.

Mayor Cyril Kleem
City of Berea



May 12, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

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Sincerely,

Edward A. Orcutt
Mayor
The City of Brook Park



May 30, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of the **NAIOP Northern Ohio Chapter** I am writing to express our strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. NAIOP, the Commercial Real Estate Development Association is the leading organization for developers, owners and related professionals in office, industrial and mixed-use real estate. We understand this application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

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COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

NORTHERN OHIO CHAPTER

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We respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Justin Eddy".

Justin Eddy
President, NAIOP Northern Ohio Chapter



May 27, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn and Members of TRAC:

On behalf of the National Football League, I am writing to express our strong support for the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This application seeks approximately \$70 million in construction funding to implement critical infrastructure enhancements that will improve system functionality, access, and mobility within Brook Park and the surrounding region, including direct connections to Cleveland Hopkins International Airport and Interstate 71.

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We respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Miller", with a stylized, cursive script.

Jeff Miller

EVP, Communications, Public Affairs and Policy
National Football League



BOARD OFFICERS

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Kyle Dreyfuss-Wells, Chief Executive Officer, NEORSO

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David Guthrie, President and CEO, Cleveland-Cuyahoga County Port Authority

Kristen Holzheimer Gail, Mayor, City of Euclid

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Stephanie Howse-Jones, Councilwoman, Ward 7, City of Cleveland

Brian Kazy, Councilman, Ward 16 City of Cleveland

Paul Koomar, Mayor of Bay Village, GORTA Board President

Paul Magovac, Service Director, City of Brunswick

Calley Mersmann, Director, Cleveland Planning Committee, City of Cleveland

Kerry McCormack, Councilman, Ward 3, City of Cleveland

David J. Moore, Commissioner, Lorain County

Matt Moss, Senior Strategist, City of Cleveland

John Picuri, P.E., Deputy Director, District 12, ODOT

Richard Regovich, Commissioner, Lake County

Khalil Seren, Mayor, City of Cleveland Heights

Ralph Spidaleri, Commissioner, Geauga County

Kim Thomas, Mayor, Richmond Heights

Ex Officio Members:

Ferzan M. Ahmed, P.E., Executive Director, Ohio Turnpike and Infrastructure Commission

David Emerman, District Chief, Northeast District Office, Ohio Environmental Protection Agency

Grace Gallucci, Executive Director & CEO

May 28, 2025

Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street Columbus, Ohio 43223
ATTN: Kevin Davis, TRAC Program Coordinator

RE: Brook Park Public Infrastructure Improvements Project TRAC Request:
\$70,600,000

Dear Mr. Davis,

I am writing on behalf of the Northeast Ohio Areawide Coordinating Agency (NOACA) to acknowledge the City of Brook Park's TRAC application to fund its Brook Park Public Infrastructure Improvements project.

This project includes the construction of critical infrastructure to improve system functionality, access, mobility, and freight movement within Brook Park and the surrounding region. Improvements within the I-71/Snow Road Interchange area include adding a lane to the I-71 NB exit ramp, improved geometrics at the I-71 SB exit ramp, I-71 SB exit ramp grade-separation over Engle Road and CSX rail tracks, a new Snow Road to Engle Road connector road, realignment of Engle Road, and pedestrian improvements – including a pedestrian bridge over Engle Road.

Sincerely,

Grace Gallucci
Executive Director and Chief Executive Officer

GG:bb:ml/10326s



OHIO CHAMBER OF COMMERCE

March 25, 2025

The Honorable Mike DeWine
Governor, State of Ohio
77 N. High Street - 30th Floor
Columbus, Ohio 43215

The Honorable Rob McColley
President, Ohio Senate
Ohio Statehouse
1 Capitol Square - 2nd Floor
Columbus, Ohio 43215

The Honorable Matt Huffman
Speaker, Ohio House of
Representatives
77 S. High Street - 14th Floor
Columbus, Ohio 43215

Re: **Ohio Chamber Support of Transformational Sports Mixed-Use Development District**

Dear Governor DeWine, President McColley and Speaker Huffman,

On behalf of our more than 8,000 member companies statewide, the Ohio Chamber of Commerce (OCC) writes to express our enthusiastic support for inclusion of the proposed **Transformational Sports Mixed-Use Development District** in the state operating budget.

As the OCC testified in the House Finance Committee, this concept would partner state bonding authority with significant private investment to create world-class mixed-use development districts with sports complexes as a central focus. Sports development projects in Los Angeles, Dallas, and elsewhere have proven successful in bolstering economic growth, and this proposal would allow any groups interested in meeting the requirements put forward to pursue this funding mechanism.

Although the concept is directly tied to the Haslam Sports Group's stadium proposal in Brook Park, the OCC believes creation of this new district mechanism is fair to all current and future proposals. Qualifying projects would entail private investment of at least \$1 billion, as well as require the co-location of mixed-use development with a major sports facility. This model could be replicated throughout the state by other Ohio professional sports teams while avoiding a disruption of existing state revenue sources.

Furthermore, this development mechanism aligns with the OCC's stated policy priority of marketing our state as a premier destination to visit, live, and work. Tourism is a growing industry in Ohio, and we encourage the state to do more to attract visitors and encourage relocation. The Ohio Department of Development reports a record year for Ohio tourism in 2023 with 48 million overnight visits, 436,000 tourism-supported jobs, and \$56 billion in visitor spending. Economic development policies aimed at increasing Ohio's population – which struggled to grow by even a quarter of percent over the last census period – should focus as much on investing in amenities and quality of life as they do on attracting new businesses.

The types of projects that this financing mechanism would yield will attract year-round activity, resulting in more major events in Ohio and an increased amount of visitor spending in our state. The Brook Park proposal involves a first class, multi-use domed stadium (Ohio's first ever) that would easily lure large-scale conferences, concerts, and sporting events such as the Final Four and College Football Bowl and Playoff games. Ohio is regularly passed over for fall and winter events in favor of neighboring states with accommodating indoor venues, so this mechanism enhances our competitiveness and raises our national profile.

Through this Transformational Sports Mixed-Use Development District, Ohio can strengthen communities across the state with careful planning, thoughtful design, and innovative approaches to recreational activities. The Ohio Chamber of Commerce fully endorses this plan, and our member companies stand ready to assist you in these endeavors.

We appreciate your time and consideration of these thoughts, and salute your continued commitment to advancing Ohio's economic climate.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Stivers", with a stylized, cursive script.

Steve Stivers
President and CEO
Ohio Chamber of Commerce

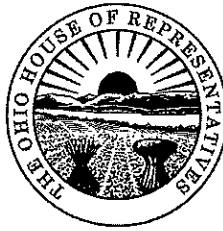
MICHAEL D. DOVILLA
17TH DISTRICT

FINANCE, VICE CHAIRMAN

ENERGY

VETERANS & MILITARY DEVELOPMENT

WORKFORCE & HIGHER EDUCATION



VERN RIFFE CENTER
77 SOUTH HIGH STREET, 13TH FLOOR
COLUMBUS, OH 43215-6111

T: (614) 466-4895

REP17@OHIOHOUSE.GOV

Ohio General Assembly
House of Representatives
Columbus

May 28, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

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I respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in black ink, appearing to read "MDovilla", written in a cursive style.

MICHAEL D. DOVILLA
State Representative
17th House District

Columbus Office

Vern Riffe Center
77 S. High Street, 12th Floor
Columbus, Ohio 43215-6111
(614) 466-0961
Rep67@ohiohouse.gov
www.ohiohouse.gov



Committees

Arts, Athletics, & Tourism, Chair
Children & Human Services
Technology & Innovation
Health

67th House District

Ashland and Medina Counties

Melanie Miller State Representative

May 21, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

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I respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

Warm regards,

A handwritten signature in blue ink, appearing to read "Melanie Miller", with a stylized flourish at the end.

Melanie Miller
Ohio House of Representatives

65th House District:

Part of Ashtabula County
Part of Trumbull County

Committees:

Ways and Means, Vice Chair
Arts, Athletics and Tourism
Energy
Public Insurance and Pensions



Columbus Office

Vern Riffe Center
77 South High Street 11th Floor
Columbus, OH 43215
Phone: (614) 466- 3488
Rep65@ohiohouse.gov
<https://ohiohouse.gov/>

David Thomas
State Representative for the 65th House District

DATE: 5/14/2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

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I respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

Thanks,

A handwritten signature in black ink, reading "David Thomas". The signature is fluid and cursive, with the first name "David" and last name "Thomas" clearly distinguishable.

*State Representative David Thomas
Ohio 65th House District*



Ohio Senate
Senate Building
1 Capitol Square
Columbus, Ohio 43215
(614) 466-8056

Transportation - *Chair*
Armed Services, Veteran Affairs
and Public Safety
Finance
Financial Institutions,
Insurance and Technology

Thomas F. Patton
State Senator
24th District

May 27, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, OH 43223

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Sincerely,



Thomas F. Patton
State Senator, 24th District

Congress of the United States
House of Representatives
Washington, DC 20515

May 30, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

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Sincerely,

A handwritten signature in blue ink, appearing to read "Max L. Miller", with a long horizontal flourish extending to the right.

MAX L. MILLER

Member of Congress

United States Senate

WASHINGTON, DC 20510

May 30, 2025

Director Pamela Boratyn
Ohio Department of Transportation
Transportation Review Advisory Council (TRAC)
1980 West Broad Street
Columbus, Ohio 43223

RE: City of Brook Park Infrastructure Improvements TRAC Application

Dear Director Boratyn,

I am writing in support of the City of Brook Park's 2025 Infrastructure Improvement TRAC grant application. This \$70 million award will fund critical infrastructure enhancements designed to improve the community and spur economic development throughout Northeast Ohio.

This TRAC grant, if awarded, will help Brook Park harness the recent period of economic growth for long-term, sustained success. The \$70 million in state investment in the City's transportation infrastructure will help to spur more than \$5 billion in additional investment, including Haslam Sports Group's development of a new domed professional sports stadium and mixed-use district, Blue Abyss' investment in an advanced extreme-environment research, development, and training facility, and Cleveland Hopkins International Airport's modernization.

These transformative developments rely on the same public infrastructure network. Brook Park's proposed improvements — including enhanced access to Snow Road, reduced congestion on I-71, and construction of a grade-separated alternative to the current at-grade CSX rail crossing — will significantly improve traffic flow, increase safety, reduce delays for local and regional travelers, and support continued development. Together, these enhancements will position Brook Park as a regional hub for innovation, connectivity, and opportunity.

This project helps to elevate Northeast Ohio's competitive advantage, creating a foundation for high-quality job creation.

This grant is critical to ensuring Brooke Park is able to capitalize on the economic development opportunities before it, ensuring a better quality of life for residents of the community, a better experience for visitors to Ohio, and increased potential for expansions for businesses across the region. The effects of this grant and the projects it will encourage will be felt across the state.

I respectfully urge your full consideration and approval of the City of Brook Park's Infrastructure Improvement 2025 TRAC application. Thank you for your attention to this important matter and your continued support of projects that advance Ohio's infrastructure and economic future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bernie Moreno", with a stylized flourish at the end.

BERNIE MORENO
United States Senator

BROOK PARK PUBLIC INFRASTRUCTURE IMPROVEMENTS
ESTIMATED CONSTRUCTION COSTS PER SEGMENT
5/28/2025

Brook Park Public Infrastructure Improvements	Estimated Construction Costs
Construction Segments	
BU 1 – I-71 Northbound (NB) Improvements	\$1,240,000
BU 2 – I-71 Southbound (SB) Improvements	\$21,840,000
BU 3 – Snow Road/Ring Road Connector	\$9,890,000
BU 4 – Engle Road Widening and Realignment	\$1,770,000
BU 5 – Ring Road Widening and Improvements	\$14,600,000
BU 6 – Pedestrian Improvements/Bridge	\$14,940,000
Construction Inspection	\$6,000,000
TOTAL	\$70,280,000



Lawhon & Associates, Inc.

ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES

Columbus

Cleveland

Cincinnati

May 29, 2025

Joan Zbin, PE
Osborn Engineering
1111 Superior Avenue, Suite 2100
Cleveland, Ohio 44114

Re: Environmental Clearance Schedule, Brook Park Infrastructure Improvements

Lawhon & Associates, Inc. (L&A) will complete the environmental document and associated studies for the Brook Park Infrastructure Improvements project. Based upon discussions with ODOT District 12 the following environmental tasks are anticipated. The schedule for the completion of these tasks to achieve an environmental clearance date of January 30, 2026 is presented below. Work has begun on initial studies and all assignments are on schedule.

Environmental Task	Submittal Date
.	In Review
Section 106 SRF	6/5/2025
RMR Screening	6/15/2025
PONL	6/15/2025
Purpose & Need	8/15/2025
Level 1 ESR	9/1/2025
Stakeholder Meeting	9/1/2025
In-Person Public Meeting	9/15/2025
Asbestos Survey	9/15/2025
Noise Analysis	12/1/2025
Qualitative MSAT	12/1/2025
SHPO MOA ¹	12/1/2025
D1 Environmental Document	12/15/2025
Environmental Approval	1/30/2026
Cultural Resource Mitigation ¹	TBD
<p>1. Impacts to the NRHP-eligible Snow Road Bridge may require a Memorandum of Agreement (MOA) with SHPO, which will need to be approved prior to approval of the environmental document. Mitigation efforts can be completed after environmental clearance has been granted, provided those commitments are defined. The scope and schedule for the latter will be developed in collaboration with SHPO, District 12 and the Project Team.</p>	

If there are any questions, please contact Mark Carpenter at (216) 645-2587 or mcarpenter@lawhon-assoc.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Karrie A. Bontrager', is displayed on a light blue background.

Karrie A. Bontrager, LEED AP
Principal, Director of Environmental Services