

*Amendment 1 -*  
OKI 2030 REGIONAL  
TRANSPORTATION PLAN



**March, 2009**

**Prepared by the  
Ohio-Kentucky-Indiana  
Regional Council of Governments**

## Acknowledgments

<b>Title</b>	Amendment 1 - OKI 2030 Regional Transportation Plan
<b>Date</b>	March 9, 2009
<b>Agency</b>	Ohio-Kentucky-Indiana Regional Council of Governments Mark R. Policinski, Executive Director
<b>Project Manager</b>	Robert W. Koehler, P.E.
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## **INTRODUCTION**

This report constitutes an amendment to the regional transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area. The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* (the Plan) was originally adopted by the OKI Board of Directors on June 12, 2008.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to address these items: 1) Incorporation of projects eligible for the American Recovery and Reinvestment Act (federal economic recovery program), 2) Update any project level information as necessary, and 3) Minor revisions to text and figures.

A copy of the full *OKI 2030 Regional Transportation Plan* is available on CD, printed document or on-line at [www.oki.org](http://www.oki.org).

## **PROJECT RECOMMENDATIONS**

The primary purpose of this amendment is to allow OKI to incorporate projects to be funded by the American Recovery and Reinvestment Act (federal economic recovery program bill). This amendment includes projects that are either new to the plan or have new funding sources as a result of the federal bill.

This amendment does not trigger the requirement for a new regional emissions analysis, as required by federal transportation conformity rules. Most projects in this amendment are exempt from air quality conformity requirements. Three projects are non-exempt and subject to the conformity requirements. These projects are identified in the existing TIP and Plan, and this amendment is not changing their timing or scope. The non-exempt projects are detailed in the Transportation and Air Quality section.

This amendment also includes new revenue estimates expected to be received via the American Recovery and Reinvestment Act (federal stimulus bill). Fiscal constraint discussion is provided later in the document.

## **AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS**

To respond to the recession, President Obama and Congressional leadership enacted an economic recovery (i.e. stimulus) package, worth approximately \$789 billion. This effort would address President Obama's plan to create or retain 2.5 million jobs by 2011. The intent of funding through an economic recovery package is to stimulate the economy by creating direct and indirect jobs. Therefore, the money will be targeted to "ready-to-go" projects, not planning activities.

Nationwide, the ARRA provides \$27.5 billion for highway infrastructure and \$8.4 billion for transit. Funding from the Act for transportation projects is being distributed primarily through state DOT's, MPO's and transit agencies. The OKI region will receive approximately \$30 million for our Ohio counties, Northern Kentucky \$8.8 million and Dearborn County about \$150,000. It is expected that OKI will receive Ohio (sub-allocated) funding through traditional Surface Transportation Program processes. Eligible projects are being funded with 100% federal funds (i.e. no non-federal matching funds are required). OKI region will receive.

Funding for Kentucky and Indiana projects will be a cooperative effort with the respective state transportation departments.

Transit agencies received a separate allocation amounting to about \$25 million. These funds will be allocated to the individual transit operators using the existing process of distributing FTA 5307 capital funds. Each agency in the region determined their projects using their allocation.

All Title 23 requirements such as design standards, public involvement, NEPA requirements, fiscal and air quality conformity etc. apply. This Plan amendment includes transportation projects being funded by all sources of federal stimulus funds.

Projects were selected based on guidance received from the oversight agency of record. OKI transportation projects were selected using guidance from the Federal Highway Administration (FHWA). The following criteria help guide project selection: must be a transportation project, roadway projects must be on a federal functionally classified roadway, the project must be "shovel ready" and the project needs to create or retain jobs.

The following tables show the eligible potential projects. Table 1 includes transit projects. Table 2 includes Ohio projects. Table 3 includes Kentucky projects. Table 4 includes Indiana projects.

### Butler County RTA

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	Butler County RTA	11.12.04	< 30' buses		5	Replacement	Yes	Exempt	Capital	2009	Yes	\$375,000	ARRA	\$0	\$0	\$375,000
X	Butler County RTA	11.13.04	< 30' buses		8	Expansion	Yes	Exempt	Capital	2009	Yes	\$400,000	ARRA	\$0	\$0	\$400,000
X	Butler County RTA	11.43.04	Storage facility (covered vehicle storage)					Exempt	Capital	2009	Yes	\$670,000	ARRA	\$0	\$0	\$670,000
X	Butler County RTA	11.44.03	Rehabilitate/renovate facility				Yes	Exempt	Capital	2009	Yes	\$30,000	ARRA	\$0	\$0	\$30,000
X	Butler County RTA	11.42.11	Support vehicles		4	Replacement		Exempt	Capital	2009	Yes	\$120,000	ARRA	\$0	\$0	\$120,000
X	Butler County RTA	11.42.07	ADP Hardware replacement					Exempt	Capital	2009	Yes	\$15,000	ARRA	\$0	\$0	\$15,000
X	Butler County RTA	11.42.20	Miscellaneous support equipment					Exempt	Capital	2009	Yes	\$35,000	ARRA	\$0	\$0	\$35,000
X	Butler County RTA	11.7A.00	Preventative Maintenance					Exempt	Capital	2009	Yes	\$35,000	ARRA	\$0	\$0	\$150,000

\$1,795,000

### Clermont Transportation Connection

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	Clermont Trans. Conn	11.12.04	< 30' buses		5	Replacement	Yes	Exempt	Capital	2009	Yes	\$610,000	ARRA	\$0	\$0	\$610,000
X	Clermont Trans. Conn	11.42.11	Support Vehicles		3	Replacement		Exempt	Capital	2009	Yes	\$60,000	ARRA	\$0	\$0	\$60,000
X	Clermont Trans. Conn	11.42.03	Operations facility					Exempt	Capital	2009	Yes	\$1,000,000	ARRA	\$0	\$0	\$1,000,000

\$1,670,000

### Southwest Ohio Regional Transit Authority

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	SORTA	11.12.01	Energy Efficient Hybrid buses		9	Replacement	Yes	Exempt	Capital	2009	Yes	\$4,662,000	ARRA	\$0	\$0	\$4,662,000
X	SORTA	11.42.07	Fleet watch RF hubs and system to operate automatic system					Exempt	Capital	2009	Yes	\$299,732	ARRA	\$0	\$0	\$299,732
X	SORTA	11.62.02	CAD/AVL System					Exempt	Capital	2009	Yes	\$8,671,000	ARRA	\$0	\$0	\$8,671,000
X	SORTA	11.12.04	30' Hybrid buses		6	Replacement	Yes	Exempt	Capital	2009	Yes	\$2,100,000	ARRA	\$0	\$0	\$2,100,000
X	SORTA	11.12.01	Mini hybrid thermal management bus kit					Exempt	Capital	2009	Yes	\$525,000	ARRA	\$0	\$0	\$525,000
X	SORTA	11.7A.00	Preventative Maintenance					Exempt	Capital	2009	Yes	\$5,000,000	ARRA	\$0	\$0	\$5,000,000

\$21,257,732

### Transit Authority of Northern Kentucky

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	Transit Auth of No Ky	11.62.02	Communications Systems - Phase I					Exempt	Capital	2009	Yes	\$1,500,000	ARRA	\$0	\$0	\$1,500,000
X	Transit Auth of No Ky	11.62.02	Communications Systems - Phase II					Exempt	Capital	2009	Yes	\$2,000,000	ARRA	\$0	\$0	\$2,000,000
X	Transit Auth of No Ky	11.42.10	Fare Collection - Phase I					Exempt	Capital	2009	Yes	\$1,000,000	ARRA	\$0	\$0	\$1,000,000
X	Transit Auth of No Ky	11.44.03	Renovate Maintenance / Admin. Facility					Exempt	Capital	2009	Yes	\$350,000	ARRA	\$0	\$0	\$350,000
X	Transit Auth of No Ky	11.43.03	Construction Maintenance / Admin. Facility					Exempt	Capital	2009	Yes	\$100,000	ARRA	\$0	\$0	\$100,000
X	Transit Auth of No Ky	11.34.04	Park & Ride Lot Rehab					Exempt	Capital	2009	Yes	\$200,000	ARRA	\$0	\$0	\$200,000
X	Transit Auth of No Ky	11.93.05	Transit Enhancements					Exempt	Capital	2009	Yes	\$200,000	ARRA	\$0	\$0	\$200,000

\$5,350,000

### Middletown Transit System

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	Middletown Transit Sys.	11.12.04	LTV Vehicles		2	Replacement	Yes	Exempt	Capital	2010	Yes	\$150,000	ARRA	\$0	\$0	\$150,000
X	Middletown Transit Sys.	11.7A.00	Preventative Maintenance					Exempt	Capital	2009	Yes	\$275,000	ARRA	\$0	\$0	\$275,000
X	Middletown Transit Sys.	11.42.20	Bus Lift/Hoist			Expansion		Exempt		2009	Yes	\$52,000	ARRA	\$0	\$0	\$52,000
X	Middletown Transit Sys.	11.43.02	Bus Wash Facility			Expansion		Exempt		2009	Yes	\$360,000	ARRA	\$0	\$0	\$360,000
X	Middletown Transit Sys.	11.44.04	Transit Garage Rehabilitation				Yes	Exempt		2010	Yes	\$170,000	ARRA	\$0	\$0	\$170,000
X	Middletown Transit Sys.	11.34.03	Transfer Station Rehabilitation				Yes	Exempt		2009	Yes	\$20,000	ARRA	\$0	\$0	\$20,000
X	Middletown Transit Sys.	11.7A.00	Vehicle Rehab / Maintenance				Yes	Exempt		2010	Yes	\$230,000	ARRA	\$0	\$0	\$230,000
X	Middletown Transit Sys.	11.7C.00	ADA Paratransit Service				Yes	Exempt		2010	Yes	\$118,000	ARRA	\$0	\$0	\$118,000

\$1,375,000

### Warren County Transit System

Add	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding Source	Local Funding Source	Total Project Cost
X	Warren County Transit	11.12.15	LTV - narrow body		2	Replacement	Yes	Exempt	Capital	2009	Yes	\$90,000	ARRA	\$0	\$0	\$90,000
X	Warren County Transit	11.42.07	Computer terminal		7	Expansion		Exempt	Capital	2009	Yes	\$15,400	ARRA	\$0	\$0	\$15,400
X	Warren County Transit	11.42.07	Mobile data terminals		19	Expansion		Exempt	Capital	2009	Yes	\$57,000	ARRA	\$0	\$0	\$57,000
X	Warren County Transit	11.42.08	Computer software					Exempt	Capital	2009	Yes	\$29,170	ARRA	\$0	\$0	\$29,170
X	Warren County Transit	11.42.08	Software training and tech					Exempt	Capital	2009	Yes	\$15,500	ARRA	\$0	\$0	\$15,500

\$207,070

## OKI Ohio American Reinvestment and Recovery Act (ARRA) Stimulus Projects March 2009

<i>Project Plan ID</i>	<i>Sponsor ID</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>	
<b>ARRA</b>						
<b>Butler</b>						
201S	Butler County Engineers Office	River Rd. Resurfacing 1	County Line to Fairfield Corp. line	Resurfacing, pavement markings and RPM's on various roads	\$189,142	
202S	Butler County Engineers Office	River Rd. Resurfacing 2	Corp. Line to Corp. Line South of Lake Circle	Resurfacing, pavement markings and RPM's on various roads	\$118,297	
203S	Butler County Engineers Office	Tylersville Rd. Resurfacing 1	Bypass 4 to Morris Rd.	Resurfacing, pavement markings and RPM's on various roads	\$93,678	
204S	Butler County Engineers Office	Tylersville Rd. Resurfacing 2	Fairfield Corp Line to SR 747	Resurfacing, pavement markings and RPM's on various roads	\$424,237	
205S	Butler County Engineers Office	Tylersville Rd. Resurfacing 3	SR 747 To Lesourdsville West Chester Rd.	Resurfacing, pavement markings and RPM's on various roads	\$458,260	
206S	Butler County Engineers Office	Tylersville Rd. Resurfacing 4	Lesourdsville West Chester Rd. To Lakotal Hills Dr.	Resurfacing, pavement markings and RPM's on various roads	\$365,951	
207S	Butler County Engineers Office	Tylersville Rd. Resurfacing 5	Lady Anne To IR 75	Resurfacing, pavement markings and RPM's on various roads	\$371,333	
208S	Butler County Engineers Office	Tylersville Rd. Resurfacing 6	IR 75 To Cox Rd.	Resurfacing, pavement markings and RPM's on various roads	\$273,267	
209S	Fairfield	River Road improvements	Butler/River Road near Bolton Water Plant	Resurfacing and earthwork to widen and relocate road between water plant and river	\$390,000	
210S	Middletown	Sutphin St. resurfacing	Between Central Av. And Grand Av.	Resurfacing and pavement markings	\$750,000	
211S	Middletown	University Blvd. Resurfacing	Between Reinartz Blvd. and Breiel Blvd.	Resurfacing of 6 lane minor arterial.	\$2,250,000	
83074	212S	Monroe	SR 63 Signal Upgrades	Britton and Main Street	Signal Safety Upgrades, Eliminate left turn lane offset on Main St.	\$558,000
213S	Oxford	Multi Use Path	City of Oxford	Construction of bike/walking path	\$375,000	
214S	Oxford	US27 South Sidewalk Construction	US27 - Patterson Ave. to Corp. limits	Installation of new sidewalk	\$350,000	

<i>Project Plan ID</i>	<i>Sponsor</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>
<b>Clermont</b>					
401S	Clermont County Engineers Office	Beechwood Road Resurfacing	SR 32 to Summerside Road	Resurfacing plus associated pavement markings and raised pavement markers	\$107,400
402S	Clermont County Engineers Office	Buckwheat Road Resurfacing	SR 131 to SR 28	Resurfacing and pre-Leveling plus associated pavement markings and raised pavement markers	\$128,800
403S	Clermont County Engineers Office	Clough Pike Resurfacing	Gleneste Withamsville Road to Amelia Olive Branch Road	Resurfacing and pre-Leveling plus associated pavement marking and raised pavement markers	\$233,100
404S	Clermont County Engineers Office	Gleneste Withamsville Road Resurfacing	Shayler Road to Old SR 74	Resurfacing plus associated pavement marking and raised pavement markers	\$160,200
405S	Clermont County Engineers Office	Loveland Miamiville Road Resurfacing	Wards Corner Road to Price Road-West End	Resurfacing and pre-Leveling plus associated pavement marking and raised pavement markers	\$56,000
406S	Clermont County Engineers Office	Merwin Ten Mile Road Repair	Locust Corner Road to SR 125	Resurfacing and full Depth Repair associated pavement marking and raised pavement markers	\$144,000
407S	Clermont County Engineers Office	Nine Mile Tobasco Road Repair	US 52 to SR 125	Resurfacing and full Depth Repair plus associated pavement marking and raised pavement markers	\$318,400
408S	Clermont County Engineers Office	Old SR 74 Resurfacing Repair	SR 32 to SR 32-West End	Resurfacing, full Depth Repair and Pre-Leveling plus associated pavement marking and RPMs	\$150,000
409S	Clermont County Engineers Office	RoundBottom Road Repair	Hamilton Cty Line to US 50	Resurfacing and full Depth Repair, Berm Repair and Pre-Leveling Roundbottom Road	\$700,000
410S	Clermont County Engineers Office	TealTown Road Resurface	Old SR 74 to Teal Lane	Resurfacing and pre-leveling plus associated pavement marking and raised pavement markers	\$128,800
411S	Clermont County Engineers Office	Wards Corner Road Repair	SR 126 to SR 48	Resurfacing and full Depth Repair plus associated pavement marking and raised pavement markers	\$337,600

<i>Project Plan ID</i>	<i>Sponsor ID</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>	
<b>Hamilton</b>						
80037	601S	Anderson Township	Ham-Kellogg Bikepath	Kellogg Road betwee Sutton Road and Five Mile Road	Installation of 10' wide, 1.3 mile section of the Ohio River Trail on the north side of Kellogg Road	\$463,000
	602S	Blue Ash	Reed Hartman Hy Rehabilitation	Cooper to Glendale-Milford	Remove deteriorated pavement, replace with SAMI and overlay	\$840,000
	603S	Cheviot	Harrison Avenue Phase 2	Lovell to School Section	Curb replacement, base repair, resurfacing of 2700'	\$635,000
	604S	Cincinnati	Computerized Traffic Control System Interconnect	City of Cincinnati signals	New Computerized Traffic Control System interconnection network in phases for utilizing fiber or a h	\$2,750,000
75856	605S	Cincinnati	Ohio River Trail (Wilmer to Carrel)	Wilmer Avenue to Carrel Street	This project would construct a portion of the Ohio River Trail from Wilmer Avenue to Carrel Street.	\$1,750,000
84126	606S	Cincinnati	Waldvogel Rail Relocation	Waldvogel Viaduct	Relocate four railroad tracks in preparation of Waldvogel Viaduct replacement	\$1,075,000
	607S	Deer Park	Galbraith Road Improvements	West Corp Line to Blue Ash Road	Street Reconstruction of Galbraith Road (West Corp Line to Blue Ash Road)	\$680,000
	608S	Green Township	Rybolt/Taylor Intersection	Intersection of Rybolt and Taylor	Intersection reconstruction/realignment with added turn lanes	\$450,000
86065	609S	Hamilton County	Intermodal Center and Street Grid	Central Cincinnati Riverfront	Removal of Theodore Berry Way West, Elm to Rosa Parks (Vine St) to permit construction of Phase 2	\$1,500,000
	611S	Hamilton County Engineer	Blue Rock Road Repair	Sheed to Cheviot	Repair & resurface with leveling & surface asphalt concrete within the existing right of way	\$500,000
	612S	Hamilton County Engineer	Galbraith Road Repair	Daly to Winton	Repair & resurface with leveling & surface asphalt concrete within the existing right of way	\$3,000,000
	613S	Montgomery	Cornell Road Black Mat	Cornell Road within Montgomery	Cornell Road Black Mat Program	\$132,000
	614S	Sharonville	Mosteller Road Repair	Sharon Rd. to Kemper Rd.	Total Curb Replacement, Base Repair, Resurfacing from Sharon to Kemper (5200')	\$1,159,000
	615S	Springdale	Northland Blvd Repair	Northland Blvd. Springdale	Repair concrete base, resurface, intersection improvements, pedestrian walkway	\$950,000
	616S	Sycamore Township	Galbraith Road Improvement Project	Kenwood Rd to Deer Park Corp. limit	Resurfacing/ Stormwater Management / Curb and Gutter / install sidewalk on northside	\$500,000
	617S	Village of Cleves	SR 264 Repair	SR 264 within Village of Cleves	Full Depth Repair, & Repaving of S.R. 264 from Pontius to the corp. line	\$750,000
<b>Warren</b>						
	803S	Mason	Kings Island Drive Resurfacing	Western Row Road north for about 1 mile	Mill, resurface and restripe roadway, consisting of 8, 6 and 4-lane sections plus shoulders	\$307,880
	804S	Warren County Engineer's Office	Warren Co. Rersurfacing Guardrail Rehabilitation	Various County Roads (Functionally Classified)	Resurface, Spot Repair Guardrail, Upgrade Guardrail End Treatments	\$3,250,000

<i>Project Plan ID</i>	<i>Sponsor ID</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>
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**Contingency Projects - to be advanced only if an ARRA project does not meet requirements**

**Hamilton**

01C	Terrace Park	Wooster Pike Repair	West of Elm St. to Terrace Park/Milford Corp. Line	Pavement repair, catch basin repair, curb replacement, drive apron replacement, install curb ramps a	\$837,200
02C	Amberley Village	Galbraith Road Resurfacing	Galbraith Road through Village of Amberley (Corp. to corp.)	Resurfacing	\$1,000,000
03C	Glendale	Sharon Road Resurfacing	1450' of Sharon Road in Glendale	Resurfacing	\$261,000
04C	Addyston	Main Street Rehabilitation	Village of Addyston, Dinning Lane to Catalina Apts. (3000')	Street Rehabilitation, Resurface, Replace Curbs/Walk, Improve Drainage	\$376,000
05C	Norwood	Sherman Avenue Repair	Sherman Avenue (CR 0686)	Mill/Overlay, Curb Replacement, Traffic Signal Replacement	\$1,100,000
06C	St. Bernard	Vine Street Resurfacing	within the City of St. Bernard (CR-0659)	Full Depth Repair and Repaving of the entire length of Vine Street	\$860,000
07C	Village of Lockland	Anthony Wayne Avenue Resurfacing	Wyoming Av. To corp. line (CR-064)	Full Depth Repair and Repaving of S. Wayne Avenue	\$402,500
08C	Village of North Bend	Brower Road Repair	Brower Road (CR-0170) in the Village of North Bend	Full Depth Repair and Repaving of Brower Road	\$193,000
09C	Wyoming	SR 4 - Wyoming Traffic Signal Upgrade	Traffic Signals along Springfield Pike(State Rt. 4)	Traffic Signal System Upgrade	\$2,000,000
10C	Sharonville	Cornell Culvert-Sharonville	Cornell Rd.	Pier Wall and Roadway embankment stabalization	\$500,000
11C	Colerain Township	Colerain Corridor Improvements	Subarea 6	Access Management and Rehabilitation	\$2,500,000

## OKI Kentucky American Reinvestment and Recovery Act (ARRA) Stimulus Projects March 2009

<i>Project Plan ID</i>	<i>Sponsor ID</i>	<i>Sponsor</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>
<b>ARRA</b>						
<b>Boone</b>						
6-1064	1S1	KYTC	CR 1329 Ashby Forks Bridge Replacement	CR 1329 Ashby Forks Bridge	Ashby Forks Bridge Replacement	\$460,000
6-193.0	1S2	Boone	South Airfield Rd.	KY 18 to KY 1017	Construct new 4-lane divided hwy. b/t KY 18 and KY 1017	\$17,000,000
<b>Campbell</b>						
6-46.20	3S1	KYTC	US 27 Widening	South of KY 154 to Campbell County Park	Widen to five lanes	\$29,120,000
<b>Kenton</b>						
6-273.0	7S2	KYTC	KY 1120	I-75 to the Licking River (Admin. Mod. #9, 6-10-08; Admin Mod. #14, 2-10-09)	Reconstruct KY 1120 with 4 through lanes (toll credits)	\$15,500,000
	7S1	KYTC	KY 17 Roebing Suspension Bridge Painting	KY 17 - Roebing Suspension Bridge over Ohio River	Roebing Suspension Bridge Painting	\$16,000,000

## OKI Indiana American Reinvestment and Recovery Act (ARRA) Stimulus Projects March 2009

<i>Project Plan ID</i>	<i>Sponsor ID</i>	<i>Project Name</i>	<i>Location</i>	<i>Description</i>	<i>Funds Requested</i>
<b>ARRA</b>					
<b>Dearborn</b>					
090009	Dearborn County	N. Dearborn Rd and N. Hogan Rd Repair	North Dearborn Rd. and North Hogan Rd.	Chip & Seal/Fog Seal	\$750,000
090009	Dearborn County	Old US-52 Resurfacing	I-74 to West Harrison Limits	Resurface	\$600,000
090015	Dearborn County	Ridge and Nowlin Av. Resurfacing	Ridge Avenue and Nowlin Avenue	HMA Overlay, Preventive Maintenance	\$644,261
081041	Dearborn County	SR 46 District Repaving Project	SR 1 to US 52	HMA Overlay, Preventive Maintenance	\$634,571
090009	Dearborn County	State Line Rd/Pribble Rd/Kaiser Rd Resurfacing	Portion of 3 Roads	Resurface	\$650,000
090009	Dearborn County	Weisburg Road Resurfacing	SR 48 to N. Dearborn	Resurface	\$1,000,000
090009	Dearborn County	York Ridge Road Resurfacing	SR 1 to N. Dearborn	Resurface	\$1,300,000

## **OTHER MODIFICATIONS**

In addition to incorporating the AARA projects, this amendment takes the opportunity to make minor corrections identified after publication of the June 2008 version of the Plan. These are listed below in Table 5.

### **Table 5- Corrections to June 2008 Plan Document**

#### Page 15-13 (last sentence)

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These figures do not include the approximate ~~\$1.03~~ \$1.325 billion programmed in the current 2008-2011 Transportation Improvement Program.

Action: replace \$1.03 billion with \$1.325 billion

#### Page 15-15 (last paragraph second sentence)

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As outlined above in the Funding Expectations section, approximately \$11.273 billion is estimated to be available for all transportation expenditures in the OKI region over the life of the plan.

Action: replace \$7.53 billion with \$11.273 billion.

#### Page 15-15 (last paragraph third sentence)

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The estimated cost of the recommendations of this plan including \$1.325 billion in the current TIP is an estimated ~~\$7.2~~ \$11.065 billion.

Action: add the following text (including \$1.325 billion in the current TIP) and replace \$7.2 billion with \$11.065 billion.

#### Page 16-19 through 16-22

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Action: change source for Figures 16-19 through 16-22 from "Source: OKI." To the following:

Figure 16-19: Federal Emergency Management Agency, Ohio Department of Natural Resources, Ohio Department of Transportation, OKI and U.S. Geological Survey.

Figure 16-20: Multi-Resolution Land Characteristics Consortium, Ohio Department of Transportation, OKI, U.S. Fish and Wildlife Service and U.S. Geological Services.

Figure 16-21: National Register of Historic Places and OKI.

Figure 16-22: OKI and US Environmental Protection Agency.

## **AMENDED FISCAL CONSTRAINT DETERMINATION**

As part of the long range plan, the costs of implementing the recommendations are compared with the funding expected to be available. The Plan's financial analysis was developed in response to the requirements for a "financially constrained plan" that were introduced in ISTEA and continued in TEA-21 and

SAFETEA-LU. The Plan considers capital and Operation and Maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system. It also projects revenues from all sources which will be available to pay for these improvements. Chapter 16 of the Plan describes in detail the base financing plan for the region.

Determination of fiscal constraint for this amendment relies on the existing analysis performed on the original Plan adopted by the OKI Board of Directors in June, 2008 and on the expectation of funds from the American Recovery and Reinvestment Act of 2009 (ARRA) also referred to as the Stimulus Bill. Final funding levels are as follows: not known at this time but guidance from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) suggest that the amount will be approximately 200% of fiscal year 2008 funding. This means that OKI could receive approximately \$50 million through FHWA and \$36 million through FTA to allocate to projects that are eligible and would meet the "shovel ready" requirements of the ARRA. FTA funds will be allocated using existing formula percentages for the region's transit agencies. Note: This section will be revisited to reflect final bill when available.

Additionally, FHWA and FTA have encouraged metropolitan planning organizations to initiate the Plan and TIP amendment process in order to be able to respond quickly once the Act is signed into law. This amendment is primarily for the purpose of incorporating projects from the ARRA. The final project list may need to be adjusted to match exact funding levels once that is known. OKI will assure that this is accomplished in order to produce a Plan that remains fiscally constrained.

### **TRANSPORTATION AIR QUALITY CONFORMITY**

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the State Implementation Plans for Indiana, Kentucky and Ohio. Pursuant to provisions of the CAAA of 1990, U.S. EPA designated a nine county area in the Cincinnati area as a nonattainment area for ozone under the eight-hour ozone standard in April 2004. The Cincinnati ozone nonattainment area includes Lawrenceburg Township in Dearborn County Indiana, the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren. In December 2004, U.S. EPA designated an eight county area as nonattainment for fine particulate matter (PM<sub>2.5</sub>) under the annual PM<sub>2.5</sub> standard. The boundaries of the PM<sub>2.5</sub> nonattainment area are identical to ozone nonattainment area excluding Clinton County, OH. The OKI Regional Council of Governments (OKI), as the Metropolitan Planning Organization (MPO), consists of Dearborn, Boone, Campbell, Kenton, Butler, Clermont, Hamilton and Warren counties.

The following three projects are subject to federal transportation conformity requirements:

Kentucky/Boone County – PID 6-193 (South Airfield Road)

Kentucky/Campbell County – PID 6-46.20 (US 27 widening from south of KY 154 to Campbell County Park)

Kentucky/Kenton County – PID 6-273 (Covington 12<sup>th</sup> Street reconstruction and widening)

All other projects in this amendment are exempt from air quality conformity requirements. Exempt project types are defined in the federal transportation conformity rules and include projects that do not add capacity to the transportation system. The four non-exempt projects are included in the existing TIP and Plan. This amendment makes no changes to the timing or scope of the non-exempt projects and OKI is relying on the previous regional emissions analysis as detailed and adopted as part of the June 2008 update to the OKI 2030 Regional Transportation Plan.

### **PUBLIC INVOLVEMENT**

The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* was developed with significant attention to public involvement. Please refer to Chapter 2. Provisions for public comment on this Amendment were provided through a month long public comment period and culminated in public hearing held at 5:00 p.m. on Monday, March 9, 2009 at the OKI offices, 720 East Pete Rose Way, Suite 420, Cincinnati, Ohio. OKI advertised the Amendment in mainstream and minority newspapers and through standing OKI committees. This document was placed for public review in public libraries throughout the region, at the Ohio Department of Transportation and Kentucky Transportation Cabinet district offices and on the OKI website. Attached to this document are the public hearing comments received on the Amendment 1.

Through a qualitative evaluation, it is determined that the changes included in this *Amendment 1 – OKI 2030 Regional Transportation Plan* ensure that low income populations and minority populations receive a proportionate share of benefits from federally funded transportation investments.

**OKI Regional Transportation Plan Update  
Amendment #1  
Public Hearing**

**Bob Koehler opened the public hearing up at 5:02 p.m.** Good evening. My name is Robert Koehler, I represent the Ohio-Kentucky-Indiana Regional Council of Governments, and I've been authorized to conduct this public hearing tonight on Amendment 1 of the OKI 2030 Regional Transportation Plan. (from here on to be referred to as "The Plan"). I would also like to introduce other OKI employees present here tonight.

Mark Policinski, Executive Director

Robyn Bancroft, Strategic Projects Manager

Brian Cunningham, Communications Director

Andy Reser, Model Applications Coordinator

Regina Fauver, Project Administrator

Florence Parker, Communications Specialist

OKI is designated as the Metropolitan Planning Organization ("MPO") by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation, the Kentucky Transportation Cabinet, and the Indiana Department of Transportation in cooperation with locally elected officials for the Counties of Butler, Clermont, Hamilton and Warren in the State of Ohio, Boone, Campbell and Kenton in the Commonwealth of Kentucky and Dearborn County in the state of Indiana.

As the MPO OKI is required under Titles 23 and 49 of the U.S.C. to conduct the continuing, cooperative, and comprehensive urban transportation planning process, including corridor and subarea studies for the metropolitan area. One product of this process has resulted in the transportation plan that considers all transportation modes and supports the region's community development and social goals. The Plan was developed to provide an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. The OKI Board adopted the existing Plan in June 2008.

Periodically, as needs and conditions change, it becomes necessary to modify the *OKI 2030 Regional Transportation Plan*. This report constitutes an amendment to the regional transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area.

\*\*The primary purpose of this amendment is to allow OKI to incorporate projects to be funded by the American Recovery and Reinvestment Act (federal economic recovery

program bill). This amendment includes projects that are either new to the plan or have new funding sources as a result of the federal bill.

This amendment does not trigger the requirement for a new regional emissions analysis and is compliant with federal transportation conformity rules. The list currently contains 43 projects, 5 Kentucky projects and 7 Indiana projects. Among these 48 are exempt and 7 are non-exempt. The 7 non-exempt projects are subject to conformity requirements and have been examined. These projects are identified in the existing TIP and Plan, and this amendment is not changing their timing or scope. Therefore the Plan remains within air quality conformity.

This amendment also includes new revenue estimates expected to be received via the American Recovery and Reinvestment Act (federal stimulus bill)

A copy of the full *OKI 2030 Regional Transportation Plan* is available on CD, printed document or on-line at [www.oki.org](http://www.oki.org). This amendment is also available on the website.

Copies of the Draft 2030 Regional Transportation Plan document have been available since Monday, February 9, 2008 on OKI's website at [www.oki.org](http://www.oki.org) and also for inspection at OKI and the following locations:

- Boone County Public Library, 1786 Burlington Pike, Burlington, Kentucky
- Campbell County Public Library, 3920 Alexandria Pike, Cold Spring, Kentucky
- Clermont County Public Library, 326 Broadway Street, Batavia, Ohio
- Kenton County Public Library, 5th and Scott Streets, Covington, Kentucky
- Hamilton Lane Library, 300 North Third Street, Hamilton, Ohio
- Lawrenceburg Public Library, 150 Mary Street, Lawrenceburg Indiana
- Lebanon Public Library, 101 S. Broadway, Lebanon, Ohio
- Public Library of Cincinnati and Hamilton Co., 800 Vine Street, Cincinnati, Ohio
- Kentucky Transportation Cabinet, District 6, Covington, Kentucky
- Ohio Department of Transportation, District 8, Lebanon, Ohio
- Indiana Department of Transportation, Seymour, Indiana

Announcement of the Draft Plan's availability was made in the *Cincinnati Herald*, *Dearborn Recorder/Rising Sun*, *Community Press*, *LaJornada/Latina*, *Cincinnati Enquirer* and *Kentucky Enquirer* (week of Feb. 9).

This is where I normally start the comment period but tonight I want to provide some background on the process.

As you know the President signed the American Recovery and Reinvestment Act (ARRA) into law on February 17. Congress appropriated the funds on March 3 to start the clock ticking. The states will have 120 days to obligate its share of funds (June 30). The MPO's have one year to obligate its share (March 2, 2010).

This sounds like a long time but really a blink of an eye considering all the front end work required to move projects through the federal process. At last month's meeting, the Board agreed that the project submittal process would be reopened because of the slightly more generous time frame. Our initial guidance indicated that the time to obligate projects could be as little as 75 days. Now, as I mentioned it is one year. Many more requests were received and staff revisited the proposals from scratch.

We now know that OKI will receive funds in the following amounts:

Total for Ohio counties: \$30 Million

KY counties: \$8 Million

Dearborn County: \$148,000

OKI will be responsible for selecting projects in our Ohio counties. We are coordinating with KYTC and Dearborn County to distribute KY and Indiana funds. We did receive a large number of worthy projects.

First let me go over the evaluation process used to select Ohio projects. The goal was to select \$30 Million worth of projects out of a pool of projects requesting \$1.8 Billion. *Some of this has already been covered but it bears repeating.*

Our primary goal was to develop a list of eligible projects that is shovel ready.

The first step was to remove duplicates. After the submittal process was reopened, several projects were received a second time with more information or project sponsors submitted a revised mix of projects.

Next we removed projects that were already obligated, as these by law are ineligible. We then removed studies. The law requires the expenditure to result in a construction project as define by Title 23.

Also removed are transit projects because they have their own pool of funds, projects submitted by a non-public sponsor and projects outside the urbanized area.

Next, the following questions were asked of each project. A project receiving a "NO" answer were set aside and did not make the list.

Is the project a transportation project?

Is it a construction or operational improvement project?

If the project is a roadway project, is it on a functionally classified roadway?

Can the project be under contract for construction quickly? Meaning...

Is the right of way cleared?

Is the NEPA cleared or is it CE-1 eligible?

Are the plans complete or will they be complete by December 31, 2009 and obligated in March 2010.

This screening reduced the list from over 400 to approximately 130.

Next a team of OKI staff continued the review process, carefully deliberating over each project considering the following criteria:

1. TIP status – Is the project currently in the OKI TIP and at a stage where it can move quickly?

2. Regional benefit –

Does the project enhance commerce? (retail and commercial areas – places of significant economic activity are given priority)

Is commerce or job retention/creation significant?

Does the project improve mobility beyond the immediate project area?

3. Maintenance Status

Is there an urgent maintenance issue? (Preservation projects given more priority than enhancement projects)

Needing to cut more Ohio projects to get towards our target of \$30Million, we set aside projects requesting more than \$10 million as it seemed improper to devote so much to a single project. Further reductions were made by removing lower priorities as designated by project sponsors who had submitted multiple projects.

Using these criteria, staff selected the draft list of potential projects in the DRAFT Plan Amendment. There are 4 tables. The first is transit. These were selected and provided to OKI from the transit agencies. The area will receive about \$25 million through FTA 5307 funds.

The remaining tables are transportation projects for each of the states.

In Ohio there are a total of 5 projects already in the TIP and are ready to go to contract quickly:

(Walvogel RR relocation, Banks Mehring Way relocation/Street grid , SR63 Monroe signal & safety upgrades, 2 section of the Ohio River trail in Cincinnati and Anderson Twp.

36 projects are what we would characterize as basic preventive maintenance projects, many of them resurfacing projects.

3 projects are primarily for intersection, safety and signal upgrades.

4 projects are bike/ped projects.

In Kentucky OKI funds are pooled with the Cabinet. The table identifies eligible projects already in the TIP. The legislature is in session and is deliberating over priority projects. We'll know more soon.

The Indiana table also includes OKI funds pooled with state funds. These are projects that INDOT is funding in Dearborn County.

So what's the next step?

Next week project sponsors in Ohio will be required to meet with Oki and ODOT to review the project status, determine milestone dates and address details to enable the projects to advance towards obligation and contract letting. Sponsors should have detailed information about their projects and knowledgeable staff on hand to answer questions about technical and administrative issues.

The TIP and Plan will have to be amended to by the OKI Board on March 12, to include the final list of projects. With board approval the list will be forwarded to the state DOT's and the respective FHWA division offices. These amendments will be in accordance with normal OKI procedures as required by federal law. That process was initiated by advertising the draft list and written Plan and TIP amendments on February 3 (and again on March 5). This commenced the public comment period.

Tonight, we would like to get your comments on the **amendment**. If you have an oral statement you will be afforded an opportunity to deliver it momentarily. Please speak clearly and loud enough so that it can be recorded. If you have written comments, you may leave them with me this evening. Comments received after the conclusion of this public hearing will not be considered part of the official hearing record.

There is no legal difference between comments received in written form and those delivered orally, nor is there a difference in the weight and consideration given to them.

The hearing record will be forwarded along with the plan to transportation funding agencies.

If you have a statement to present tonight, please complete a "Request to Comment" card. These are at the sign in table as you entered the room raise your hand to be recognized and provide your name and the name of any organization you may represent so that this information may be entered into the record.

Thank you for coming tonight. Let us begin.

**Bob read into the record Village Manager Bernard E. Boraten, Amberley Village's e-mail.** The Village respectfully requests that the Ohio-Kentucky-Indiana Regional Council of Governments consider placement of the Galbraith Road rehabilitation project in Amberley Village to be included on the primary list of projects being recommended for advancement under the American Reinvestment and Recovery

Act 2009. Galbraith Road, as many users know, is very rough from Kenwood Road west to the Reading corporation line. The citizens of Amberley Village have spent significant funds over the years to patch portions of this important commuter thoroughfare as it has deteriorated. These funds were spent in an attempt to keep the road passable. The portion of Galbraith in Amberley Village was last resurfaced in 1991. Since that time, Amberley Village has provided the funds to maintain this area. In 2008, Amberley Village initiated the efforts for a multi-jurisdictional application for desperately needed improvements along the Galbraith Road corridor. In conjunction with Deer Park, we sought financial support for this project when we became aware that stimulus funding was available. The OKI staff has placed Deer Park on the primary list for ARRA funding. The Village feels this was a wise decision. Economies of scale could be achieved if the multi-jurisdictional approach were approved. The traffic counts along this area are approximately 10,000 vehicles per day and have recently increased with the opening of the new Jewish Community Center Complex on Ridge Road north of Galbraith. While the Village applied for Galbraith Road for the entire length from the east to west corporation lines, the Village would at least like to see funding extended to a logical termination point, which would be represented by a project which goes west to the Ridge/Galbraith intersection. The Village requests that OKI reconsider funding these improvements so that the Galbraith Road corridor from Kenwood Road to Ridge Road can be properly upgraded once and for all. Thank you, Bernard E. Boraten Village Manager Amberley Village, Ohio.

Mr. Koehler stated that a letter was also received from City Manager, Mark Brandenburger, City of Hamilton and asked if he would prefer to give oral testimony, Mr. Brandenburger responded yes he would prefer to give oral testimony.

Mr. C. Michael Lemon – My name is Michael Lemon and I am the Columbia Township Administrator, we have submitted a project for Bramble Road and Plainville Road in Columbia Township. This is a project that I would like to encourage the ICC to give serious consideration to as it is not only a transportation project in nature but it is also closely tied to an economic development/redevelopment plan that the township has put together that will not only retain jobs but it will also help create new jobs as well, so I am hoping that serious consideration will be give to this project. Thank you.

Ms. Kathy Holwadel, Cincinnati Bike/PAC, You will noticed I am dressed in a little different costume then the rest of you. I am here representing bikes today as a form of serious transportation and economic development. I am thrilled to see on the list the Ohio River Way Trail make the list-- thank goodness in our lifetime it will happen. We will get that connected with the trail that goes out to Miami-Loveland and all the way up to Columbus and eventually to Cleveland. I was here today to represent hopefully as a consideration of another trail. I see Robin Carothers and she is probably going to be talking perhaps about the Millcreek Greenway trail which is on the west side of town and another major bike artery. With 23.8% of the population in Cincinnati proper not having access to a private automobile and with the state of the economy affordable transportation is exceptionally important. Now listening to the criteria that was used for

the selection process, I am not sure that it was sponsored appropriately but I hope in the future we will make sure that we get that very important project. Thank you.

Mr. Mark Brandenburger, City of Hamilton, Thank you sir. I would like to Thank the OKI and the staff for all the work that you do. I last appeared here probably 8-years ago on a light rail matter. The City of Hamilton is quite appreciative of your consideration. My letter explains what Hamilton's position is on the three projects that we submitted none of which were funded nor included in the contingency funding. I simply wanted to acquaint OKI, Mr. Policinski yourself Mr. Koehler, the staff with a little more information about Hamilton and I hope this is relevant. Hamilton is a renewal community under federal law. We are a renewal community under HUD and we and Youngstown are the only two in Ohio and we have been since 2002. That equates to a uh-oh we have some real distress there and we have qualified for that rather a dubious designation but nevertheless were using for what it is worth. We are also listed as a situational distressed community under Ohio Law and under the Ohio Department of Development. We are an Impacted City. We are an SPA HUB zone and under the Brookings Institute we are a Core community pursuant to the restoring prosperity initiative for greater Ohio. Given all of those our thinking and perhaps simplicity though it may be if any community qualified for stimulus money certainly it would be our community. We understand from Mr. Policinski's very kind and timely response to my inquiries earlier today. Some of the reasons for which we are turned down we dispute those reasons, sorry Mr. Policinski no hard feelings, and we have included in that our letter. We would ask for reconsideration on that basis and if the OKI staff has any questions to specifics we have our planning director, city engineer and one of our senior civil engineers here with us tonight to address any such questions. I would ask that my letter be included in the record and I brought additional copies for your staff.

Mr. Koehler---Thank you we will certainly include those in the discussion tomorrow with ICC and the Board as well as other comments received tonight.

Mr. Bob Harrison, City of Wyoming—Thank you, my name is Robert Harrison, City Manager for the City of Wyoming. We submitted a project for SR4 its upgrading approximately 11 traffic signals along SR4. This State Route has approximately 17,600 cars a day. There are several east/west corridors that run off this route as well. Most of the signals in this area were installed 40-50 years ago. None of them are synchronized it results in a great deal of traffic congestion both in our community but also slows traffic as it goes further north along Route 4 in Woodlawn, Glendale and Springfield Township. It's currently listed on your contingency projects here for funding in the ARRA. We would like obviously consideration to move that up to a priority project. We do appreciate its consideration as a contingency but obviously we think that it could certainly help the area in terms achieving its clean air requirements and reduction of ozone that occurs as a result of the cars that end up stopped on Springfield Pike and making more stops then necessary in this area due to the antiquated traffic signal system that we do have, so we have tried to make some steps actually we spent

\$125,000 of local funds upgrading a traffic signal in Woodlawn at a recreational center of our taxpayers money we are looking for funding for this project and we are in a position to move on it fairly quickly if it is funded. JMA Engineering who is our City Engineer has assured us that we would be able to make some fairly quick progress on getting this project if it is approved out to bid and awarded in a fairly timely manner. Thank you again for your consideration as a contingency project if at all possible we think it would have a true regional benefit if we could have this project funded.

Mr. Bob Nikula, City of Montgomery -- Thank you. I am Bob Nikula, Public Works Director of City of Montgomery. I just want to thank the OKI Staff and their work thus far. I am here to represent the City of Montgomery regarding plan ID 6S13 project that did make the approval list and I just want to let the OKI Staff know that we stand prepared to deliver that project if funded. We plan to include some additional pedestrian improvements in front of the Sycamore High School. This is the only road that leads into and out of the high school, which serves three communities. Our plan would be to install some improved warning lights at that crossing that the students use that have been very successful in other parts of our community and again we want to thank you for your work and let you know that we will deliver a quality project if this is approved.

Mr. Bobby Fisher, City of Sharonville -- I would like to express our appreciation on behalf of the administration of the city for the work that you are doing Mr. Koehler and your staff we certainly appreciate all our efforts. I would just ask that the information that I relate to you via e-mail today be added to the record. I believe that I did explain the necessity of the project on Cornell Road the roadway stabilization the need for that project to move forward and would ask for consideration under the circumstances that I did relay to you earlier today. Appreciate again all the efforts of your staff. Thank you.

Mr. Koehler stated that the e-mail will be added to the record.

Ms. Robin Corathers, Millcreek Restoration Project -- Hello, I am Robin Corathers with Millcreek Restoration Project. I have both a comment and a question. First, of all we prepared a proposal for the Queen City South Millcreek Greenway Trail. That project was submitted to OKI through the City of Cincinnati. The Millcreek Restoration project is the contractual project manager for the City of Cincinnati's Millcreek Greenway Program so in fact this is a city trail program. A city trail project. It would provide alternatives transportation. There would be opportunities for bike commuting for outdoor recreation and exercise. I think most importantly because we are talking about federal economical stimulus funds, we decided to commission a economic analysis of this project and the University of Cincinnati's applied economic research institute completed a study last week and they concluded that this project would create 83 jobs and that the economic impact would be \$8.28 million in Hamilton County and 7 nearby counties, so I think it is important that we met that criteria. We found out last week that OKI staff did not recommend this project for OKI funding and so we were advised to go to the State of

Ohio to the Department of Transportation and request transportation enhancement funds. I filled out those applications last week but the applications stipulate that you must be on your regional planning agencies transportation plan and so the question is it's a catch 22, were not on the plan because the staff has eliminated us but in order to receive any other federal funding from other sources we need to be on this plan. I would like OKI to please consider this conundrum and let us know what we can do to get on the plan eventually. I think also that our other project as we understand it was not eligible for these funds through OKI because it would pay for pre-construction work for a second trail the South Millcreek Trail, but we look forward to working with OKI. We think the Millcreek Greenway System holds tremendous promise for the region. Particularly in the area of job creation and economic stimulus. Thank you.

Mr. Bob Koehler -- we can work with you to figure out a way to solve that conundrum. In certain cases can or cannot pledge OKI funds but if there is a way we can weave those projects that are transportation projects into the plan on a conditional basis perhaps we will have to talk about a little more but we can work with you to try to figure that one out.

Ms. Corathers -- Thank you.

Mr. Kurt Seiler, City of Mason -- Thank you. I am Kurt Seiler, City of Mason. I too would like to thank OKI Staff for your help and responsiveness in e-mails and phone calls answering questions that we had. I appreciate it. We actually requested the removal of the Main Street Project that is a storm sewer project that is crossing Main Street so it is not really a transportation project. We would also like to take 8S3 and switch that project out for Kings Island Drive resurfacing project which would be a higher priority project for us and free up valuable tax dollars for our street resurfacing program. That roadway serves over 3 million visitors every year to Kings Island Amusement Park and the Great Wolf Lodge. Request your consideration for eliminating those two projects and adding the Kings Island Drive resurfacing which was submitted prior to the February 23<sup>rd</sup> deadline. Thank you.

Ms. Teri Whitmore, Hamilton, Ohio -- Thank you Mr. Koehler, Mr. Policinski members of the OKI Staff. First and foremost for all the work I know you have put in the last number of weeks through e-mails, phone calls and I am sure many late nights here at the office. I have been involved here with the OKI Regional Council of Governments since 2002 and also worked for a smaller Metropolitan Planning Organization prior to coming to the State of Ohio. I understand the need for coming together with objective criteria in a situation like the ARRA with the funds that are coming to this area and the tight timelines involved, but I also have concerns that in meeting these tight timelines that the extent of all the projects listed in the suggested TIP Amendment have not probably been fully researched there is not the level of detail and information that has been submitted that I know would be submitted here in the future, but what I would encourage consideration of is what the State of Ohio requested lasted week of

jurisdictions where you had four days to turn around a very extensive listing of information on your project to really see the merits of it to understand whether or not it can move forward on the timeline requested. I am concerned that the letter that Mr. Policinski put together talked about encouraging projects to be implemented by April 4<sup>th</sup> so if these projects were to be approved by the committee on Thursday there would be jurisdictions moving forward on these projects right away. I would want to make certain that the projects are of merit that the long range planning aspects are looked at in full. An example being in the butler county listing there are a set of projects for River Rd. one being from the County line to the Fairfield corp. line the next one from Fairfield corp. line to near Bolton Water Plant, but River Road also runs into Hamilton, Ohio, so I hate to have a roadway that is improved and just stops at a corporate limit. There might need to be some consideration for continuing that improvement so that you don't have vast differences of quality of roadway on a project. From that perspective what I also might suggest is not if there is a way to do it since there is a year to spend not fully programming the funds using that contingency list so that you really have an ability to look at all projects that might come into the future as you might be able to improve upon projects there might be projects that can move faster than others. Again, I know that the pressure is there to move quickly put that listing together but I also want to encourage an ability to do the planning perspective if there is a way to do it and program in some flexibility to this listing. Thank you.

Mr. Mike Duncan, City of Blue Ash -- Thank you, I am Mike Duncan City of Blue Ash Public Works Directors. I also want to Thank OKI to be able to pair down \$1.2 billion worth of projects to \$30 million is rather amazing task in a short period of time that you have, so I want to thank you for all your hard work. The City of Blue Ash had submitted several projects, we are appreciative that one project for the rehabilitation of Reed Hartman Highway is included in the list. As most people know Blue Ash is the second largest employment center in the Cincinnati area after the City of Cincinnati itself with over 50,000 employees. Reed Hartman Highway is the major north/south arterial within the city directly serves 275 and also Ronald Reagan Highway and has indirect access to both 71 and 75. Ethicon, Toyota, Procter and Gamble many other business with large employment basis within the county are located there. This is one project that was going to have to be delayed the economy is kind of slowing down as everyone knows that every county and city is hurting and we are all looking at projects that can be delayed. However, the pavement conditions are down to the fair to poor area and with well over 20,000 cars a day it is critical need of rehabilitation. The city of Blue Ash would like to thank OKI for having it in the list and reiterate it is in a very strong area of economic vitality and will definitely assist not only the businesses that are directly next to Reed Hartman Highway but all of the area not only in Blue Ash but also serves other areas in north eastern Hamilton County. Thank you.

Mr. Koehler stated that is the end of the cards that have been turned in and assume that is the last of the folks that would like to give verbal comments. If there is anyone

that would like to give a comment, please raise your hand and we will get you in the record. There were not additional comments.

Mr. Policinski -- I just want to thank everyone for coming and it is \$1.8 billion dollars into \$30 million by the way. This was a very difficult process the team at OKI that put this together literally worked morning to night several days and then they got to do it again as more and more of the stimulus package became available in a sense that we knew what was required in the legislation. I want to thank you all for being here tonight many of you have come a great distance at not a convenient time to travel, but I would also like to thank the folks of OKI that who did a yeoman's task here under very difficult circumstances very short time frames and I think that we may have disagreement, we want to work through the disagreements and hopefully at the end of the process we will due what really is required not just by the law what's written but by the spirit and having spent 7 of the past 12 working days in Washington, I can tell you the prime directive of this legislation is spend the money now and it has been made very clear by the regulatory agencies who are sending down regulations now on this program as well as the intent of Congress that this money needs to be spent quickly. Even though I think everyone referred to it almost tonight about shovel ready getting things out, help try to stimulate the economy, it cannot be said enough. So the work that the staff did, I just want to Thank You under very difficult circumstances for applying your great collective wisdom and individual wisdom I might say and I think that we have a product, you all may not think is perfect, but certainly one that we can work with. Thank you all.

Mr. Koehler -- If there are no other comments I will personally thank you for also coming and ask you to be careful as your traveling home and we have heard some great comments and suggestions that will be carried forward to the ICC and Board for their consideration. Again, Thank you very much and good night. The meeting ended at 5:45 p.m.

## Regina Fauver

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**From:** Boraten, Bernie [BBoraten@amberleyvillage.org]  
**Sent:** Monday, March 09, 2009 4:13 PM  
**To:** Regina Fauver  
**Cc:** Rasfeld, Steve; Browder, Nicole; Shaw, Anna; John L. Eisenmann; DShvegza@CDS-ASSOC.COM; MayorKamine@aol.com  
**Subject:** Appeal For Higher Consideration For Amberley Village Galbraith Rd. Rehabilitation Project Which Is Presently On Contingent List

Ms. Fauver,

Please read the following into public record:

The Village respectfully requests that the Ohio-Kentucky-Indiana Regional Council of Governments consider placement of the Galbraith Road rehabilitation project in Amberley Village to be included on the primary list of projects being recommended for advancement under the American Reinvestment and Recovery Act 2009.

Galbraith Road, as many users know, is very rough from Kenwood Road west to the Reading corporation line. The citizens of Amberley Village have spent significant funds over the years to patch portions of this important commuter thoroughfare as it has deteriorated. These funds were spent in an attempt to keep the road passable. The portion of Galbraith in Amberley Village was last resurfaced in 1991. Since that time, Amberley Village has provided the funds to maintain this area.

In 2008, Amberley Village initiated the efforts for a multi-jurisdictional application for desperately needed improvements along the Galbraith Road corridor. In conjunction with Deer Park, we sought financial support for this project when we became aware that stimulus funding was available. The OKI staff has placed Deer Park on the primary list for ARRA funding. The Village feels this was a wise decision. Economies of scale could be achieved if the multi-jurisdictional approach were approved. The traffic counts along this area are approximately 10,000 vehicles per day and have recently increased with the opening of the new Jewish Community Center Complex on Ridge Road north of Galbraith. While the Village applied for Galbraith Road for the entire length from the east to west corporation lines, the Village would at least like to see funding extended to a logical termination point, which would be represented by a project which goes west to the Ridge/Galbraith intersection. The Village requests that OKI reconsider funding these improvements so that the Galbraith Road corridor from Kenwood Road to Ridge Road can be properly upgraded once and for all.

Thank you,

Bernard E. Boraten  
Village Manager  
Amberley Village, Ohio

**From:** Fisher, Robert [mailto:rfisher@cityofsharonville.com]

**Sent:** Monday, March 09, 2009 11:57 AM

**To:** Robert Koehler

**Subject:** RE: Stimulus Funding

Since the original submissions that CDS did for us on this project they have take some time to review the estimates and believe that the project can be completed for \$380,000. We are able to fund half of this amount.

Thanks again for your consideration.

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**From:** Robert Koehler [mailto:RKOEHLER@oki.org]

**Sent:** Monday, March 09, 2009 11:08 AM

**To:** Fisher, Robert

**Subject:** RE: Stimulus Funding

Mr. Fisher,

We can advance your request to the OKI Board. They will make the decision regarding any changes in the list. Currently it ranks 10<sup>th</sup> on our contingency list. Is the cost estimate still \$500,000?

Bob Koehler

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**From:** Fisher, Robert [mailto:rfisher@cityofsharonville.com]

**Sent:** Monday, March 09, 2009 10:12 AM

**To:** Robert Koehler

**Subject:** Stimulus Funding

Mr. Koehler,

I appreciate the efforts that you and OKI have put forth recently in managing the distribution of stimulus dollars. I know this has been quite a project to take on in a short time. The cooperative relationship that exists between OKI and the City of Sharonville is certainly something that we are proud of.

I spoke with Robyn on Friday regarding some concerns that we have related to railroad projects and appreciate her efforts as well. While speaking with her I inquired about one project that we submitted to you for funding consideration which is placed as a contingency project on the proposed TIP. The project is a culvert repair on Cornell Road. She suggested that I update you with some information that we recently received about this project.

This project was identified due to some slippage of the roadway in the area of 4200 Cornell Road. During inspections, our engineers discovered that the headwall for this early 1900's culvert had failed and that the potential exists for the roadway to also fail. The recommendation of our engineers was to stabilize the road with a pier wall or extend the culvert a substantial distance into the adjoining property so that the road could be reinforced. As part of our evaluation process, we recently requested the Hamilton County Engineer's Office to inspect the culvert as well. After conducting this inspection, a recommendation was made by that office to prepare an emergency contract and have the repairs done immediately. We received this recommendation from them this past week, and I wanted to make you aware of the importance of this project. The letter detailing this information is attached.

I inquired of Robyn on Friday as to how likely it would be that we would receive funding for this project as it is listed on the contingency list. I would appreciate any guidance that you could offer from that perspective. We are requesting any assistance with this project that you can offer and are able to partially fund it at this time.

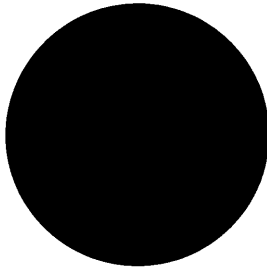
Thanks for your consideration in this matter. Please feel free to call me if you require additional information.

**Robert A. Fisher**

Deputy Safety/Service Director

City of Sharonville, Ohio

513.563.1144



Founded 1791

**Office of the City Manager**

City of Hamilton, Ohio  
One Renaissance Center  
345 High Street, 7th Floor  
Hamilton, Ohio 45011  
Telephone 513 785-7002  
FAX 513 785-7010  
www.hamilton-city.org

March 9, 2009

Mr. Mark Policinski, Executive Director  
Ohio-Kentucky-Indiana Regional Council of Governments  
720 East Pete Rose Way, Suite 420  
Cincinnati, Ohio 45202

**Hand Delivered**  
**To Public Hearing**

Re: "Stimulus" Public Hearing of March 9, 2009

Dear Mark:

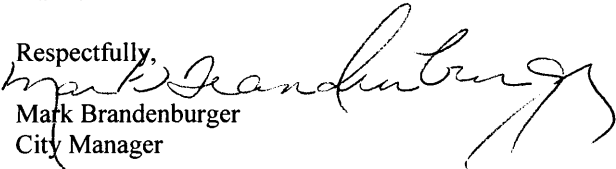
Thank you for your letter of March 6, your email of March 9 and for the opportunity at today's public hearing to express the City of Hamilton's dismay at and objection to receiving no recommendation from OKI for stimulus funding (or even contingency funding) on any of the projects submitted by our Public Works Department. We are all very surprised that the largest incorporated public entity within and county seat of Butler County received not a dime, while projects all around us were recommended for funding for all sort of things, including sidewalks, with some receiving more funding than our draft lists show was originally requested.

If I interpret your email to me today correctly, Hamilton's resurfacing projects as proposed to OKI were rejected because our Public Works Director listed January 2, 2010, as the Plans, Specifications and Estimate Date, and OKI established a PSE cut-off of December 31, 2009. Is our staff correct in advising me that the December 31, 2009, deadline date was unannounced as such by OKI to anyone when funding applications were sought and that it is totally artificial regardless? Hamilton's Public Works staff certainly believes this, and our Public Works Director states that he purposely used January 2, 2010, to take into account Hamilton's ability to have staff work over the end-of-December holidays, if necessary, and be even more assured for timely construction in 2010.

We also disagree that our UPS submittal - for what I term computerization of traffic signals along a horribly congested portion of High Street, not to mention Pleasant Avenue and Main Street - is "not on a functionally classified road system." How can a state route through the center of town leading directly to the interstate system not be eligible for this funding? We think it is, and High Street, Pleasant Avenue and Main Street certainly look to me to be functionally classified road systems that comprise Routes 129, 127 and 177.

Not meaning to be cantankerous, we nevertheless dispute that Hamilton's crosswalk project along Main Street is secondary maintenance. What we would like to do in this project will help preserve the "walkability" of this struggling commercial corridor, help it retain existing jobs and provide an attraction for new business - a key goal of stimulus funding.

In conclusion, please allow this letter to register the City of Hamilton's complaint and concern with this process and be made part of the record of today's public hearing asking for our city's reconsideration for project funding. Please also allow me to thank you for responding to my earlier inquiry today in so timely a manner.

Respectfully,  
  
Mark Brandenburger  
City Manager

**Donald H. Burrell**

**4994 Bonaventure Court**

**Cincinnati, Ohio 45238**

March 10, 2009

Regina Fauver  
OKI

I would like the following comments related to the Clermont County ARRA project for reconstructing Round Bottom Road included with the public responses to Amendment 1 of the OKI Long Range Regional Transportation Plan.

While I support and welcome this project as a needed road improvement for a route of particular importance to bicyclists, I am hoping that this project will add some much needed pavement width as the road is rebuilt. Round Bottom Road has been an important route for local cyclists for years providing access from Cincinnati to rural Clermont County roads. During this time, suburban development has increased car and truck traffic causing safety problems for all. Attempts over the years to have the road improved, preferably with the addition of striped bike lanes, have not been accepted by Clermont or Hamilton Counties. The need for improvements of Round Bottom Road was singled out in the 2008 update of OKI's Regional Bicycle Plan (chapter 4, page 8).

The significance of Round Bottom Road as a cycling route through the eastern corridor is not just local. Round Bottom Road is also part of the route for the coast to coast American Discovery Trail, Ohio's Buckeye Trail, the Ohio Cross State Bicycling Route B to Marietta, and the Adventure Cycling Underground Railroad Bike Route from Alabama to Ontario.

Speaking as a member of the Cincinnati Cycle Club, the American Discovery Trail Society and the Adventure Cycling Association, I request OKI's assistance in conjunction with the Clermont County Engineer's office, while implementing this reconstruction project, to provide whatever additional pavement width is possible within the constraints of the available right of way and project funding.

Sincerely,

Don Burrell

## Regina Fauver

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**From:** Robert Koehler  
**Sent:** Wednesday, March 11, 2009 2:53 PM  
**To:** Andy Reser; Mark Paine; Regina Fauver; Robyn Bancroft  
**Subject:** FW: info  
**Attachments:** p-e4m3Yko6bFYVc.gif?labels=NewsAndReference,CultureAndSociety

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**From:** Frank Birkenhauer [mailto:fbirkenhauer@coleraintwp.org]  
**Sent:** Wednesday, March 11, 2009 1:55 PM  
**To:** Robert Koehler; Mark Policinski  
**Cc:** David Foglesong  
**Subject:** info

Gentlemen,

I spoke to Ted Hubbard today and he stated that the county Engineer would support this project. he told me for both sub-areas the \$6 Million Dollar number may not be too far off base. Could we ask for reconsideration of funding one sub-area up to \$2.5 Million? If there is anything that can be done to help us bring this project to fruition I would certainly appreciate it. Thank you! The article below was in the NW Press this week:

Sincere Regards,

Frank A. Birkenhauer, ICMA-CM  
Assistant Administrator / Director of Development  
4200 Springdale Road  
Colerain Township, Ohio 45251  
ph: (513) 385-7500

## Colerain keeps seeking stimulus funds

By Jennie Key • [jkey@communitypress.com](mailto:jkey@communitypress.com) • March 7, 2009

Colerain Township officials are looking at ways the community can latch on to some of the federal stimulus money when it begins pouring out of Washington, D.C.

Frank Birkenhauer, assistant administrator and economic development director for Colerain Township, said the township is looking to partner with other agencies, such as OKI to try to pull some of those funds into Colerain.

Birkenhauer said the township submitted a number of township road projects just in case, but believes those projects are not likely to receive funding.

The township submitted about \$5.9 million in local street projects.

Birkenhauer said the township also submitted a sidewalk project on Springdale, Poole and Joseph Roads, using data gathered from the Safe Routes to School project ongoing with the state of Ohio.

He said the township and Ohio Department of Transportation and OKI also submitted sub-area 6 and 7 of the Colerain Avenue corridor, which is the southern end of Colerain Avenue, south of Galbraith Road to the township line.

Ted Hubbard, Hamilton County chief deputy engineer, said the subarea project deserves some support.

"The Colerain access management project brought \$100 million in economic development since its completion in 2002," he said. "It's the poster child for economic stimulus projects."

Hubbard said the county also asked for some larger road projects in Colerain Township, as well.

One would be a \$500,000 repair and resurface project on Blue Rock Road between Sheed and Cheviot roads. Another is a \$1.4 million project to repair and resurface Galbraith Road from Georgianna to Vegas Drive. Bridge replacements on Day Road and Blue Rock Road, each with a \$200,00 price tag, were also submitted.

The submission process for stimulus projects seems scatter-shot. Hubbard said he has already submitted projects through five different portals.

"If we get one or two, I would be happy," he said.

Springfield Township has asked for nearly \$7 million, the majority of which is to repair 53 of its 400 streets.

## Regina Fauver

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**From:** Robert Koehler  
**Sent:** Wednesday, March 11, 2009 2:57 PM  
**To:** Andy Reser; Mark Paine; Regina Fauver; Robyn Bancroft  
**Subject:** FW: TARP Money for Warren County

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**From:** Robert Koehler  
**Sent:** Wednesday, March 11, 2009 12:55 PM  
**To:** 'Steve Schneider'  
**Subject:** RE: TARP Money for Warren County

Mr. Schneider,

I cannot respond regarding TARP but I can tell you that the Warren County Transit System will receive \$207,000 and SORTA will receive over \$21 million in American Recovery and Reinvestment Act funds. Perhaps your comments could be directed towards those agencies to highlight the critical nature of that service.

Bob Koehler

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**From:** Steve Schneider [mailto:srschneider@yahoo.com]  
**Sent:** Wednesday, March 11, 2009 12:17 PM  
**To:** Robert Koehler  
**Subject:** TARP Money for Warren County

Mr. Koehler,

I am writing to express my dissatisfaction with the lack of direct TARP money to subsidize Warren County's Metro bus service. As one of 240 current riders now utilizing this service, I speak for everyone when I say that this service is most worthy of TARP funds. Supporting these routes is in line with everything that the current administration is trying to accomplish including reduced dependence on foreign oil, cleaner air, and to improve the quality of life for ALL commuters--not just those willing to put up with all of the negatives that go along with riding the bus.

We have seen ridership drop from well over 400 patrons as the price has increased by an annual percentage of 25% per year! The one way has increased from \$1.75, to \$2.25, to \$2.75, to \$3.25, to \$3.75 and most recently to \$4.25 each way over the past six years. In addition, these routes were once a part of the "summer fare" program where fares were reduced to 50 cents in June, July, and August.

Please bring my concerns to those that could make a difference and to see that this service will benefit in some way.

Best regards,  
Steve Schneider  
[srschneider@yahoo.com](mailto:srschneider@yahoo.com)  
(513) 728-0921 Cell