MEETING MINUTES
OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
FEBRUARY 11, 2016 - 10:30 A.M.
OKI BOARD ROOM

- Call to Order

President Lynch, noting that there was a quorum, called the meeting to order at 10:31 a.m. with the following members in attendance:

EXECUTIVE COMMITTEE MEMBERS

Mr. Kevin Lynch, Dearborn County Board of Commissioners, President
Judge Gary W. Moore, Boone County Fiscal Court
Mr. T.C. Rogers, Butler County Board of Commissioners, First Vice President
Judge Steve Pendery, Campbell County Fiscal Court
Mr. Michael Moore, alternate for David Mann, Cincinnati, Ohio
Ms. Sherry Carran, Covington, Kentucky
Mr. Robert Browr, Hamilton, Ohio
Ms. Dora Bronston, alternate for Larry Mulligan, Middletown, Ohio
Mr. Jim O'Reilly, Wyoming, Ohio
Mr. Josh Gerth, Anderson Township
Mr. David Linnenberg, Green Township
Mr. Karl B. Schultz, Miami Township
Mr. Cory Wright, alternate for Matthew Beamer, Union Township
Ms. Christine Matacic, Butler County Association of Township Trustees & Clerks
Mr. Jonathan D. Sams, Warren County Association of Township Trustees & Clerks
Mr. Brian Painter, Campbell County Fiscal Court
Mr. David Okum, Hamilton County Regional Planning Commission
Mr. Dennis Andrew Gordon, PDS of Kenton County
Mr. Daniel Geroni, alternate for Stan Williams, Warren County Regional Planning Commission
Mr. Ken Bogard, Resident Member
Mr. Bill Brayshaw, Resident Member
Mr. Larry Maxey, Resident Member
Mr. Ken Reed, Resident Member, Treasurer
Mr. V. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs, Resident Member
Mr. Ted Hubbard, Hamilton County Engineer
Mr. Jim Ude, Indiana Department of Transportation
Ms. Carol Callen-Framler, alternate for Robert Hans, Kentucky Transportation Cabinet
Ms. Tammy Campbell, Ohio Department of Transportation

Kevin L. Lynch
President
Mark R. Policinski
CEO/Executive Director

Serving the Counties of: Boone, Butler, Campbell, Clermont, Dearborn, Hamilton, Kenton, Warren
Executive Committee Members Continued
Mr. Dwight Ferrell, Southwest Ohio Regional Transit Authority
Mr. Andrew Aiello, Transit Authority of Northern Kentucky
Mr. Bradley Williams, Butler County Regional Transit Authority

BOARD MEMBERS

Mr. Tom Adamec, Blue Ash, Ohio
Mr. Charles Tassell, Deer Park, Ohio
Mr. Charles Southall, Forest Park, Ohio
Mr. John Armstrong, Indian Hill, Ohio
Ms. Pamela Gross, Loveland, Ohio
Mr. Michael Steur, Madeira, Ohio
Ms. Kathy Grossman, Mason, Ohio
Ms. Suzi Rubin, Monroe, Ohio
Mr. Sean Feeney, North College Hill, Ohio
Mr. James Bonsall, Norwood, Ohio
Mr. Steve Dana, Oxford, Ohio
Ms. Marjorie Harlow, Springdale, Ohio
Ms. Cathy Flaig, Boone County Fiscal Court
Mr. Greg Breetz, Boone County Planning Commission
Mr. Taylor Corbett, Clermont County Planning Commission
Mr. Mark McCormack, Dearborn County Plan Commission
Mr. Marc Hult, Kenton County Planning Commission
Mr. Charles Graves, Cincinnati (City) Planning Commission
Mr. Ralph B. Grieme, Jr., Resident Member
Mr. Dennis Deters, Hamilton County Board of Commissioners, Resident Member
Mr. Roger Kerlin, Resident Member
Mr. Thomas Voss, Resident Member
Mr. Todd Listerman, Dearborn County Engineer

GUESTS

Mr. Bill Wells, Covington, Kentucky
Mr. James Lukas, representing Kevin Hardman, Sharonville, Ohio
Mr. Tom Peck, self
Mr. P.J. Ginty, Warren County RPC
Mr. Thomas Nelson, Jr. FHWA-Kentucky
Ms. Bernadette Dupont, FHWA-Kentucky
Mr. Jeff Petitch, Carpenter Marty Trans.
Mr. Keith N. Corman, K&M Corman Consultants
Mr. Skip Schulte, citizen
Ms. Cindy Wallace, TranSystems
Mr. Nathan Pera, TranSystems
Mr. Steve Mary, Stantec
Mr. Jay Hamilton, Mead & Hunt
Guests Continued
Mr. John Ballantyne, FHWA-Kentucky
Mr. Jeff Wallace, Parsons Brinckerhoff
Mr. Steve Hartke, City of Mason
Mr. Kurt Seiler, City of Mason
Ms. Carrie Pastor, Greater Cincinnati Chamber of Commerce
Ms. Megan Hube, Greater Cincinnati Chamber of Commerce
Ms. Marilyn Hyland, I&O Railroad

LEGAL COUNSEL

Mr. Ed Diller, Taft. Stettinius & Hollister

STAFF

Mr. Mark R. Policinski  Mr. Robert W. Koehler  Ms. Marilyn F. Osborne
Ms. Karen Whitaker  Ms. Purcy Nance  Mr. Mark Paine
Ms. Lorrie Platt  Mr. Bradley Mason  Ms. Florence Parker
Mr. Andy Meyer  Ms. Mary Luebbers  Mr. David Shuey
Ms. Robyn Bancroft  Ms. Alex Barnes  Mr. Andrew Rohne
Mr. Andy Reser  Ms. Regina Fields  Ms. Summer Jones

Ms. Dora Bronston led the Executive Committee in the Pledge of Allegiance.

- Announcements

President Lynch reminded everyone to sign in for attendance purposes. He also reminded everyone that this is an Executive Committee meeting and that Executive Committee members or their alternates are able to vote, Board members are not able to vote.

ITEM #1: ADMINISTRATIVE

A. President’s Report

- Board Orientation

President Lynch thanked the members who were able to attend the orientation prior to the meeting. He explained that a lot of important information was presented not only about the work OKI does, but also a quick tutorial about OKI’s website and the resources available to members. He pointed out that anyone interested in a one-on-one discussion to review the information is encouraged to contact Lorrie Platt.

- NARC Conference

President Lynch reported that he and the officers just returned from the NARC conference. He commented that OKI is very well represented by the Board members who attend on their behalf. He pointed out that not only do they have national recognition with Judge Moore who is the
recent Past President of NARC, but with members who are respected nationally. He explained that they had meetings with members of Congress and Senate and met with many of the members themselves. President Lynch reported that the transportation bill was a big topic, along with the Brent Spence Bridge. He stated that it was a very successfully conference on the Hill and thanked members of the staff who made it possible.

- Appointment of Alternates to the 2016 OKI Executive Committee

President Lynch referred members to the distributed memo outlining the 2016 Executive Committee members and their designated alternates, as listed as follows:

**Table:**

<table>
<thead>
<tr>
<th>County/Fiscal Court</th>
<th>Member</th>
<th>Alternate</th>
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<tbody>
<tr>
<td>Boone County Fiscal Court*</td>
<td>Gary W. Moore</td>
<td>Jeff Earlywine</td>
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<tr>
<td>Butler County Board of Commissioners*</td>
<td>T.C. Rogers</td>
<td>David C. Fehr</td>
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<tr>
<td>Campbell County Fiscal Court*</td>
<td>Steve Pendery</td>
<td>Matt Elberfeld</td>
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<td>Clermont County Board of Commissioners*</td>
<td>Edwin Humphrey</td>
<td>David Uible</td>
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<td>Dearborn County Board of Commissioners*</td>
<td>Kevin Lynch</td>
<td>Mark McCormack</td>
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<td>Hamilton County Board of Commissioners*</td>
<td>Todd Portune</td>
<td>Kathy Binns</td>
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<td>Kenton County Fiscal Court*</td>
<td>Kris Knochelmann</td>
<td>Joe Shriver</td>
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<tr>
<td>Warren County Board of Commissioners*</td>
<td>David G. Young</td>
<td>Martin Russell</td>
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**Municipalities & Townships over 40,000 (per Section 1-c)**

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<thead>
<tr>
<th>City/Township</th>
<th>Member</th>
<th>Alternate</th>
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<tr>
<td>Cincinnati, Ohio</td>
<td>David S. Mann</td>
<td>Michael Moore</td>
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<td>Covington, Kentucky</td>
<td>Sherry Carran</td>
<td>Bill Wells</td>
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<td>Fairfield, Ohio</td>
<td>Craig Keller</td>
<td>Tim Bachman</td>
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<td>Hamilton, Ohio</td>
<td>Robert Brown</td>
<td>Jody Gunderson</td>
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<td>Middletown, Ohio</td>
<td>Larry Mulligan</td>
<td>Dora Bronston</td>
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<td>Anderson Township</td>
<td>Josh Gerth</td>
<td>Andrew Pappas</td>
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<td>Jeff Ritter</td>
<td>Frank Birkenhauer</td>
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<td>Green Township</td>
<td>David Linnenberg</td>
<td>Adam Goetzman</td>
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<td>Miami Township</td>
<td>Karl B. Schultz</td>
<td>Jeff Wright</td>
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<td>Union Township</td>
<td>Matthew Beamer</td>
<td>Cory Wright</td>
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<tr>
<td>West Chester Township</td>
<td>Mark Welch</td>
<td>Michael Juengling</td>
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**Cities Under 40,000 (per Section 1-d)**

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<tr>
<th>City/City</th>
<th>Member</th>
<th>Alternate</th>
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<tbody>
<tr>
<td>Kentucky Cities Under 40,000</td>
<td>Elisabeth Fennell</td>
<td>Greg Tulley</td>
</tr>
<tr>
<td>Ohio Cities Under 40,000</td>
<td>James T. O'Reilly</td>
<td>Lynn Tetley</td>
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**Section 1-e**

4 Directors – two represents townships in Ohio having a population less than 40,000

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<thead>
<tr>
<th>Director</th>
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<tr>
<td>Christine Mataic</td>
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<td>Tom Willsey</td>
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<td>Brian Painter</td>
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<td>Charlie Coleman</td>
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<td>Jonathan D. Sams</td>
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<td>Matt Obringer</td>
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<td>Joe Nienaber</td>
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4
Mr. Reed moved that the Executive Committee concur with the President’s appointment of the 2016 Executive Committee alternates. Ms. Matacic seconded the motion; motion carried.

- Public Service Recognition Form

President Lynch announced that nominations are being accepted for individuals from our region who have contributed outstanding public service. Up to five individuals will be selected from OKI to be recognized with other honorees at an event on Cincinnati’s Fountain Square during Public Service Recognition Week in May. He encouraged everyone to think about staff that has provided outstanding public service. A nomination form was included in the mailout packet and is due to OKI by Friday, April 1. Questions should be directed to Florence Parker of the OKI staff.

- Meeting Announcements

President Lynch reminded everyone that the Bright 74 Study Public Open House will be held on February 17th.

On March 8th, OKI will host a workshop immediately following the next ICC meeting to review procedures for filling out applications for STP, SNK and TA funds. As Mark Policinski reported last
month, there will be a call for projects this spring. More information is available on OKI’s website or questions can be directed to Mark Paine and Summer Jones.

- Update on Ed Humphrey

President Lynch reported that Ed Humphrey, Clermont County Commissioner and OKI Past President, continues on his road to recovery from his accident and asked that everyone continue to keep him in their thoughts and prayers.

B. Approval of January 14, 2016 Board of Directors Meeting Minutes

President Lynch called for corrections and/or additions to the January 14, 2016 minutes of the Board of Directors meeting.

There being none, Mr. Rogers moved that the January 14, 2016 minutes of the Board of Directors meeting be approved as mailed. Mr. Bogard seconded the motion; motion carried.

C. Executive Director’s Report

Mr. Policinski stated, that as reported by President Lynch, they just got back from Washington, DC where they had the opportunity to meet with Senators Portman and Brown, Congressmen Messer, Chabot, Wenstrup, Massie and Young, and with staff from Senators Donnelly, Paul and McConnell. He stated that they had a big agenda, including the recently passed transportation bill which will be reported on today by FHWA-Kentucky Division Administrator Thomas Nelson, Jr.

Mr. Policinski provided an update on the latest statistics from CVG, copies of which were available on the back table. He explained that this information can be used by members when talking to others about the airport’s service.

Mr. Policinski reported that OKI recently received the Auditor of State Award which is given to those entities that file timely financial reports in accordance with GAAP, as well as receive a “clean” audit report. Mr. Policinski thanked Purcy Nance and the Finance Office staff for the great work they do.

D. Legislative Update

Mr. Policinski stated that the legislative report will be covered under Item #2 with the presentation about the new transportation funding bill.

E. Finance Officer’s Report

Ms. Purcy Nance, staff, reported that the Finance Officer’s Report, dated February 11, 2016, was distributed around the table. She explained that the report is on the financial statements for the period ended December 31 and includes current cash information.
Ms. Nance referred members to page 2 for the current information. As of February 5, OKI had $488,768 in the PNC checking account, $16,163 in the HSA/FSA checking account and $400,162 in the STAR Ohio money market mutual fund. She reported that there has been no recent activity on OKI’s line of credit and there is no outstanding balance at report date.

Ms. Nance stated that page 3 contains the balance sheet as of December 31. She reported that Cash and Investments are down 19% from this time last year. Receivables are up 19% from this time last year due to the timing of invoice payments. Ms. Nance reported that as of December 31, there were $770,000 in receivables, all associated with November and December invoices. She further stated that payables are down 17% or $15,000 from this time last year due to the completion of the KY 536 Scoping Study offset by Plan4Health activities.

Ms. Nance stated that Revenue information is located on page 4. She reported that as of December 31, OKI is 50% of the way through the budgeted year. Overall, revenues are at 46%, which is on budget. She noted the following items: Federal revenues are behind budget due to the timing of project award and contract execution for the Forestry project as well as the timing and administration of FTA projects; Miscellaneous revenues are ahead of budget due to the timing of OKI’s annual meeting; and Contributed Services are behind of budget due to timing of FTA and U.S. Forestry projects and the seasonal nature of the Clean Air marketing campaign.

Ms. Nance stated that page 5 contains Expense information. She reported that overall expenses are at 46%, which is on budget. Ms. Nance noted the following items: Category 2, Fringe Benefits is behind budget due to the savings experienced on health insurance renewals; Category 3, Travel, Subsistence and Professional Development is behind budget due to the timing of budgeted travel; and Category 6, Contributed Services is behind budget due to the timing of FTA and U.S. Forestry projects and the seasonal nature of the Clean Air marketing campaign.

Ms. Nance stated that page 6 contains the General Fund Balance information. She reported that the General Fund Balance has had a net decrease of approximately $7,000 year to date. The two components of this decrease are timing differences and year to date activities. The timing differences include a $72,000 increase due to the timing of county funding payments and a $101,000 decrease due to the application of negotiated fringe and indirect rates. The remaining $22,000 increase is associated with year-to-date operations and timing of active projects. This results in a year to date fund balance of $1,057,000, of this amount $249,000 is committed to active projects.

Mr. O’Reilly questioned that the negotiated fringe and indirect rates resulted in a $100,000 loss. Ms. Nance explained that the rates are negotiated with ODOT at the beginning of the year to be used throughout the year. At the end of the year, fringe and indirect are adjusted to actual. OKI’s actual rate for Indirect is currently a little higher than budgeted and Fringe is a little bit lower. They adjust to actual at the end of the year, so it is a timing loss. Ms. Nance stated that she could provide additional details if Mr. O’Reilly would like.
There being no further discussion, Judge Moore moved that the Executive Committee accept and file the Finance Officer’s Report dated February 11, 2016. Mr. Brayshaw seconded the motion; motion carried.

ITEM #2: HIGHLIGHTS OF THE FAST ACT

Mr. Thomas Nelson, Jr., Division Manager, Federal Highway Administration-Kentucky Division, provided highlights of the Fixing America’s Surface Transportation Act, or “FAST Act.” The Fast Act is the transportation funding bill signed into law on December 4, 2015 by President Obama. It is the first law enacted in a decade that provides five years of funding certainty for infrastructure planning and investment. The bill authorizes $305 billion over FY 2016-2020 and includes $70 billion in transfers to keep the Highway Trust Fund solvent.

Mr. Nelson explained that the $305 billion will be provided for all modes, $226.3 billion of which has been programmed for highways. This builds on the program structure and reforms of MAP-21 with continued focus on accelerating project delivery. A new freight formula has been added and the freight network expanded. A new discretionary program for nationally significant freight and highway projects has also been added. Kentucky’s apportionment was $641 million in 2015 and will increase to $736 million by 2020.

Mr. Nelson highlighted changes to several of the transportation programs:

- **National Highway Performance Program (NKPP)**
  - TIFIA costs and Vehicle-to-Infrastructure (V2I) communication equipment now eligible
  - Bridge resurfacing/preservation/reconstruction on non-NHS Federal-aid highways now eligible

- **Surface Transportation Program (STP)**
  - Renamed: Surface Transportation Block Grant Program (STBG)
  - Eligibilities restated with none eliminated; new eligibilities for TIFIA costs, State P3 office, V2I communication equipment
  - More suballocation: +1%/year up to 55% (vs. 50% today)
  - Set-asides for Transportation Alternatives and Recreational Trails

- **Transportation Alternative Program (TAP)**
  - Same program, but no longer called TAP; no name specified
  - All funds set aside from STBG (vs. from all formula programs today)
  - Nonprofits responsible for local transportation safety programs may be project sponsors

- **Congestion Mitigation & Air Quality Improvement (CMAQ)**
  - V2I communication equipment eligible
  - Port-related equipment and vehicles that reduce emissions-eligible under PM2.5 set-aside
  - Exception from PM2.5 set-aside for low population density states (under certain conditions)
• Highway Safety Improvement Program (HSIP)
  o Only listed project types eligible—mostly infrastructure-related
  o Adds eligibility for V2I communication equipment and certain pedestrian safety improvements
  o State need not collect certain data on unpaved roads (but can’t use HSIP funds on those roads until it collects the data)

Mr. Nelson reported that the new National Highway Freight Program will provide $1.2 billion per year, apportioned to states by formula. Eligible activities include construction, operational improvements, freight planning and performance measures. The program has a highway focus, but a maximum of 10% will be provided for rail/port/intermodal projects. Mr. Nelson pointed out that beginning in FY 2018, a state must have a freight plan in order to access program funds.

Mr. Nelson reported that the new National Significant Freight and Highway Projects program will provide $900 million per year for competitive grants or TIFIA loans for projects greater than $100 million. Eligible activities include highway freight projects on the National Highway Freight Network; NHS highway/bridge projects, projects in National Scenic Areas; freight rail/intermodal/port projects; and rail-highway grade crossing or grade separation projects. States, large MPOs, tribes, localities and FLMAAs may apply. He explained that the Office of the Secretary of Transportation selects the projects to be funded and Congress has 60 days to disapprove. He pointed out that set-asides will be provided for rural areas and projects below the cost threshold.

Mr. Nelson also provided highlights of President Obama Administration’s Fiscal Year 2017 budget:

• Reflects the second year of the FAST Act
• The proposal funds FHWA’s programs at a total of $51.5 billion
  o Base funding of $44 billion for programs under the FAST Act—to maintain and improve the safety, condition and performance of our national highway system; and enable FHWA to provide effective stewardship and oversight of highway programs and funding
  o In addition, the budget requests $7.5 billion in additional FY 2017 resources for 21st Century Clean Transportation Plan Investments—provides funding for five new multi-modal programs that focus on shifting investment decisions towards a “21st Century Regions” approach; and reflects America’s changing and increasingly regional demographics and improves outcomes for communities in the environment
• Supports a performance-based investment approach that provides funding flexibility to states and other recipients of FHWA funding
• Continues the focus on accelerated project delivery through expedited environmental review and elimination of duplicate processes, while maintaining FHWA’s commitment to environmental protection
• Supports FHWA’s Every Day Counts partnership with the states
• Emphasizes the importance of freight projects to the national transportation infrastructure and economy
• Reflects the programs under the FAST Act plus the new, multimodal programs under the 21st Century Clean Transportation Plan Investments Initiative:
  ○ The Climate-Smart Performance Formula Funds Program
  ○ The 21st Century Regions Grant Program
  ○ The Clean Communities Grant Program
  ○ The Resilient Transportation Grant Program
  ○ The Future Freight System Program

Mr. Nelson stated that additional information on FHWA’s FY17 budget request will be available at https://www.transportation.gov/budget.

Mr. O’Reilly stated that he is working with four local communities on a project regarding rail and grade crossings. He asked whether there is a particular office within FHWA that would have an interest in regard to providing assistance for grade crossing issues. Mr. Nelson suggested that Mr. O’Reilly work through the Ohio Division of FHWA. The Division Administrator Laurie Leffler’s office could assist him in terms of eligibility and working with the state and other partners.

Mr. Hubbard asked Mr. Nelson to elaborate on the Highway Trust Fund and its funding. Mr. Nelson explained that the good news is that the $70 Billion in the bill is included as part of the Highway Trust Fund and that transfers from the general revenue fund would no longer be necessary under the time frame of this bill. As part of the FAST Act, the Highway Trust Fund is solvent. However, he pointed out that the Highway Trust Fund is dependent on gas tax revenues. There are continued discussions regarding its the long-term solvency.

Mr. Maxey asked whether the new provision for a set-aside for rural areas is strictly for the federal highways in rural areas or whether there will be provisions for the states to use some of the funds for a match for rural needs. Mr. Nelson explained that there are some set-asides included as part of the freight program. The key is making the rural projects competitive with those in the urbanized areas. Ultimately they are discretionary projects that will be selected by the Secretary. He pointed out that there are also some set-asides included as part of the Transportation Alternative program.

Mr. Sims-Howell pointed out that the $51 billion included in the program divided by the 50 states, results in $1 billion designated per state. He questioned whether each state will be responsible for the actual cost of resurfacing of the roads. He also commented that he did not see any mention of bridges, and most of our major highways have bridges that are falling down. Mr. Nelson explained that there is a set-aside for the apportionments. The amount mentioned was just for FY 17. The $51 billion includes operating funds for federal highway as well as whatever was apportioned for the overall programs for each of the states. What was apportioned for each of the states is part of the overall $226 billion, and those are broken down by year. Mr. Nelson also explained that, although not mentioned, bridges are a particular emphasis as part of the FAST Act.

Judge Pendery commented that Mr. Nelson’s presentation was very helpful and asked whether a copy will be made available for members to distribute. Mr. Nelson responded that a copy of his
presentation will be posted on OKI’s website. In addition, a full presentation, which covers additional information such as the bridge funding, is available on the US DOT and FHWA websites.

In regard to the new 21st Century programs regarding climate reduction, Mr. Rogers questioned how much of the available funding is for study, how much for verification and how much for actual building of the project. Mr. Nelson explained that since these are new programs, some of the details are evolving and more information will become available as they work through them.

Related to Mr. Sims-Howell’s comments regarding the $51 billion being broken down by 50 states for a total of $1 billion per state, Ms. Harlow questioned what Kentucky’s budget was last year for its highway program. Mr. Nelson stated that approximately $1 billion in projects were let for construction last year. He pointed out that the state has to provide a match for the projects. The funds for those projects that the state is not able to provide the match go back in the pot for redistribution.

Ms. Harlow also questioned that since the FAST Act provides funding guarantees for the next five years, whether this will help significantly with our infrastructure program. Mr. Nelson stated that the FAST Act is a very good program and a good first step in putting together a long term plan. This helps the states develop their long-term plans. He pointed out that Congress is also looking at long-term revenue streams. Mr. Nelson explained that MAP-21 was a two-year program, but did not include any revenue increase. The FAST Act is the first long term funding bill in ten years, which demonstrates the importance of this bill.

Mr. Bonsall asked whether there was any funding included in the FAST Act to help with daily rail trips, such as AMTRAK service. Mr. Nelson explained that this type of service would receive funding through Federal Transit Administration programs. He suggested to check FTA’s website regarding their rail programs.

In regard to the freight discretionary program, which will be key for the OKI region in regard to the Brent Spence Bridge, Mr. Policinski questioned whether it is logical to assume that those projects that have a finance plan as part of their application will do better than regions that do not have a plan included. Mr. Nelson stated that he cannot speak for the Secretary of Transportation as to how he is going to select projects for this competitive program, but, as an example, for the TIGER program, those projects that were ready to go with their environmental and financing plans, moved forward first.

Mr. Reed asked whether Mr. Nelson has had any feedback as to when the eligibility requirement rules will be developed for these programs. Mr. Nelson stated that the fact sheets for the freight programs are out and should be available on the FHWA and DOT websites. He cautioned that some of the criteria may be evolving as they work through the process. Mr. Reed further questioned whether Mr. Nelson has a sense as to whether the current administration wants to complete this program in the next year prior to a change in administration. Mr. Nelson stated that the Secretary is working feverishly to get everything out as soon as he can.
Mr. Koehler provided highlights of the results of the online survey used to gather public input about the 2040 Plan. He reported that 11% of respondents were supportive of improving our existing bus network; 16% support improving our region’s bike network and making centers of activity more walkable; 47% favor implementing more modes of public transit, namely light rail, connecting suburbs and the urban core and an extended streetcar route; and nearly 100% of all respondents identified fixing the Brent Spence Bridge as a priority. He pointed out that there were also a number of specific road and transit locations that were received. Those comments will be provided to the municipalities that are affected.

Mr. Koehler explained that OKI is required to produce a long range transportation plan which is both fiscally and air quality constrained. Staff worked with our state and federal partners to estimate the resources that are reasonably expected. Mr. Koehler displayed a table outlining state-by-state estimated revenues: Ohio - $4.3 billion; Kentucky - $3.25 billion; Indiana - $74 million.

Mr. Koehler explained OKI’s approach to estimate revenues:

- Use each of the state data sheets to identify spending by general project type (new highway capacity, highway O&M, non-highway/non transit, transit capital and transit operating)
- Determine an annual expenditure by project
- Extrapolate that amount over the planning period
- Subtract out the TIP amounts by project type
- Use the remainder as the amount reasonably expected to be available for the planning period

Mr. Koehler explained that the Plan contains a variety of projects identified to address existing community needs and forecasted conditions. OKI receives candidate project from the local and state agencies which are normally accompanied with base year cost estimates. Inflation rates are applied for a "year of expenditure" cost. He explained that this Plan uses an annual inflation rate of 2.5%, which is consistent with the Ohio DOT and other MPOs throughout Ohio, Kentucky and Indiana.

OKI’s prioritization process—a process which has been identified by FHWA as “best practices”—provides a systematic approach to ranking the projects to be evaluated in the development of a financially constrained regional transportation plan. Mr. Koehler stated that staff needs the Board’s help with this process. A link to the Preliminary DRAFT Recommended Project List will be sent out following the meeting. Members are asked to review the list and provide comments to Regina Fields (rfields@oki.org) by February 26.

Mr. Koehler thanked members for their time and input.
ITEM #4:  INTERMODAL COORDINATING COMMITTEE REPORT

Mr. Mark Paine, staff, reported that the ICC met on February 9. He stated that the committee heard a presentation on the Wooster Pike revitalization project that was recently completed in Fairfax. OKI provided $2.2 million in CMAQ funds for this project which has had a tremendous economic impact to the village. He reported that the ICC also heard Update #5 of the 2040 Regional Transportation and an update to OKI’s ITS Architecture and Strategic Plan.

Mr. Paine reported that the committee approved Administrative Modification #5 of the OKI TIP which included minor changes to three highway projects in Ohio and one highway project in Indiana.

Mr. Paine reported that the ICC reviewed and recommends approval of Resolution 2016-03 which is Amendment #6 of the OKI FY 2016-2019 TIP.

A. Amendment #6 of the FY 2016-2019 Transportation Improvement Program

Mr. Paine explained that the amendment reflected in the proposed resolution lists two highway projects in Ohio, four highway projects in Kentucky and three highway/planning projects in Indiana plus several transit projects for the Butler County Regional Transit Authority that are recommended for addition, revision or deletion to the current TIP. He highlighted the proposed changes. In Ohio, there is a new project for an intersection improvement at SR 73 and Jacksonburg in Butler County. In Kentucky, there are two sidewalk projects using Transportation Alternative funds—one in Silver Grove and the other on the Licking River Greenway Bridge. There are also several projects for the Butler County RTA.

Mr. Rogers moved that the Executive Committee approve Resolution 2016-03 regarding Amendment #6 to the FY 2016-2019 Transportation Improvement Program. Ms. Carran seconded the motion; motion carried.

ITEM #5:  CONSENT AGENDA

President Lynch stated that each month a written report of committee activities is mailed to the Board of Directors. He stated that this mailing includes the January Consent Agenda items.

Mr. Reed moved that the Executive Committee approve the consent agenda as mailed. Ms. Matacic seconded the motion; motion carried.

ITEM #6:  OTHER BUSINESS

Mr. Lynch reported that on February 18, OKI will be facilitating a one-day conference for businesses and lenders in the region interested in investing in solar energy. This event is part of OKI’s Solar Ready initiative which is an effort in which OKI partnered with NARC and other regions across the country. He reported that there will be national speakers including industry
leader Sungage Financial and representatives from the National Renewable Energy Laboratory to share some innovative financial tools, along with representatives from U.S. corporations to share their experience with investing in solar including General Motors, Johnson & Johnson, Kroger and IKEA.

He also reported that on March 10, OKI will be holding a public meeting to review the Coordinated Public Transit-Human Services Transportation Plan for the OKI Region. The Coordinated Plan provides strategies to help overcome transportation gaps in the region and serves as a basis for awarding federal Section 5310 funds.

ITEM #7: ADJOURNMENT

Mr. Reed moved to adjourn the Executive Committee. Ms. Matacic seconded the motion. The meeting adjourned at 11:50 a.m.

KEVIN J. LYNCH, PRESIDENT

MARK R. POLICINSKI, SECRETARY

KLW
Transcribed: 2/23/2016