MEETING NOTICE

INTERMODAL COORDINATING COMMITTEE

MARCH 8, 2016
9:30 A.M.

OKI BOARD ROOM
720 EAST PETE ROSE WAY
SUITE 420

PLEASE CONTACT REGINA FIELDS
AT (513) 619-7664
rfields@oki.org
IF YOU HAVE ANY QUESTIONS
MINUTES OF THE
INTERMODAL COORDINATING COMMITTEE MEETING
FEBRUARY 9, 2016

COMMITTEE MEMBERS
Mr. James Fausz, Chair, PDS of Kenton County
Mr. James Foster, 1st Vice Chair, City of Trenton
Mr. Todd Listerman, 2nd Vice Chair, Dearborn County Department of Transportation & Engineering
Mr. Scott Brunka, City of Lebanon
Mr. Don Burrell, Cincinnati Cycle Club
Mr. Frank Busofsky, TANK
Ms. Carol Callan-Ramler, Kentucky Transportation Cabinet-District 6
Mr. Kevin Chesar, City of Monroe
Ms. Debbie Conrad, Cincinnati/N. Kentucky International Airport
Mr. Kevin Costello, Boone County Fiscal Court
Mr. Rick Davis, City of Covington
Mr. Ron Davis, Butler County Regional Airport
Mr. Matthew Dutkevicz, Butler County Regional Transit Authority
Mr. Andy Fluegemann, Ohio Department of Transportation-District 8
Mr. John Gardocki, SORTA
Mr. Timothy Gilday, Hamilton County Engineer’s Office
Mr. Adam Goetzman, Green Township
Mr. Ted Hubbard, Hamilton County Transportation Improvement District
Mr. Josh Hunt (representing Mr. Wice), City of Florence
Ms. Martha Kelly, City of Cincinnati
Mr. Todd Kinskey, Hamilton County Regional Planning Commission
Ms. Jenna LeCount, Colerain Township
Ms. Susanne Mason, Warren County Transit Service
Ms. Cindy Minter, Campbell County Fiscal Court
Mr. Scott Pennington, Boone County Fiscal Court
Mr. Steve Sievers, Anderson Township
Mr. Dave Spinney, Butler County Transportation Improvement District
Mr. Jeff Thelen, Northern Kentucky Area Development District
Mr. Reginald Victor, City of Cincinnati
Mr. Tom Voss, DHL Global Forwarding
Mr. Derek Walker, Dearborn County Planning Commission
Mr. Robert Ware, Warren County Planning Commission

Kevin J. Lynch President | Mark R. Policinski CEO/Executive Director

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720 East Pete Rose Way, Suite 420 Cincinnati, Ohio 45202 | Phone: 513.621.6300 | Fax: (513) 621-9325 | www.oki.org
Serving the Counties of: Boone | Butler | Campbell | Clermont | Dearborn | Hamilton | Kenton | Warren
Mr. Greg Wilkens, Butler County Engineer’s Office
Mr. Thomas Witt (representing Ms. Jones), Kentucky Transportation Cabinet
Mr. Cory Wright, Union Township

GUEST
Ms. Amanda Baer, RA Consultants
Mr. Joe Cottrill, CT Consultants
Ms. Caroline Duffy, JMT
Mr. Nick John, Kentucky Transportation Cabinet-District 6
Mr. Alex Koppelman, PDS
Mr. Daniel Menetrey, Kentucky Transportation Cabinet-District 6
Mr. Aaron Muck, Terracon
Mr. Nick Tewes, Kenton County Fiscal Court
Mr. Nick Voisard, American Structurepoint
Mr. Jeff Wallace, Parsons Brinckerhoff

STAFF
Regina Fields          Andy Reser          Ashley Patrick          Florence Parker
Bob Koehler           Robyn Bancroft          Mary Luebbers          Andrew Rohne
Mark Paine            Marilyn Osborne          Andy Meyer            Karen Whitaker
Summer Jones

CALL TO ORDER
Mr. Fausz, Chair, called the meeting to order at 9:32 a.m.

APPROVAL OF JANUARY 12, 2016 MINUTES
Mr. Fausz, Chair, asked if there were any corrections or amendments to the January 12, 2016 minutes. Mr. Foster moved to approve the minutes with the noted change Mr. Pennington was present and not Mr. Rice for Boone County Fiscal Court in January. Mr. Burrell seconded the motion, motion carried.

JANUARY BOARD OF DIRECTORS ACTIONS
Mr. Fausz, Chair, asked the members to review the minutes of the January Board of Directors meeting.

TRANSPORTATION PLANNING PROGRESS REPORT
Mr. Fausz, Chair, asked the committee members to review the monthly progress reports for January and comment as desired. There being no comments, the progress report for the Transportation Department was accepted.

LEGISLATIVE AND TECHNOLOGY UPDATE
Ms. Patrick reported Mr. Policinski, Ms. Platt and the OKI Board Officers are in Washington for the 2016 National Conference of Regions, presented by the National Association of Regional Councils (NARC). The conference is a forum for local officials and regional councils to discuss legislative and policy issues facing local government.

While in D.C., the group is also meeting with Ohio, Kentucky and Indiana’s federal delegation to advocate for the Brent Spence Bridge and Western Hills Viaduct as priority projects for federal funding under the Fixing America’s Surface Transportation (FAST) Act.

720 East Pete Rose Way, Suite 420, Cincinnati, Ohio 45202, Phone (513) 621-6300 Fax (513) 621-9325 www.oki.org
On February 23, Ms. Platt and Ms. Patrick will partake in the Regional Chamber’s annual Columbus Drive-In. This is an all-day advocacy trip, in which Greater Cincinnati stakeholders meet with state officials on critical issues.

Mr. Mason showed a video of an accelerated bridge being built.

**PRESENTATION ON WOOSTER PIKE REVITALIZATION PROJECT**
Ms. Caroline Duffy, JMT Consultants, gave a presentation on the revitalization Wooster Pike project in Fairfax. The project is located on Wooster Pike from the western corporate line with Mariemont to the City of Cincinnati eastern corporate line. She reported on the benefits of the project including the economic development that has developed since this revitalization of Wooster Pike.

**2040 REGIONAL TRANSPORTATION PLAN UPDATE #5**
Mr. Koehler reported on OKI 2040 Regional Transportation Plan Update Presentation #5: Fiscal Constraint, Project Scoring Process and Preliminary Draft Project List. He provided the results of the on-line public survey to gage public interests. The survey was made available for 40-days. 2302 surveys were completed. Results included 11% stating desire for improving bus routes to reduce commute time and connections between TANK and SORTA. 60% of comments stated support for improvements to bike networks and walkable communities/complete streets. 47% of comments stated a need to provide more modes of transit, specifically light rail and extension of the streetcar. Other comments mentioned rail transit connections to other Midwest cities. 100% supported fixing the Brent Spence Bridge as a priority.

Mr. Koehler said that Fixing America’s Surface Transportation (FAST) Act that President Obama signed December 5, 2015 continues the requirement that MPOs develop a Regional Transportation Plan that is fiscally constrained. Mr. Koehler described the process used to develop revenue estimates and discretionary funds to be the basis for developing a list of projects for the Plan. He also described how year of expenditure costs would be addressed in the Plan. OKI will use an annual inflation factor of 2.5% which is consistent with the ODOT Business Plan and similar to other MPO’s in our three states.

Mr. Koehler concluded his presentation by describing the agency’s project prioritization process and the Preliminary Draft Project list. The list is being made available to the members of OKI in advance of rolling out the projects to the general public. This will occur after Board concurrence at the March meetings. He asked the ICC to review the projects in their area and to submit comments to Regina Fields at rfields@oki.org by February 26th. The preliminary draft list is by state and county. The list identifies projects currently in the plan based on the original application of the scoring process and fiscal constraint. A rough estimate of future cost is based on adjusting all base year costs to 2030. Final selection of projects will occur after the public involvement process and decision making by the OKI Board.

**UPDATE ON OKI’S INTELLIGENT TRANSPORTATION SYSTEM (ITS) ARCHITECTURE AND STRATEGIC PLAN**
Mr. Reser reported on the update to OKI’s Intelligent Transportation Architecture and Strategic Plan. The last update was in 2008. The update process will begin this month and by the end of February a survey will be mailed to ITS stakeholders. Many ITS stakeholders are also ICC members and he encouraged their input. He described the ITS Architecture as including the functional operation of ITS systems. The Strategic Plan is the list of specific projects with timing and estimated cost. This plan is not fiscally constrained but there will be an ITS line item in the fiscally-constrained 2040 Plan. A workshop is tentatively scheduled for May and the entire update will conclude by June 30th.
FY 2016-2019 TIP ADMINISTRATIVE MODIFICATION #5
Mr. Paine reported on administrative modification #5 for projects currently listed in the OKI FY 2016-2019 TIP. He said an updated copy of the modification has been placed around the table on yellow paper. The modification reflects changes to previously estimated costs or timing for various phases of a project. There is no change of scope associated with the changes and no formal amendment is needed.

Administrative Modification #5 lists 3 highway projects in Ohio and one highway project in Kentucky. The modification is due to timing or small funding changes associated with the projects. In Ohio, there are 3 projects in Hamilton County. In Kentucky, there is one project in Kenton County. The updated modification includes a change in the funding estimate of project 6-2048 from $12.5 million shown on the original modification to $13.2 million in the updated version.

Mr. Hubbard moved to recommend approval of changes shown in the TIP Administrative Modification #5 as presented. Mr. Victor seconded the motion, motion carried.

FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM/AMENDMENT #6
Mr. Paine presented a resolution regarding amendment #6 to the Fiscal Year 2016-2019 Transportation Improvement Program. The amendment lists 2 highway projects in Ohio, 4 highway project in Kentucky and 3 highway projects in Indiana plus several transit projects for Butler County RTA that are recommended for addition, revision or deletion in the current TIP.

Mr. Paine stated the projects in TIP Amendment #6 were listed on the OKI website for the 14-day required period and that the Interagency Consultation Group received the full 14-day review period for the amendment.

Mr. Foster moved to recommend approval of Resolution 2016-03 Concerning Amendment #5 of the Fiscal Years 2016-2019 Transportation Improvement Program. Mr. Listerman seconded the motion, motion carried.

OTHER BUSINESS
Mr. Fausz, Chair, announced that STP/SNK (Ohio and Kentucky) and TA (Ohio only) will hold a workshop on March 8 after ICC meeting and the applications are available on the OKI website.

Mr. Fausz, Chair, announced that there will be a Bright 74 public open house on Wednesday, February 17th at East Central High School for more information contact Robyn Bancroft.

Mr. Fausz, Chair, announced a solar workshop will be held on February 18th at OKI for more information contact Travis Miller.

Mr. Fausz, Chair, announced there will be a public open house on the Public Coordinated Transportation Plan for 5310 funds on March 10th at OKI for more information contact Travis Miller.

Mr. Paine, Staff, announced that the Ohio Department of Natural Resources (ODNR) is accepting applications until April 1st for the Clean Ohio Trails Fund (COTF) and the Recreational Trails Program (RTP). The amount of funding available per application through COTF has been increased to $850,000 for 2016.

Mr. Fluegemann, ODOT, announced the Safe Routes to School (SRTS) applications are due March 4 and that a school travel plan application is needed from ODOT when submitting the SRTS applications.

Mr. Fluegemann, ODOT, announced that the Safety Funds applications need to be submitted to ODOT to the attention of Tom Arnold.
PUBLIC COMMENT
None.

NEXT MEETING
The next meeting of the ICC is scheduled for Tuesday, March 8, 2016 in the OKI Board Room at 9:30 a.m.

ADJOURNMENT
A motion was made by Mr. Gardocki and seconded by Mr. Busofsky to adjourn the meeting at 10:34 a.m., motion carried.

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Mark R. Paine
TIP MANAGER

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EXECUTIVE COMMITTEE ACTIONS
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 Brown, 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 Matacin, 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 Gerloni, 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-Famler, alternate for Robert Hans, Kentucky Transportation Cabinet
Ms. Tammy Campbell, Ohio Department of Transportation
Executive Committee Members Continued
Mr. Dwight Ferrel, Southwest Ohio Regional Transit Authority
Mr. Andrew Aielle, 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, Cxford, 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, FHAW-Kentucky
Mr. Jeff Pietch, 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
Ms. Karen Whitaker
Ms. Lorrie Platt
Mr. Andy Meyer
Ms. Robyn Bancroft
Mr. Andy Reser

Mr. Robert W. Koehler
Ms. Purcy Nance
Mr. Bradley Mason
Ms. Mary Luebbers
Ms. Alex Barnes
Ms. Regina Fields

Ms. Marilyn F. Osborne
Mr. Mark Paine
Ms. Florence Parker
Mr. David Shuey
Mr. Andrew Rohne
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:

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<th>Municipalities &amp; Townships over 40,000 (per Section 1-c)</th>
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| Christine Matacic       | Tom Willsey            |
| Brian Painter           | Charlie Coleman        |
| Jonathan D. Sams        | Matt Obringer          |
| Joe Nienaber            |                        |
(per Section 1-f)
Hamilton County Regional Planning Commission  David Okum  Merrie Stillpass
Northern Kentucky Area Planning Commission  Dennis Andrew Gordon  Emi Randall
Warren County Regional Planning Commission  Stan C. Williams  Daniel Geroni

(per Section 1-g)
Resident Member/At-Large  Larry Maxey  Roger L. Kerlin
Resident Member/At-Large  Ken Bogard  Jung-Han Chen

3 additional Directors (per Section 1-h)
At-Large Member  Bill Brayshaw  Todd Long
At-Large Member  Anthony Simms-Howell  Michael Florez
At-Large Member  Ted Hubbard  Timothy Gilday

Voting Ex-Officio (per Section 2)
Indiana Department of Transportation  Jim Ude  Terry Summers
Kentucky Transportation Cabinet  Robert Hans  Carol Callan-Ramler
Ohio Department of Transportation  Tammy Campbell  Stefan Spinoso
Southwest Ohio Regional Transit Authority  Dwight Ferrell  Darryl Haley
Transit Authority of Northern Kentucky  Andrew Aiello  Ed Kuehne
Butler County Regional Transit Authority  Brad Williams  Matt Dutkevicz

*2016 Budget Committee Member
Note: OKI Treasurer Ken Reed serves on the Executive Committee/Budget Committee but does not have an alternate

Mr. Reed moved that the Executive Committee concur with the President’s appointment of the 2016 Executive Committee alternates. Ms. Matacin 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)
  - Non-profits 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 FLMS 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 FHWAs’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 FHWAs 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 FHWAs funding
• Continues the focus on accelerated project delivery through expedited environmental review and elimination of duplicate processes, while maintaining FHWAs’s commitment to environmental protection
• Supports FHWAs’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.
ITEM #3: 2040 REGIONAL TRANSPORTATION PLAN 2016 UPDATE PRESENTATION #5

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
Short Range Planning (601)

Staff disseminated bike maps to interested citizens.
Staff attended the Tri-State Trails Steering Committee Meeting. Items discussed included Open Day Trail Challenge, Committee Structure and Wasson Way.
Staff continued to add bike rack location and pictures to the ARC GIS mobile bike rack app.
Staff continued to answer questions regarding the TA call for projects in Ohio.
Staff attended the Cincinnati Connects Meeting to discuss implementation of the plan.

Transportation Improvement Program (602)

During February, staff continued to monitor and update highway and transit information contained in the OKI FY 2016 – 2019 TIP. Staff presented Administrative Modification #5 of the OKI FY 2016 – 2019 TIP at the February 9 ICC meeting. The modification included 3 highway projects in Ohio and 1 highway project in Kentucky. Staff also presented Amendment #6 of the OKI FY 2016 – 2019 TIP to the January Board of Directors Meeting. The amendment included 2 highway projects in Ohio, 4 highway projects in Kentucky 3 highway projects in Indiana plus several transit projects for Butler County RTA. Both the modification and the amendment were approved. On February 4, staff attended the quarterly review meeting in Aurora for highway projects in Dearborn County funded with OKI sub-allocated federal funds. These include a sidewalk project in Aurora, an intersection improvement project in Greendale and several other highway projects managed by the Dearborn County Engineer’s Office. On February 29, staff met with representatives from the Cincinnati/Northern Kentucky International Airport to review highway projects that could potentially be funded with SNK federal funds.

Surveillance (605.1)

Staff continued updating NHD stream data.
Staff continued development of the Buffer Index mapping application.
Staff updated the bus routes layer.
Staff digitized the draft list of projects for the 2016 LRP update.
Staff modified the Environmental Resources viewer to enable users to display LRP projects for the upcoming consultation process.
Staff added search by PID functionality to the TIP on Demand.
Staff updated the Railroad layer.
Staff updated the Park-n-Ride layer.
Staff is continuing work on the next version of the travel model. Items addressed this month include continuing effort on the ODOT Capacity Calculator arterial and collector input data coding and initial capacity checks.
Staff completed and delivered traffic forecasts for Butler County TID (Liberty Way/Butler County Regional Highway), Warren County TID (SR 123 SE of I-75), ODOT (Kenwood Mall area), and ODOT (initial checks on Fields Ertel area).

Staff has worked on updates to the traffic count database.

Staff continued work on a webmap to show bicycle and pedestrian counts to the public and to stakeholders.

Staff participated in conference calls with ODOT regarding the Ohio Disaggregate Model System project and worked with data needed for model estimation.

One staff member attended the TRB Annual Meeting.

Staff is continuing work on the next version of the travel model. Items addressed this month include continuing effort on the ODOT Capacity Calculator arterial and collector input data coding and initial capacity checks.

Staff completed and delivered traffic forecasts for ODOT (Eastern Corridor).

Staff began some backend work on the traffic counts database. A few bad counts were located and removed from the database, and staff has worked on an interface to ease getting data out of the database.

Staff continued work on a webmap to show bicycle and pedestrian counts to the public and to stakeholders.

Staff participated in conference calls with ODOT regarding the Ohio Disaggregate Model System project and worked with data needed for model estimation. Staff continued updating NHD stream data.

Staff continued development of the Buffer Index mapping application.

Staff updated the bus routes layer.

Staff digitized the draft list of projects for the 2016 LRP update.

Staff modified the Environmental Resources viewer to enable users to display LRP projects for the upcoming consultation process.

Staff added search by PID functionality to the TIP on Demand.

Staff updated the Railroad layer.

Staff updated the Park-n-Ride layer.

Staff identified the number of pupils in elementary and secondary grades for all of the public and private schools in the Ohio counties of the OKI region. Further, staff identified enrollments at post-secondary institutions. The school records will be geocoded and aggregated into traffic analysis zones (TAZs) to establish the various counts of enrollment for the 2015 base year socioeconomic database. Staff also began verifying that all large employers were included in the database.

Staff viewed a webinar sponsored by the U.S. Census Bureau entitled “The Spatial Structure of American Employment” on February 17, 2016. The webinar demonstrated how Longitudinal Employer-Household Dynamics (LEHD) data can be used to identify areas of employment concentration within metropolitan areas.
Staff viewed a webinar sponsored by the U.S. Census Bureau entitled “Introduction to the ACS Public Use Microdata Sample (PUMS) Files” on February 17, 2016. The webinar presented instruction on how to access and manipulate PUMS data based on American Community Survey records.

**Transportation & Homeland Security 605.5**

No activity this period.

**Transportation & Homeland Security 605.6**

Staff performed weekly maintenance checks on RAVEN911 data feeds and widgets.

Staff completed development of an application that will automate the update process for many of the layers contained within RAVEN911.

Staff completed work on a motorcade widget for RAVEN911.

Staff continued updating LEPC facilities in RAVEN911.

Staff began updating the AIS symbology in RAVEN911.

**Long Range Planning: System Management (610.1)**

Regional Transportation Plan: Staff continues work on the 2040 Regional Transportation Plan, 2016 Update. Staff presented a Preliminary Draft Recommendation Project List to OKI ICC and Executive Committee members at the February monthly meetings. Members were given until February 26 to provide review and feedback on the Preliminary Draft List. Staff created a Public Comment Summary Report for Phase One which documents all public outreach efforts and the public input received. Staff made preparations for the March kick-off of Phase Two when the Draft Project List will be shared publicly for review and comment. The DRAFT Project List will be made available to the public in both table and map form. [www.2040.oki.org/](http://www.2040.oki.org/)

Coordination and Staff Development: Staff continued to work with ODOT, KYTC, INDOT, transit agencies and local communities to support the project development process. Staff participated in the following training and coordination meetings in January: Butler County TID (1/11/16), Silverton (1/11/16), Montgomery (1/12/16), UC Transportation Committee (1/15/16), TANK (1/15/16), Metro Futures Task Force (1/25/16), City of Edgewood (1/29/15).

Congestion Management Process: No activity this period.

Intelligent Transportation Systems (ITS): OKI is updating the Regional ITS Architecture and Strategic Plan. OKI negotiated a contract with AECOM for conducting the work. Stakeholder survey preparation is underway and arrangements to convene them is underway. At the February ICC meeting, staff provided a brief update on ITS activities and a timeline for completing the update by July 1st.

Project development activities for future corridor or special studies: Staff continues to coordinate with TANK, SORTA, CTC, the City of Cincinnati and the Cincinnati Chamber of Commerce to investigate transit improvements in the region.

Safety Planning: No activity this month.

Project Level Traffic Forecasting: Staff is actively participating in multiple studies assisting local communities and state DOT’s to provide traffic forecasts for planning. See report filed in Surveillance (605.1)
Regional Freight Planning – Staff attended the February 3rd CORBA Asset Inventory Task Force meeting. Staff have participated in numerous conference calls led by MARAD staff in order to plan the agenda for the March 24, 2016 MARAD ‘Strong Ports’ Workshop to be held at OKI. Staff participated in a February 16th conference call to answer final questions in regards to the October 2015 Charlotte Regional Models of Cooperation Freight Workshop, so that the organizers could complete their report for the event.

Prioritization Process Update – Staff developed a customized version of the Project Applicant Assistant for the 2040 Regional Transportation Plan. Staff is refining the project based scores as new information is received from the ICC and Board.

Environmental Consultations - The session for involving state and local agencies in OKI’s environmental consultations on the 2040 transportation plan update was scheduled for March 16. Staff has drafted presentations, coordinated with speakers, opened registration, developed a preliminary list of transportation projects to be mapped (consultations will include a comparison of environmental resources with projects that expand the transportation system), and assisted with developing a regional map to supplement the Environmental Viewer at the consultations session.

For Taking Root, staff attended the Summit on February 13, participated in TR Executive and Steering Committee meetings on February 23, prepared materials related to both meetings and continued to coordinate with Taking Root’s Executive Director. (Taking Root is a campaign to address the need to retain forested area, which is a major issue identified in environmental consultations on the transportation plan.)

**Long Range Planning: Land Use (610.4):**

Through February, staff continued to prepare materials for engaging land use and environmental agencies during the FY16 environmental consultations process including preparation of agenda and materials for a session with stakeholders scheduled for March 16.

February 26, staff facilitated the OKI Regional Planning Forum. Presentations from John Deatrick on the status of the Cincinnati Streetcar project, an overview of the Kenton County Plan4Health project by the project coalition members, PDS, NKHD, and the Center for Great Neighborhoods.

As Co-Chair, staff facilitated gathering of input from Green Umbrella Transportation Action Team participants regarding potential transportation topics of focus for the 2016 Annual Midwest Sustainability Summit to be hosted by Green Umbrella June 10.

In February, staff continued dissemination of the newly published ‘Elements of an Effective Comprehensive Plan’ document to communities in the region. On February 26, staff presented an overview of the document at the OKI Regional Planning Forum.

February 11 – 13 staff attended the annual New Partners for Smart Growth Conference. Highlights of the conference included gaining information on successful green infrastructure strategies facilitated by the US Forest Service and a briefing on current and projected housing trends from the National Home Builders Association and National Association of Realtors. While attending the conference, staff also conferred with US Forestry staff on the OKI led Stormwater project currently underway.

Information on regionally significant environmental resources was provided to GIS staff for including on the Environmental Viewer in preparation for the March 16 Environmental Consultations session.

**Fiscal Impact Analysis Model (610.5):**

In February, staff continued performing tests of model output using Independence data compared with actual community revenue and cost associated with a particular part of the community.
Fiscal Impact Analysis Model – Web-Based Maintenance and Startup (611.5):
Staff monitored daily back-up activities which occurred as programmed.

Transportation Services: Participation Plan (625.2):
Staff secured quotes then placed a Legal Notice announcing the upcoming Public Meeting for OKI’s Coordinated Plan in the Cincinnati Enquirer, Cincinnati Herald and La Jornada, the Spanish journal.

Staff attended community council meetings in Mt Adams, East Walnut Hills, Bond Hill, Camp Washington, Spring Grove Village, Sedamsville, and Northside to follow up on the 2040 Plan update. Specifically, staff thanked the respective councils for their support in promoting and participating in the first survey and gave notice that a follow-up survey will be conducted this spring.

As follow-up to a question raised while attending the Camp Washington Community Council Meeting, staff forwarded the constituent’s name and contact information to personnel at ODOT-District 8. The constituent asked about the costs to build the new lane off of Interstate 71 southbound into the Uptown area. As Project Manager ODOT would have the most current figures.

Staff completed the ODOT Title VI Assessment Tool for inclusion in OKI’s UPWP FY 2017.

Staff participated in the quarterly meeting for the SW Ohio Regional Transportation Workgroup. Personnel from Cincinnati Children’s Hospital suggested that the workgroup submit its concept for developing a Mobility Management System to the Transit Planning 4 All grant for review and funding.

Staff participated in COMTO (Conference of Minority Transportation Officials) Cincinnati Chapter’s monthly meeting. As Co-Chair of the Scholarship Committee staff helped to finalize details for the upcoming Scholarship Luncheon at which scholarships will be awarded to high school seniors and graduate students planning to pursue a career in the transportation industry.

Staff participated in the Cincinnati Chamber’s Diverse by Design All Teams Meeting to help shape the direction and goals for 2016.

Staff participated in the Oasis Rail Transit Open House.

Special Studies: Regional Clean Air Program (665.4):
The smog alert hotline and email account was maintained by retrieving messages and responding to those inquiring about the clean air program.

Staff worked on advertising RFQ to conduct the Clean Air marketing campaign.

Commuter Assistance Services: Rideshare (667.1):
Staff continued to process and update applications.

58 matches were attempted in the month of February

- 31 Carpool matches
- 15 Vanpool matches
- 8 Transit matches
- 4 Park and Ride matches

2,792 commuters are registered with RideShare.

Two commuters used the GRH program during the month of February.
Vanpooling
Staff provided van quotes for commuters interested in the vanpooling program. There are 20 vanpools in operation throughout the region.

Marketing
Staff worked on the advertising RFQ for the Rideshare marketing campaign.

JARC/New Freedom Coordinated Transportation Plan (674.1/674.2)
During February, staff continued to monitor the JARC and New Freedom projects in the Cincinnati urbanized area. The Coordinated Plan is being updated in the current fiscal year and the revised Plan will be presented to the OKI Executive Committee in May 2016. Staff has scheduled a meeting on March 10 for transportation providers and users of specialized transportation services. The meeting will be used to gather updated information for the Coordinated Plan.

During February, there were $6,800 in drawdowns for Grant OH-37-X088. This grant is used for OKI administration of the JARC program in the Cincinnati urbanized area including the update to the current Coordinated Plan.

Section 5310 Program (674.3)
Staff continued to manage the Section 5310 Program for the Cincinnati urbanized area. On February 16, staff from OKI and SORTA, plus vehicle vendors, met with four organizations that had received Section 5310 federal funds for vehicle procurement. The vendor for the LTV vehicles had pulled out of the state contract and those affected were asked to fill out new order forms for the vehicles they received. For Grant OH-16-X012 there were $6,373 in drawdowns in February for Section 5310 administrative funds.

New Freedom Pass Through (674.4)
Staff continued to manage the New Freedom sub-recipients and OKI Administrative Grants. New Freedom pass through funds are provided to Towne Taxi for a taxi voucher program. During February, $4,078 in New Freedom funds were processed from Grant OH-57-X064 for OKI administration of the New Freedom program.

Ohio Exclusive: Regional Transportation Planning Organization Pilot Program (684.4)
Ohio Valley Regional Development Commission (OVRDC) is developing a regional transportation plan. OKI is providing assistance to OVRDC through a contract with the Ohio Department of Transportation. Minor coordination activity this month regarding OVRDC’s list of projects.

Ohio Exclusive: Eastern Corridor Study (684.9)
No activity this period.

Indiana Exclusive: Dearborn County Transportation Planning (685.1-CPG):
3C Planning Process - Active management of the OKI TIP continued. Staff continues to coordinate with Dearborn County and INDOT personnel to advance the programming of Dearborn STP and CMAQ projects. Regional Transportation Plan: Staff continues work on the 2040 Regional Transportation Plan, 2016 Update. Staff presented a Preliminary Draft Recommendation Project List to OKI ICC and Executive Committee members at the February monthly meetings. Members were given until February 26 to provide review and feedback on the Preliminary Draft List. Staff created a Public Comment Summary Report for Phase One which documents all public outreach efforts and the public input received. Staff made
preparations for the March kick-off of Phase Two when the Draft Project List will be shared publicly for review and comment. The DRAFT Project List will be made available to the public in both table and map form. [www.2040.oki.org/](http://www.2040.oki.org/)

Amendment #6 of the OKI FY 2016-2019 TIP was approved by the Executive Committee on February 11, 2016. There were three projects in Dearborn County included in the amendment: Des #1401109, UPWP PL Supplemental Planning for FY 2017, 2018 and 2019; Des #1500042, a slide correction project on SR 148 and Des #1593072, a Raised Pavement Markings project on Interstates 74 and 275. Monthly progress reports were prepared for work elements in the Unified Planning Work Program (on-going).

Air Quality – Staff is working on timing of the potential 2040 regional Transportation Plan projects for use in air quality conformity assessment.

Project Development and Special Studies – See element 685.2.

Functional Class, HPMS and CMP Performance measures – Staff continues to monitor state and federal activity on the remaining performance measures to address the MAP-21 (now FAST) goal areas of safety, infrastructure condition, system performance, and environmental sustainability. No other activity this month. Staff presented the performance measures element of the 2040 Plan to the OKI Board in January.

Travel Model, Data, GIS & Homeland Security – Staff is continuing work on the next version of the travel model. Items addressed this month include continuing effort on the Capacity Calculator, arterial and collector input data coding and initial capacity checks. Staff has worked on updates to the traffic count database. Staff continued work on a webmap to show bicycle and pedestrian counts to the public and to stakeholders.

Participation Plan – Staff remains active in disseminating information about regional transportation projects including the 2040 Plan, Bright 74 and DBE opportunities.

Fiscal Impact Model – No activity this month.

Environmental Consultations - The session for involving state and local agencies in OKI’s environmental consultations on the 2040 transportation plan update was scheduled for March 16. Staff has drafted presentations, coordinated with speakers, opened registration, developed a preliminary list of transportation projects to be mapped (consultations will include a comparison of environmental resources with projects that expand the transportation system), and assisted with developing a regional map to supplement the Environmental Viewer at the consultations session.

For Taking Root, staff attended the Summit on February 13, participated in TR Executive and Steering Committee meetings on February 23, prepared materials related to both meetings and continued to coordinate with Taking Root’s Executive Director. (Taking Root is a campaign to address the need to retain forested area, which is a major issue identified in environmental consultations on the transportation plan.)

**Indiana Exclusive: Dearborn County (685.2-STP) Bright 74 Scoping Study**

The first Public Open House was held on February 17 with over 175 people in attendance. 120 surveys were completed during the Open House. The survey is available on the Study website and the public comment period will continue through March 18. To date, over 250 people have taken the survey online. Public comments have been shared with the Study Team, so that they can begin to move forward with Phase Two of the Study. Phase Two entails the identification of transportation concerns and drafting of conceptual improvement solutions. [www.Bright74.oki.org](http://www.Bright74.oki.org)
Kentucky Exclusive: Transportation Planning Activities (686.3)
The KY 536 Scoping Study was presented and approved at the January 14 OKI Board of Directors meeting. The Final Report and all supporting documentation are available at www.oki.org/536. This concludes all work tasks for the project. Staff attended the Kentucky Statewide Planning meeting in Frankfort (1/20) and Kentuckians for Better Transportation on (1/20 and 1/21).

Unified Planning Work Program (695)
The FY16 UPWP is in effect. The DRAFT FY17 UPWP was completed and forwarded to funding agencies. The year-end progress report is complete. The metropolitan planning agreements between OKI and partners are in effect.

Monthly progress reports were prepared for work elements in the Unified Planning Work Program (ongoing).

Transportation Program Reporting (697.1)
No activity this period.

Mobile Source Emissions Planning (720.1)
Staff continued to generate revised regional emission factors using MOVES2014a. Adjustments were made to the OKI travel model post-processing to report MOVES version used and other enhancements.

As part of the project prioritization process, projects for the draft 2040 Plan were evaluated for their potential impact on air quality.
2040 REGIONAL TRANSPORTATION PLAN UPDATE #6: DRAFT PROJECT LIST
Overview of the DRAFT Project List

03/02/16

Staff has prepared for your review a DRAFT 2040 Plan Recommended Project List. This list is the result of public input from over 2300 surveys and input received from OKI members:

- Interactive tables grouped by state and county available by clicking [http://2040.oki.org/2040draftrecommendations/](http://2040.oki.org/2040draftrecommendations/)

The DRAFT Project List consists of only transportation improvements identified for potential inclusion in the fiscally constrained OKI 2040 Transportation Plan, 2016 Update. There is no prioritization of projects in the DRAFT Project List.

The next step in the 2040 Plan Update is for OKI staff to seek a motion to concur with the DRAFT Project List at the March OKI monthly meetings. Member concurrence will enable OKI staff to post the DRAFT Project List to the Plan’s website ([2040.oki.org](http://2040.oki.org)) and initiate the public participation process.

Public input and OKI leadership will determine the final recommended list of projects. The OKI 2040 Regional Transportation Plan, 2016 Update including the final Project List will be presented to the OKI Board of Directors in June 2016 for adoption.

Please direct any comments or questions prior to the March meeting to Bob Koehler, rkoehler@oki.org, T.513.621.7676.
Comments Received from OKI Members regarding the OKI 2040 Regional Transportation Plan’s Preliminary DRAFT Project Recommendation List and Disposition/Action Taken 2016 Update

(1)
Email received: Thursday, February 11, 2016 2:40PM
From: Ted Hubbard, Hamilton County Engineer
Comments:
- Project 3339 – The East Sharon Road Access Study was completed in early 2015. The most feasible solution, given the current level of local intergovernmental support, is to realign the existing rail yard access to Sharon Road. This concept would reposition the access to intersect Sharon Road at a 90 degree angle and would shift the access location to the west for improved sight distance. An eastbound deceleration lane is also noted in the concept. The estimated cost is approximately $310,000 and would require participation from Sharonville and the railroad interests.

Disposition/Action:
Project 3339 text edits made by OKI staff:
- Facility: East Sharon Rd Truck Access Improvement
- Location: From existing NS Sharon Rd Intermodal Yard driveway to Medallion Dr in Sharonville and Evendale
- Description (OKI Staff this text will be shortened before 2040 Plan finalized to be consistent with other project descriptions): Realign existing rail yard driveway to Sharon Rd at 90 degree angle and shift the drive location to the west for improved sight distance. Improvement also includes construction of an eastbound truck deceleration/pull-off-idling lane.

(2)
Email Received: February 12, 2016 at 1:48:55 PM EST
From: Stephen Dana, Oxford City Councilor
Comments:
4901, on the draft of OKI’s recommended projects, is a very constructive and potentially helpful project to the City of Oxford’s quality of life. I believe that I speak for my colleagues on Council and the broad mass of citizens in saying that:
- Implementation of this project will relieve traffic congestion on one of Oxford’s more congested streets—Chesnut Street, one of the entrances to our city.
The proposed multimodal rail/auto/bike station is exactly the combination of modalities that will address considerably issues that Oxford faces and spur the use of non-vehicular modes of transportation.

Establishment of this project will indeed enhance the city’s level of service, contribute to better air quality, encourage transit and biking, promote safety and have an overall positive environmental impact.

Miami University students will surely take full advantage of these multiple modalities.

Only a year or so BCRTA’s extension of bus service and, especially its allowance of non-student passengers, has had a favorable impact upon the city’s quality of life.

Is this project in any way connected to a Tiger Grant?

Disposition/Action:

Project 4901. No changes made. Total score = 54

Email Received: Wednesday, February 17, 2016 3:12 PM
From: David Mick, Warren County Assistant County Engineer
Comments:

- Is Franklin improvement of SR123 from I-75 southeast to Robinson Vail included?
- ODOT and Warren County TID are considering safety improvements including profile and shoulders on SR63 from SR 741 to SR 123, so should that be included?

Disposition/Action:

- SR123 - The OKI project scoring process for the project was applied and it falls short at this time (41 points). This is still preliminary but we are around the 50 point mark for projects making the Plan. The network coding does not include any improvements for the E+C network (same as existing).
- SR63 shoulders/safety - Shoulder work would not need to be specifically listed in the Plan but lane additions would be. Safety projects are definitely eligible for STP funds and not necessary to be in the Plan.

Email Received: February 17, 2016 4:39 PM
From: Beth Fennell, city of Newport
Comment:

- Newport is pursuing extending the street car in Cincinnati across to Newport and on to Covington.

Disposition/Action:

- Project 4977 Campbell County. Streetcar extension from Cincinnati to Newport and Covington. Changed Corridor Study/Comp Plan from no status to Med/Low (increased points from 0 to 5), Changed Ridership Impact from Maintain to Increase (increased points from 8 to 15). Overall score increased from 43 to 55.
From: Allen Messer, City of Hamilton Public Works Senior Engineer

Comments:
The City of Hamilton requests that Project ID 4869, Black Street Bridge, and Project ID 4872, Hamilton Beltline Trail, be added to the Recommendation Project List for the 2040 Plan, 2016 Update. [These two projects] are of greater importance to the City than two other projects within the City that are on the list [Project ID 3609, River Rd (Williams Ave to St Clair Ave) , and Project ID 4867, SR 177 – Main Street (Carmen to Brookwood).

- The Black Street Bridge project will improve capacity in the roadway network surrounding the proposed Champion Paper Redevelopment. The proposed development will be one of the largest indoor sports complexes in the United States and an important catalyst in Hamilton’s redevelopment efforts. Is a better term to use in the description of the Beltline project, “Multiuse Trail”? If so, please change the description in the spreadsheet accordingly. It definitely has transportation functions, particularly given the proximity of the project to Hamilton High School and Fort Hamilton Hospital. It provides a connection between Millville Avenue (SR 129), Main Street (SR 177), Eaton Avenue, and N B Street thoroughfares, as well as the riverfront and regional trail network.

- Hamilton Beltline Trail will convert an abandon 3 mile rail corridor into a recreational trail that will connect 19,000 residents within a mile radius of the project with the riverfront and Great Miami River Recreational Trail. Black Street bridge was built in 1922 and is in Fair condition according to the 2015 bridge inspection report. The existing 2 lane structure will likely be replaced with a 4 or 5 lane structure. A traffic study is being prepared to determine how many lanes will be needed to accommodate the future traffic projections. The existing structure intersects N B Street at a midblock location. The project would likely include realignment to eliminate unnecessary turning movements. Below is an aerial image of the existing bridge.

Disposition/Action:

- Project 4869 Black Street Bridge. Change Economic Vitality Score from Not Significant to Significant (increase points from 0 to 10). Increase Impact on LOS from low to high (increase points from 0 to 5)
- Project 4872 Beltline Trail – Added 5 points for inclusion in the City’s Comprehensive Plan (was 0). Increase impact on safety from 0 to 5 points. Increased feasibility from 5 to 10 points. Project constructability is high.
- Project 4867 SR-177 Main St. Hamilton. Reduce points awarded for feasibility from moderate to marginal (4 to 2 points). Reduce points for impact on safety from medium to low (5 to 3 points). Changed EJ to negative impact. Points reduced from 5 to 0. Project added to DRAFT list
- Project 4375 Reading Rd. Change AQ from moderate to low, feasibility to low, and impact on safety from medium to low. Project added to DRAFT list
- Project 4376 Reading Rd. Change AQ from moderate to low
- Project 4670 Change feasibility from moderate to marginal (reduce points from 4 to 2)
- Project 4664 added points for transit element of the complete streets score 3+ (add 5 points)
Email received: Monday, February 22, 2016 3:24 PM
From: Greg Wilkens, Butler County Engineer
Comments:
- Project 3709 will most likely be funded locally
- Project 4857 will most likely be funded locally
- Project 4875, Trenton will be submitting an application this year for this project.
- Project 4859 needs to be included in the fiscal constrained projects because it is necessary for Grand Blvd project (4870) to work efficiently. Also Project 4859, Trenton will be submitting an application this year for this project.
- Project 4852 needs to be constructed with/before interchange is constructed (Project 3662)
- Project 3784 needed to include because major economic growth in the area with the new Liberty Center and all the hospital expansions.

Disposition/Action:
- Project 3709 and 4857: Adjust financial estimates to account for additional local participation ($10M + $6M).
- Project 4875 and 4859: Responded to commenter that intersection improvements do not need to be specifically listed in the Plan, but would still be eligible for STP funding.
- Project 4852: Delete and combine with #3662. New description for #3662 reads New interchange and widening Milliken to five lanes from Cin-Day to Butler Warren Rd.
- Combine new I-75 interchange with Milliken widening. Project would occur at same time if advanced.

Email Received: February 23, 2016 3:23 PM
From: Mark McCormack, Dearborn County Director of Planning & Zoning
Comments:
- Project 4448 is a repetitive project listing which should be encompassed by Projects 3334 and 4964 and eliminated.
- I am unable to find the US 50/State Line Road intersection (to construct a free-flowing right-turn lane from westbound US 50 onto State Line Road...).
- How did Project 3336 score? This is a high priority project to Dearborn County.
- Project 4964 can be listed as one project. We would ask that the OKI cost figures remain as-is ($19.8M Base Year Cost; $27.98M Year of Expenditure Cost) and that the project description be amended to: “Rebuilding this segment of SR 1, including realignment, roundabouts, and widening, to alleviate congestion and create more efficient traffic flow.” Is there a benefit of separating the bigger project into smaller projects?
- Project 3336 should be noted as a local High-Priority Project. (This was the ‘SR 1 Truck Climbing Lane’ project. Can we get this project scored and added?)
• If the conclusion of the Bright 74 Study results in a changed project description and/or project costs, when would the Dearborn County information for the 2040 Project List be updated?

**Disposition/Action:**

- Project 3334 delete
- Project 4448 delete
- US 50/State Line Road intersection is a TIP project. No change is needed.
- Project 3336 (SR 1 Truck Climbing Lane). Change local priority from Low to High. Change score from 0 to 10 points.
- Project 4964 SR-1 from US 50 to west of Ridge Rd. Revise description and update cost as $19.8M. Change Corridor Study score from 6 to 10.
- The Bright 74 Study will be completed after the 2040 Plan is adopted. OKI will amend the Plan as necessary at a later date. Staff consider the current description to encompass a range of potential outcomes.

(8)
**Email Received:** February 24, 2016 2:29PM

**From:** Scott Brunka, Deputy City Manager, Lebanon, Ohio

**Comment:** It does not look like the below projects were scored/included in the 2040 Plan project rankings. We would like these projects considered for inclusion in the plan.

- **Lebanon – Countryside YMCA Trail Extension East of Bypass 48** – This project would replace the Bypass 48 Pedestrian Bridge project that is currently included in the plan document. This project consists of re-aligning and extending the existing Lebanon – Countryside YMCA Trail. The trail currently shares the road with Deerfield Road between the Countryside YMCA and the intersection of East St. This section of roadway includes a very steep hill, and is underutilized by bicyclists due to safety concerns. The project will consist of constructing a separate bike trail along this section to get it off of Deerfield road and onto a separate trail. Additionally, the bike trail will be extended from the Countryside YMCA to Turtlecreek Union Road, and then over the existing Bypass 48 overpass to connect with Shattuck Street and the proposed Lebanon Bike Park. Connecting the trail to Shattuck Street provides direct access to the trail for over 1,100 existing residential properties who are currently “cut off” from the trail by Bypass 48. Because non-motorized vehicles are prohibited on Bypass 48, these residents do not have access to the Lebanon Countryside YMCA trail and ultimately the Little Miami Scenic Trail. This project has been recommended in the recently adopted Lebanon – Turtlecreek Township Trails Initiative (LTTI) Plan, and is supported by the Lebanon Parks and Recreation Board. It is identified as a high priority. Attached is a copy of the LTTI plan that shows the proposed project. Please reference Map 3.2 for the proposed alignment. The total length of the new trail is 1.6 miles, with an estimated project cost of $800,000.

- **I-71 and By-Pass 48 Interchange Modification** – Modification of the interchange to separate the combined I-71 southbound exit ramp and By-Pass 48 northbound entrance
ramp traffic. Modification would involve the construction of additional ramps to create a full cloverleaf interchange or functional equivalent.

- **Intersection of By-Pass 48 & Kingsview Drive Intersection Improvements** — Construction of an additional north bound left turn lane on By-Pass 48 at Kingsview Drive and widening of Kingsview Drive from By-Pass 48 to Henkle Drive as a receiving lane for the additional left turn lane. Project would also include replacement of the messenger wire traffic signals to mast arm signals with LED upgrades. $1,300,000.00

- **By-Pass 48 and Turtlecreek Union Road Interchange Modification** — Modification of the interchange to provide efficient usage of semi-trucks traveling north on Deerfield Road for entrance onto south bound By-Pass 48 that could consist of round-a-bouts on the west and east sides of By-Pass 48 at the exit and entrance ramps or the relocation of the southbound entrance ramp further south along Deerfield Road.

- **By-Pass 48 and SR 63 (Main Street) Interchange Modification** — Modification of interchange to remove the conflicts created from left hand turn movements from south bound By-Pass 48 traffic onto SR 123 (Main Street). Modification would involve the construction of additional entrance and exit ramps to create a partial clover/diamond interchange. Modification would also include the replacement of messenger wire traffic signals with mast arm signals with LED upgrades.

- **By-Pass 48/US 42/Miller Road Intersection Safety Improvements** - Replacement of the messenger wire traffic signal with mast arm signals with LED upgrades with a 12’ wide lane addition to southbound US 42 from intersection with By-Pass 48/Miller Road for approximately 540’ to the first business access point. Project could also be the construction of a round-a-bout with a 12’ wide lane addition to southbound US 42 from intersection with By-Pass 48/Miller Road for approximately 540’ to the first business access point with the removal of the traffic signal.

**Disposition/Action:**

- Countryside YMCA Trail Extension East of Bypass 48 — not many multiuse paths made it into the DRAFT Plan based on a pure application of the prioritization process. We remain open to changes as the process plays out

- Four of the SR 48 projects are included in the DRAFT Project List (3740, 3631, 4811 and 4810)

- We did not score projects ranked as local priority identified as LOW

(9)
**Email Received:** February 25, 2016 12:02 PM  
**From:** John Gardocki, SORTA

**Comment:**

- Project 4909 Hamilton County. Change cost from $1.5M to $3.5M

**Disposition/Action:**

- Change made to cost

(10)
**Email received:** Thursday, February 25, 2016 2:51PM
From: Dennis Gordon, PDS Executive Director

Comments:
- The one project that we have the most difficult time leaving out is KY 177 Freight Connector to Campbell County (Project 4670). This project would help reduce heavy freight traffic in Taylor Mill and Latonia. It would open up the Decoursey Yard area for potential economic development. It would work toward Rec. 5 [Direction 2030 to] “improve east/west connectivity that links Boone, Campbell and Kenton counties.” The issue is it’s a $53.6M project and $75.74M in [YOE] dollars. We cannot find a single Kenton County project or multiple projects that we think warrant removal so the Plan can remain fiscally constrained. Since it’s a project that crosses a border there may be some possibility to join forces with Campbell County and have one of their projects removed, but that’s obviously a long shot. The only have 3 projects included for recommendation at this time.
- One major project that does not appear to have been considered is the I-275 westbound ramp to I-71/75 south. This is a high profile project that has a significant impact on local traffic. Unfortunately, it’s also estimated at $50M, so it’s the same issue as the project above.
- The recommended list is automobile oriented, which isn’t surprising. That said, moving to a more transit based system by including projects like rail ROW acquisition, park and ride lots, bus on shoulder, etc. could help lessen the need for some of these other projects if vehicular traffic is reduced. It should be noted though that while Direction 2030 doesn’t exclude transit, it doesn’t explicitly call for it either.

Disposition/Action:
- Project 4670 did not score high enough to make list. No changes made.
- Project 4657 includes improvements to the I-275 westbound ramp to I-71/75 and is included in the fiscally constrained DRAFT Project List.

(11)
Email Received: February 25, 2016 4:39 PM
From: Kris Knochelmann, Kenton County Judge Executive Knochelmann
Comment:
- Stated support for the intersection improvement at Farrell Drive and Kyles Lane.

Disposition/Action:
- Project 4689 Kenton County. Farrell Drive. Changed Local priority from L/M to High. Points increased from 4 to 10. Changed Feasibility from Marginal to High. Points increased from 2 to 5.

(12)
Email Received: February 25, 2016 3:40 PM
From: City of Cincinnati DOTE
General Comments:
Comment: It seems as though the projects that were ranked HIGH by each agency were included in the listing. Is this the case? Was there any consideration of those ranked MEDIUM?
Disposition/Action: All projects were scored except those with local priority LOW or not ranked.

Comment: “Preservation of the Existing System” is one of the Planning Factors of the 2040 Plan. However, these types of projects do not appear to score well based on the criteria used to rank projects. This has been an issue particularly for bridge improvement projects since there is generally no change in Level Of Service or safety.

Disposition/Action: Staff applied the Board approved Project Prioritization Process. Note that preservation projects that meet Title 23 requirements are consistent with the Plan and are eligible for future funding and are not required to be specifically listed in the Plan.

Comment: FAST Act funding is on the horizon. It prioritizes freight, bridges, rail safety and multimodal projects. In the coming years, will OKI ask its constituent organizations for projects with that focus? Should OKI’s selection criteria (TA, STP, Plan) be modified to reflect potential FAST Act funding? Again, this may help the bridge project scoring.

Disposition/Action: The OKI Board approved Project Prioritization Process can always be improved. The process was amended in September of 2015 to respond to many of the focus areas of MAP-21 that transferred into FAST. While it already was a robust process, pavement and bridge conditions, travel time index and other items were added or improved.

Comment: In regards to trail projects, should OKI consider an entire trail “corridor” as one project, instead of individual segments? (Ohio River Trail West for example.) In this way, segments that are feasible can move forward in the federal funding process.

Disposition/Action: The OKI Board approved Project Prioritization Process gives highest priority to Regional trail network components. Segments on these networks are assigned the highest point value.

Comment: We recognize the importance of freight transportation and related projects. However, with the limited amount of funds, we feel that any freight project should have some direct and demonstrable public benefit.

Disposition/Action: The OKI Board approved Project Prioritization Process gives highest priority to freight projects that improve surface transportation via safety and roadway congestion. All federal projects must demonstrate a public benefit regardless of the mode.

Comment: Is there any significance to the order of scoring in the Plan projects? And how does Hamilton County (Cincinnati) compare with other counties in regards to allocated funding in Ohio?

Disposition/Action: No. The staff applies the scoring process as a tool for the ICC and Board. Ultimately the Board determines the mix of projects. Staff is responsible to assuring that the Plan is fiscally constrained.

Comment: Will OKI take the results of the recent survey it conducted in consideration when considering projects for inclusion into the Plan?

Disposition/Action: Staff will consider a variety of sources of information to gage the regional priorities including the survey and other public input. Staff is preparing a separate summary to document how the Draft Plan List of Recommended Projects addresses the survey comments.

Project Specific Comments/Questions
Comment: If the plan is fiscally constrained, how are the Brent Spence Bridge (Project 4372) and Western Hills Viaduct (Project 3350) included?

Disposition/Action: Fiscal constraint examines the expected available resources versus project costs in terms of year of expenditure for the entire planning period from 2016 - 2040. Inclusion in the 2040 Plan does not guarantee projects in the plan would be funded but indicates the project could be funded.

Comment: Projects 4373 and 4826 – Similar to the general comment above relative to trails, we recommend that the Red Bank Road Corridor projects (mainline and other projects) should be classified as one project in the Plan as the Eastern Corridor Segment I, and then phases can be accomplished as funding becomes available and/or as prioritized by the project sponsor. It seems odd that the Project 4373 has a cost of $205 million, but the Project 4826 has a cost of $30 million, which we believe is a phase of the overall corridor plan. Please clarify.

Disposition/Action: Project 4373 is eliminated. Individual projects at Babson & Hetzel and Old Red Bank are included in the scoring process.

Comment: Project 3623 (Eastern Corridor Wasson LRT) - Can you provide your thoughts/assumptions on the western termini of the Wasson Light Rail Transit Corridor (in the vicinity of Xavier)? Would there be another LRT line proposed to the CBD, transfer to BRT/conventional bus, etc.?

Disposition/Action: The project has been reevaluated. Preservation of transit right of way is added to 4844 Wasson Way Trail. Project 4844 (Wasson Way Trail) and 3623 priority is reduced to reflect current local priorities.

Comment: The Wasson Way Trail is a high priority project for the City. Therefore, we request that this project be included in the Plan Status as IN.

Disposition/Action: The project has been reevaluated. As noted above the description is modified to emphasize the preservation of potential future rail transit. Scores for the trail are increased to reflect local priority.

Comment: Project 4918 (Oasis Rail Trail) – The north Oasis rail line track is considered “out of service”. It has not been “abandoned”.

Disposition/Action: Description updated.

Comment: Project 4816 (Railroad Preemption upgrades) – City DOTE has recently received assistance from the railroad and the Ohio Rail Development Commission to develop good cost estimates for this project. Given its multimodal nature (auto, trucks, rail and bike/pedestrian), new Federal standards for traffic signal/rail preemption, and renewed emphasis on rail/freight safety in the FAST Act, we feel that it should be included in the Plan Status as IN.

Disposition/Action: Staff reviewed the scores and suggests no changes.

Comment: Project 995 (Regional Light Rail Planning) – Should this be a Regional Transit Plan that includes bus and rail? Can OKI provide an explanation of this project? Is it a study, preliminary engineering, etc.?

Disposition/Action:
- ID #995 has been removed. Listing of preliminary engineering or study in the capital list of projects is unnecessary.

(13)

Email Received: February 25, 2016 at 4:45:43 PM EST
**From:** Jeff Earlywine, Boone County Administrator  

**Comments:**

- Project 4418 Boone (KY 338 Richwood Road) is more fully described as “US 25 (Dixie Hwy) to Triple Crown Boulevard – Widen to 5 lanes (less than 0.75 miles in length).” We cannot precisely locate or identify this project. Could OKI staff provide additional information regarding the exact location of this project?
- Project 4665 KY 237 (Gunpowder Rd) KY 536 (Mt. Zion Road) to US 42 “Reconstruct and widen to five lane roadway.” This project was scored lower at a 47 and did not make the final list. At the locale level we rated this project high, especially acknowledging that it connects US 42 (already reconstructed with a 5-lane urban section) and KY 536 (scheduled to be reconstructed to a 5-lane urban section). We would respectfully request that OKI staff revisit the prioritization/scoring formula for this project and perhaps share the results with county staff to better understand the lower score assigned to this project.

**Disposition/Action:**

- Project 4418 Boone (KY 338 Richwood Road): Staff has reviewed the project and has determined that the primary benefit suggested by this project is already accounted for in the diverging diamond project sponsored by KYTC at the I-75/KY 338 interchange (6-18) and feels this is not needed. Will be deleted. Confirmed by KYTC.
- Project 4665 KY 237 (Gunpowder Rd) KY 536 (Mt. Zion Road) to US 42: Staff reviewed the project and made the following adjustments: Increase local priority from M/H to High (increased points from 8 to 10) changed 2040 LOS to D (increased points from 0 to 1), improved impact on LOS from low to medium (increased points from 0 to 3). Overall point total increased from 47 to 52.

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**Email Received:** February 26, 2016 10:37 AM  
**From:** Andy Fluegemann, ODOT District 8  

**Comments:**

- Project 4854, 4853, 3735 - The elimination of widening parallel routes to I-75 in Butler County from Bethany to SR 63 is concerning. We view these as viable alternative routes to the interstate system to accommodate local/regional traffic. The new/reconstructed interchanges are fine, but the local roadway network will need improvements to connect.

**Disposition/Action:**

- Project 4854 reevaluated. Increased 2040 LOS from A to C (score changed from 1 to 3) and Impact on 2040 LOS from low to medium (score changed from 0 to 3).
- Project 4853 reevaluated. Economic score changed from no significant impact to significant impact (score increased from 0 to 10). Impact on safety increased from low to medium (score increased from 3 to 5). Increased 2040 LOS from A to C (score changed from 1 to 3) and Impact on 2040 LOS from low to medium (score changed from 0 to 3).
- Project 3735 Score adjusted to reflect significant economic impact (score changed from 0 to 10)
Comments:
- Project 3651 - this in addition to the NB lane that is being added as part of PID 95282 (OKI STP funds in FY 18)?

Disposition/Action:
- Yes. Project removed.

Comments:
- Was this part to Eastern Corridor Segment 1 projects? We are completing the environmental document for these projects. Since they are called out in an environmental document they should be included in the 2040 plan.

Disposition/Action:
- Project ID#4814 Babsen. LOS score increased to 3. LOS impact increase from low to medium (score increased to 3). Project ID#4815. LOS score increased to 3. LOS impact increase from low to medium (score increased to 3). Feasibility increased to High (score increased to 5).

Comments:
- Does the HAM-71 and Ridge Ave. ramp removal and new ramp to Kennedy Ave need to be added? (I may have just missed it in the OKI Draft report.) ODOT PIDs are 94741/91826 in FY2018.

Disposition/Action:
- No action. Projects are in TIP

Comments:
- Projects 3626, 3746, and 3705 - The elimination of widening parallel routes to I-75 in Butler/Warren County from Bethany to SR 63 is concerning. We view these as viable alternative routes to the interstate system to accommodate local/regional traffic. The new/reconstructed interchanges are fine, but the local roadway network will need improvements to connect.
- Project 3713 - The WAR-63 Scoping Study is looking at the segment between Union and Lebanon.
- Project 4887 This is PID 93964 and is scheduled to sell March 2017.

Disposition/Action:
- More discussion is needed.

Comments:
- Project 4895 - Programmed as PID 82552 - OKI STP funds in FY 20 - will be part of next TIP/STIP - Current construction estimate is $11.8M

Disposition/Action:
- Project removed from Draft Plan because it is in the TIP as PID 82552.

Comments:
- Project 3713 - Programmed as PID 82557 - OKI STP funds in FY 19 and part of current TIP/STIP - Current construction estimate is $14M

Disposition/Action:
- Project removed from Draft Plan because it is in the TIP as PID 82557.

Comments
• Project 3703 - The cost estimate seems low knowing the terrain, that this section is bifurcated, and that widening of at least 4 bridges will be involved

Disposition/Action:
• The base year cost estimate is increased from $20 million to $40 million.

(15)
Email Received: February 26, 2016 10:40 AM
From: Steve E. Sievers, Anderson Township Assistant Administrator for Operations
Comment:
Neither of these projects are currently “IN” the Plan, though we feel both have tremendous regional transportation benefits:
• Little Miami Trail Bridge (#4916) is the last missing piece to connect the nearly 80 mile long Little Miami Scenic Trail, a portion of the future Ohio-Erie statewide trail, with the Ohio River Trail and the City of Cincinnati. Thus, it is not only part of numerous county or regional plans, but a link of statewide significance.
• Ancor Connector (#3338) represents an important regional transportation and economic development opportunity in the northeast part of our community. The project is identified not only in township and county plans, but OKI’s Regional Freight Plan. Further, with ODOT’s recent decision not to proceed with a new SR 32 alignment in Segment II of the Eastern Corridor, the Ancor Connector represents an opportunity to create capacity on existing corridors. We understand this to be ODOT’s new direction in this area, so with an Ancor Connector, roadways such as Roundbottom Road and State Road 32 would see improved performance.

Disposition/Action:
• Project 4916 LMT Bridge. Change Corridor Study from 0 to10 points. Change network connector to regional network component. Change point score from 12 to 20.
• Project 3338 Ancor Connector due to removal of Project 3623, Ancor is included in DRAFT Project List.

(16)
Email received: February 26, 2016 3:50 PM
From: David Mick, Assistant Warren County Engineer
Comments:
• There are a number of Warren County projects that are included in the current 2040 Plan “Needed, Non-Fiscally Constrained Project List” (Appendix E) that were not included in this updated draft constrained/non-constrained list. The most notable is US 22_3 from Old Mill Road to West Road [add 1-lane each direction] (listed in the current 2040 Plan Appendix E as US 22_3 from Old Mill Road to Morrow-Cozadadle Road). It may be that the project size was a consideration in this particular case. From the Warren County Engineer’s Office perspective, we realize that changes to the LRP are frequently necessary and believe that OKI’s draft project list captures the intent of the LRP as well as any other version that we might recommend at this time.

Disposition/Action:
- NO ACTION. The noted project was identified as LOW local priority. Staff only scored projects identified higher than LOW.

(17)
Email Received: February 29, 2016 3:32 PM
From: Carol Callan-Ramler, KYTC District 6
Comments:
- Project 4418 - Out: this is already included in 6-18
- Project 4410 - Out: this is largely a duplication of Project ID 4700.
- Project 4678 - In: this project is in definitive need of replacement. It will not last until 2040. This project was broken into 2 PIFs per CO. Combined Base Yr Cost = $11.85M, not $10.3M
- Project 4677 - Edit: Say "KY 16" instead of "Staffordsburg Rd".
- Project 4675 - Edit: Say "KY 16" instead of "Staffordsburg Rd".
- Project 4659 - Out: No perceived need.
- Project 4664 - In: Completes KY 842 Regional Connectivity; Cost is ok.

Disposition/Action:
- Project 4418 – deleted
- Project 4410 – deleted
- Project 4678 Richardson Rd. Changed cost based on KYTC comment. Increased scores to reflect high local priority (10 points), feasibility = high (5 points) and EJ to 5 points.
- Project 4664 Richardson Rd. Increased scores to reflect high local priority (10 points), feasibility = high (5 points) and EJ to 5 points. Adjusted completed streets to 3+ modes (vehicle, sidewalks and transit).
- Project 4677 No Change made. Description matches the KY 536 Scoping Study adopted by OKI in 2016.
- Project 4675 No Change made. Description matches the KY 536 Scoping Study adopted by OKI in 2016.
- Project 4659. Score reduced to reflect medium local priority and low feasibility.

(18)
Email Received: March 2, 2016 2:39 PM
From: Daniel Menetrey, KYTC District 6
Comments:
- KYTC is applying for a roadway widening project on US 27 in Campbell County. Do we need to have any sort of AQ conformity done since it is a capacity adding project? Total length of the project is only 450 feet or so. US 27 SB goes from 3 lanes at Marshall Ln, then down to two and then back to three lanes to Johns Hill Rd. The idea was to widen this 450 foot section to three lanes to improve through capacity. Also, does the project then have to be identified in the 2040 Plan Update?

Disposition/Action:
- Project 4981 (US 27 Widening from Nunn Dr to Johns Hill Road) added to the fiscally constrained DRAFT Project List
Corrections identified by OKI Staff:

- Project 4381 Clermont County. Update base year cost to $298M Oasis Rail Transit per recent report for Oasis Rail Transit Feb. 2016.
- Project 3624 (Eastern Corridor Wasson Line) removed from fiscally constrained list due to status as a low priority project.
- Removal of high cost Project 3624 enabled the following projects to be added to the fiscally constrained list:
  - Project 3698 added
  - Project 3746 added
  - Project 1554 added
  - Project 4375 added
  - Project 3778 added
  - Project 4867 added
  - Project 3338 added
  - Project 4931 added
  - Project 4932 added
  - Project 1555 added
  - Project 3772 added
  - Project 4933 added
  - Project 3619 added
  - Project 4930 added
  - Project 4905 added
- Project 4853 Butler County Warren Rd (Kyles Station to SR63) and Project 4854 (Bethany to Kyles Station) were removed from the fiscally constrained list and replaced by Project 3626 Butler/Warren/Cox Connector Rd which was a higher local priority project.
- Cost estimate for Ohio ITS projects is increased from $35 million to $50 million.
TI P ADMINISTRATIVE MODIFICATION #6
### Ohio Projects

**Project ID** | MTP ID | Project Title | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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</thead>
<tbody>
<tr>
<td>102613</td>
<td>p. 9-17</td>
<td>HAM IR 75-TTV Building Demo II</td>
<td>Add a project to demolish parcels 14, 334 and 345 of the Thru the Valley Phase 1 project, PID 82288.</td>
<td>ODOT</td>
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**Project ID** | MTP ID | Project Title | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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<tbody>
<tr>
<td>82288</td>
<td>p. 9-17</td>
<td>HAM IR 75-12.60</td>
<td>Revise the ROW funding for Phase 1 of Thru the Valley project to reconstruct IR 75 between Shepherd Lane and Glendale-Milford Road.</td>
<td>ODOT</td>
<td>STP</td>
<td>PE</td>
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### Kentucky Projects

**Project ID** | MTP ID | Project Title | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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<tr>
<td>NP 13</td>
<td>O/M</td>
<td>Covington 6th District Sidewalks (Kenton County)</td>
<td>Revise the dates for a Transportation Alternatives project to replace poor sidewalks, provide ADA curb ramps and install new stop bars and crosswalks near the 6th District Elementary School in Covington.</td>
<td>Covington</td>
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<td>(previously in FY 17, same funding)</td>
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### Indiana Projects

**Des #** | MTP ID | Project Title | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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<tr>
<td>1382774</td>
<td>O/M</td>
<td>Aurora Sidewalks</td>
<td>Revise the CON funding estimate for the CE phase of the project to repair curb ramps and sidewalk segments as needed in the City of Aurora.</td>
<td>Aurora</td>
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<td>$45,800</td>
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### Line Items

### Ohio Line Items:

**Project ID** | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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<tr>
<td>93160</td>
<td>Regional Transportation Planning--Land Use FY 2017</td>
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<td>$292,534</td>
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<td>93164</td>
<td>Regional Transportation Planning--FIAM FY 2017</td>
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<td>STP</td>
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<td>93167</td>
<td>Regional Air Quality Program FY 2017</td>
<td>OKI</td>
<td>CMAQ</td>
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<td>Ping</td>
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### Kentucky Line Items:

**Project ID** | Project Description and Action | Sponsor | Fund Type | Phase | Pre FY 16 | FY 16 | FY 17 | FY 18 | FY 19 | Post FY 19 |
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<tr>
<td>6-401.17L</td>
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<td>SNK</td>
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<td>6-401.17F</td>
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O/M—Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See Preservation of the Existing System, 2040 MTP, page 1-11.

James Fausz, ICC Chair
March 8, 2016
RESOLUTION 2016-04

FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM/ AMENDMENT #7
AMENDMENT #7 OF THE OKI FISCAL YEARS 2016-2019
TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION: The attached exhibit, in resolution form, describes the specific revision proposed.

BACKGROUND: OKI is responsible for preparing biennially a four-year program of projects in this region that will make use of available Federal-Aid Highway funds and Federal Transit Administration funds. Inclusion in this program is a prerequisite for such federal assistance. Because the scope, cost, and timing of the included projects are subject to periodic change, and because new projects are continually being developed, the TIP is formally amended several times a year, as needed.

The amendment reflected in the proposed resolution lists 3 highway projects in Ohio and 3 highway projects in Indiana that are recommended for addition, revision or deletion in the current TIP.

Prior to presentation to the Executive Committee, the proposed addition is reviewed by staff and presented to the Intermodal Coordinating Committee. The Intermodal Coordinating Committee considers the issue, and makes a recommendation to the Executive Committee.

AUTHORITY: 23 CFR, §450.324

FUNDING: The fiscally constrained items proposed for amendment have an associated funding amount and source specified. Staff has determined that there is adequate funding available, or anticipated to be available, and the funding amounts are shown in year of expenditure figures for these projects.

ACTION RECOMMENDED: Adoption of Resolution OKI 2016-04

EXHIBIT: Resolution (OKI 2016-04) Concerning Amendment #7 of the OKI Fiscal Years 2016-2019 Transportation Improvement Program.
RESOLUTION
OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
CONCERNING AMENDMENT #7 OF THE
FISCAL YEARS 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) and in cooperation with locally elected officials in the OKI region; and

WHEREAS, the Intermodal Coordinating Committee (ICC), as the technical advisory committee to OKI, has reviewed and recommended the projects listed in the resolution and recommend that they be added/amended into the Transportation Improvement Program (TIP); and

WHEREAS, all federally funded transit and highway projects in the Ohio Counties of Butler, Clermont, Hamilton and Warren, the Kentucky Counties of Boone, Campbell and Kenton and the Indiana County of Dearborn must be included in the TIP prior to the expenditure of federal funds and be listed with year of expenditure dollars; and

WHEREAS, the amendments are consistent with the OKI 2040 Regional Transportation Plan as adopted on June 21, 2012 and last amended on June 11, 2015, and the OKI Regional ITS Architecture adopted on March 13, 2008 and updated on October 10, 2013; and

WHEREAS, these amendments are consistent with OKI’s regional air quality conformity analysis of April 9, 2015 and all changes of timing or scope to transportation conformity non-exempt projects have been included in the analysis; and

WHEREAS, the opportunity for public participation has been provided per OKI’s Public Participation Plan; and

WHEREAS, the environmental justice impacts of these amendments have been considered with “Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations”; and

WHEREAS, this amendment will result in a TIP that remains fiscally constrained: Now, therefore,

BE IT RESOLVED that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on March 10, 2016 hereby amends the Fiscal Years 2016 – 2019 Transportation Improvement Program as shown in the attached Amendment #7 highway table.

______________________________
KEVIN J. LYNCH, PRESIDENT

03/10/16

mrt
**OHIO PROJECTS**

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<th>MTP ID</th>
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<th>Sponsor</th>
<th>Fund Type</th>
<th>Phase</th>
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<tr>
<td>82557</td>
<td>p. 9-14</td>
<td>CLE CR 171 (Old SR 74) 2.84 Phase 1</td>
<td>Revise the CON estimate for a project to widen Old SR 74 from 2 lanes to 5 lanes from Glen Este-Withamsville to Tealtown and to 3 lanes from Tealtown to Schoolhouse Road. Air Quality Analysis: Analyzed</td>
<td>CTID OKI-STOP</td>
<td>CON</td>
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<td>Pre FY 16 FY 16 FY 17 FY 18 FY 19 Post FY 19</td>
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<td>82582</td>
<td>p. 9-14</td>
<td>CLE CR 171 (Old SR 74) 5.00</td>
<td>Revise the CON estimate for a project to widen Old SR 74 from 2 lanes to 3 lanes with 4 foot shoulders from Olive Branch-Stonecreek Road to Armstrong Boulevard. Air Quality Analysis: Analyzed</td>
<td>CTID Local</td>
<td>PE</td>
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<td>91939</td>
<td>O/M</td>
<td>HAM US 50-3.76L/21.80N</td>
<td>Add a project previously listed in the Line Items to rehabilitate bridges HAM-50-0376L and HAM-50-2180N by repairing gusset plates and spot painting at isolated critical locations to stop packrust. Air Quality Analysis: Exempt</td>
<td>ODOT State</td>
<td>PE</td>
<td>$738,367</td>
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<td>$420,500</td>
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**INDIANA PROJECTS**

<table>
<thead>
<tr>
<th>DES #</th>
<th>MTP ID</th>
<th>Project Title</th>
<th>Project Description and Action</th>
<th>Sponsor</th>
<th>Fund Type</th>
<th>Phase</th>
<th>TIP State Fiscal Years</th>
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<tbody>
<tr>
<td>1592797</td>
<td>O/M</td>
<td>SR 1 Bridge Deck Overlay</td>
<td>Add a project for a bridge deck overlay on SR 1, 2.35 miles north of US 50 at Salt Creek. Air Quality Analysis: Exempt</td>
<td>INDOT STP</td>
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<td>Total Project Estimate: $1,444,500</td>
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<td>1592800</td>
<td>O/M</td>
<td>US 50 Bridge Deck Overlay</td>
<td>Add a project for a bridge deck overlay on US 50, 1.05 miles west of SR 56 at the CSX Railroad. Air Quality Analysis: Exempt</td>
<td>INDOT NHS</td>
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<td>Total Project Estimate: $336,400</td>
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<td>1593034</td>
<td>O/M</td>
<td>IR 74 Bridge Deck Overlay</td>
<td>Add a project for a bridge deck overlay on St. Peters Road, 3.27 miles east of SR 101—St. Peters Road over IR 74. Air Quality Analysis: Exempt</td>
<td>INDOT IM</td>
<td>PE</td>
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<td>Total Project Estimate: $708,000</td>
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</tbody>
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O/M--Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See Preservation of the Existing System, 2040 MTP, page 1-11.
OTHER BUSINESS
Freight Network: M-70/StrongPorts Workshop

March 24, 2016
Cincinnati, Ohio

Location:
OKI Regional Council of Governments
720 E. Pete Rose Way, Suite 420
Cincinnati, OH 45202

A marine highway project is a planned service, or expansion of an existing service, on a designated Marine Highway Route, that provides new modal choices to shippers of cargo, reduces transportation costs, and provides public benefits including reduced air emissions, reduced road maintenance costs, and improved safety and resiliency impacts.

This workshop is to advance and support freight growth and opportunity on the M-70 and its surrounding states and regions. Discussion will focus on the development of an M-70 Coalition and to discuss development of Marine Highway projects and other opportunities to strengthen ports and terminals along this corridor.

Perspectives from:
- Maritime Administration
- Central Ohio River Business Association
- Inland Rivers, Ports & Terminals, Inc.
- State Departments of Transportation
- Private Freight Operators/Shippers
- Economic Development Agencies
- Local and Regional Government Agencies

Many potential funding opportunities for marine freight-related improvements will be discussed including, but not limited to, FAST Act, TIGER, TIFIA, and RRIF.

Hotel Block:
Cincinnati Westin Inn
21 E. 5th Street, Cincinnati, OH, 45202
Group Rate under Inland Rivers, Ports & Terminals, Inc. Group Code 15513 and 15514 (Rate $129) Reservation Phone: 888-627-8071

For more information contact:
- Aimee Andres, Inland Rivers, Ports & Terminals 618-468-3010
- Eric Thomas, Central Ohio River Business Association 513-326-6729
- Travis Black, Maritime Administration 202-366-6798

Please register for this event to receive update e-mails and additional information.

Please Register by Responding to Aimee Andres (admin@irpt.net), IRPT, by March 18, 2016