



**BOARD OF DIRECTOR'S
MEETING
APRIL 9, 2020
EXHIBITS**

10:30 A.M.

**OKI REGIONAL COUNCIL OF GOVERNMENTS
720 EAST PETE ROSE WAY, SUITE 420
CINCINNATI, OHIO 45202
WEBSITE: WWW.OKI.ORG
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EXHIBIT 1-B:

APPROVAL OF MARCH 12, 2020 EXECUTIVE COMMITTEE

MEETING MINUTES

(Motion to approve and/or amend minutes)



**EXECUTIVE COMMITTEE MEETING
OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
MARCH 12, 2020 -- 10:30 A.M.
OKI BOARD ROOM**

MINUTES

President Knochelmann, noting that there was a quorum, called the meeting to order at 10:34 a.m. The following members were in attendance:

EXECUTIVE COMMITTEE MEMBERS

Judge Kris Knochelmann, Kenton County Fiscal Court
Mr. T.C. Rogers, Butler County Board of Commissioners
Mr. Gary Moore, Boone County Fiscal Court
Mr. Mark McCormack, alternate for Mr. Rick Probst, Clermont County Board of Commissioners
Ms. Fatima Ba, alternate for Ms. Denise Driehaus, Hamilton County Board of Commissioners
Mr. Robert Brown, Hamilton, Ohio
Mr. Talbott Moon, Middleton, Ohio
Ms. Beth Fennell, Newport, Kentucky
Mr. Jim O'Reilly, Wyoming, Ohio
Mr. Josh Gerth, Anderson Township
Mr. Adam Goetzman, alternate for Mr. David Linnenberg, Green Township
Mr. Karl B. Schultz, Miami Township
Mr. Robert McGee, Union Township
Mr. Aaron Wiegand, alternate for Ms. Ann Becker, West Chester Township
Ms. Christine Matacic, Butler County Association of Township Trustees & Clerks
Mr. Jonathan D. Sams, Warren County Association of Township Trustees & Clerks
Ms. Terry Summers, alternate for Mr. Chris Wahlman, INDOT
Mr. Tom Arnold, alternate for Tammy Campbell, ODOT
Mr. Darryl Haley, SORTA
Mr. Andrew Aiello, TANK
Mr. Matt Dutkevicz, alternate for Mr. Chris Lawson, BCRTA
Mr. Larry Maxey, Resident Member
Mr. Roger Kerlin, Resident Member
Mr. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs
Mr. Tom Voss, Resident Member
Mr. David Okum, Hamilton County Regional Planning Commission
Mr. Brian Painter, Campbell County Fiscal Court
Mr. David Painter, alternate for Mr. Ed Humphrey, Clermont County Board of Commissioners
Mr. Kenneth F. Reed, Resident Member
Mr. Eric Beck, Hamilton County Engineer

Kris Knochelmann
President

Mark R. Policinski
CEO

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BOARD MEMBERS

Mr. Charlie Cleves, Bellevue, Kentucky
Mr. Tyson Hermes, representing Ms. Jessica Fette, Erlanger, Kentucky
Ms. Rosalind Moore, Forest Park, Ohio
Mr. Mike Mains, Harrison, Ohio
Mr. Chris Reinersman, Independence, Ohio
Ms. Krista Wyatt, Lebanon, Ohio
Ms. Traci Theis, Maderia, Ohio
Mr. John Breadon, Norwood, Ohio
Mr. Mike Wilson, Sharonville, Ohio
Ms. Cathy Flaig, Boone County Fiscal Court
Mr. Kim Patton, Boone County Planning Commission
Mr. Greg Sketch, Kenton County Planning Commission
Ms. Liz Hayden, Hamilton County Planning Commission
Mr. Nick Hendrix, Kenton County Public Works
Mr. Pete Metz, Cincinnati USA Regional Chamber

GUESTS

Mr. James Lucas, City of Sharonville
Mr. Matt Kremer, City of Erlanger
Mr. Jeff Wallace, Barge Design
Mr. Frank Burkett, FHWA
Mr. Skip Schulte, Citizen
Mr. Jay Hamilton, Mead & Hunt
Ms. Shannon Hartkemeyer, BCRTA
Mr. Robert Ahaus, WSP
Ms. Melissa Jones, Citizen

LEGAL COUNSEL

Mr. Ed Diller, Taft, Stettinius & Hollister

STAFF

Mr. Mark Policinski	Mr. Robert Koehler	Ms. Marilyn Osbourne
Ms. Jenn Spreckelmeier	Ms. Regina Fields	Ms. Purcy Nance
Mr. David Shuey	Ms. Lorrie Platt	Mr. Jim Pickering
Ms. Ting Zou	Ms. Suzanne Parkey	Ms. Robyn Bancroft
Mr. Brandon Rudd	Mr. Brett Porter	Ms. Summer Jones
Ms. Margaret Minzner	Mr. Travis Miller	Mr. Brandon Flessner
Ms. Gaby Waesch	Mr. Nathan Ziegler	

President Knochelmann reminded everyone to sign in for attendance purposes. He also reminded everyone that this is an Executive Committee meeting and that Executive Committee Alternates are able to vote.

Mr. Mike Mains led the Executive Committee in the Pledge of Allegiance.

ITEM #1: ADMINISTRATIVE

A. Announcements

- 2020 Nominating Committee Update

President Knochelmann mentioned Ted Hubbard's letter of resignation from the OKI Board of Director's was received on February 12, 2020. This leaves an opening on the Board Under Other Elected Officials and Persons Responsible to Elected Officials from Special Purpose Districts(Section 1-g) And an At- Large Seat on the OKI Executive Committee.

President Knochelmann stated that Ted suggested Eric J. Beck as his replacement on both the Board and the Executive Committee. The 2020 Nominating Committee unanimously recommends to the Executive Committee that Eric J. Beck fill the seat left vacant by Ted Hubbard on the OKI Board of Directors and Executive Committee. President Knochelmann asked for a motion to approve.

Mr. Karl Schultz moved that the Executive Committee concur with the Nominating Committee's appointment of Eric Beck to the Board and Executive Committee; Mr. Welch seconded the motion; motion carried.

B. Approval of February 13, 2020 Executive Committee Meeting Minutes

President Knochelmann called for corrections and/or additions to the February 13, 2020 minutes of the Executive Committee meeting. There being none, Ms. Matacic moved that the minutes be approved as presented. Mr. David Painter seconded the motion; motion carried.

C. Executive Director's Report

Mr. Mark Policinski mentioned that the Board members might recall hearing over a year ago that the State of Ohio was awarded \$7SM by U.S. EPA as part of the VW (Volkswagen) Diesel Emissions Environmental Mitigation Trust. He said he is focusing on Ohio because Ohio EPA has earmarked \$11.25M specifically for the development of EV Charging infrastructure. *(Side note for our KY and IN members: KY and IN also are receiving VW Funds. IN is using funds to further their existing programs to replace older, higher emission diesel fleet vehicles with cleaner alternative fuels. KY is still determining their course of action).*

Mr. Policinski commented that we have heard that Ohio EPA will have 2 to 3 funding rounds to award the full \$11.25M over the coming years. The first round of funding is imminent. A request for applications to assist in the costs of installing EV (Electric Vehicle) charging infrastructure is expected to be released by Ohio EPA any day (we have been told "Mid-March").

Mr. Policinski stated that we anticipate this first round of funding to focus exclusively on Level 2 EV charging stations and that \$3 million of the total funds will be available to 26 counties across the state. Yes, this is a drop in the bucket! However, OKI wants to assist you and your

communities in every way possible, so that Southwest Ohio both receives our fair share of these funds and, more importantly, we capitalize upon this opportunity to implement a much larger, regional and collaborative EV charging network. We will be convening a workshop (in person or virtual) to share our regional strategy and the resources we have available to you in the very near future. He mentioned OKI staff will also introduce a private sector option(s) which might make a joint regional public-private partnership our best chance for our communities best chance to receive dollars from this program.

Mr. Policinski spoke to the members about COVID-19. He said, as you are aware, the Coronavirus is a serious health concern and has affected many schedules. We are putting together a plan for OKI meetings as the impact of the virus grows in severity. At issue is how does OKI meet and conduct its business if OKI meetings are judged to be harmful to our health.

Mr. Policinski mentioned that there are two factors particularly difficult for OKI. First, OKI is required to physically meet to conduct its business; we are prohibited from online meetings or recording votes that are not in-person. The second factor is, before July 1st, OKI is required to approve a budget for FY21, adopt a Long Range 2050 Plan, approve a FY21 work program to ensure specific funding for specific OKI activities and adopt a Transportation Improvement Plan, which incorporates all your projects and has a four year time horizon.

Mr. Policinski informed the Board members that OKI has not finalized emergency plans, but in consultation with our attorneys and the President, these are our initial thoughts. He stated that we must have a quorum, which is 22 members for the Board meetings and 20 people for the Executive Committee meetings. He mentioned that OKI may ask for your cooperation in having only quorums, plus a few members attend the meetings. OKI is considering surveying Board and Executive Committee members to determine who will be attending a meeting. He stated that after we reach a quorum, he will then contact members who have indicated they were planning to attend the meeting, to allow them to attend via an active streaming device, but not vote.

Mr. Policinski commented, "We want to protect your health and we want to allow you to participate in OKI business as you see fit. I do not want to disenfranchise any member of OKI. This is a cumbersome process, but it is the best we have at the moment. I am very interested in your thoughts. As such, I would like to get your general approval on this outline of how we would proceed."

Judge Moore asked, what would prohibit people from voting if it was a streaming or video situation? Is it our OKI bylaws, state law? What would prohibit that?

Mr. Policinski responded, it is state law, but I believe it is also in our bylaws.

Judge Knochelmann, also pointed out, if there was anything contentious, which has never been the intent of OKI, which could be tabled until we can further discuss with all present.

Judge Moore followed up with, the world changes when you declare an emergency. We, Judge Executives, Mayor Cranley, Hamilton County Commissioners, whoever has that power; is there something in that emergency we can do to change that “rule”?

Mr. Diller responded, right now I do not think there is anything that can be done to change that.

Judge Moore stated, I like your proposal, I was just asking trying to take it further if we can. If those powers were given for us to legally be allowed to vote via conference call, we should take advantage of that.

Mr. Policinski asked Mr. Diller, we are an Ohio entity so whatever Ohio sets in place, other states would have to abide by the rule, correct?

Mr. Diller, we are organized under Ohio law so yes, Kentucky would have to abide by that.

Mr. Policinski closed his remarks thanking everyone for attending and to remember to wash their hands. “We need you.”

D. Legislative Update

Ms. Lorrie Platt, OKI staff, stated she had the opportunity to listen in on a national conference call on 3/11/20 hosted by the National Association of Regional Councils where we could hear first-hand how affected regions were handling the virus with their staffs and the role of the MPO in those affected communities. She heard from council of governments representing Seattle, Boston and LA County. She stated that Seattle has the most confirmed cases of the virus in the United States, and hearing from him was very interesting. Those MPOs have enacted telecommuting with their staff, canceled staff travel for the next month, cancelled hosting any meetings and asked their staff not to attend meetings where there were more than 10 people. She reiterated that this is a very fluid situation. The role of the MPO is to follow the direction of the Governor’s office. We are not in a position to provide direction or suggest any actions.

Ms. Platt then moved onto to regular business, reminding Board members that the US DOT is accepting applications for BUILD (formerly TIGER) grants. Awarded on a competitive basis for projects that will have a significant local or regional impact. She stated that there is \$1billion available in funding, 50% to rural areas, 50% urban areas. Completed applications are due at 5pm on Monday May 18.

Ms. Platt asked if anyone knew of any local projects applying. KY536 is applying per Judge Knochelmann and Judge Moore.

Ms. Platt mentioned 2020 Census invitation to participate would be coming in your mailboxes soon, March 12 – 20th. She also reminded everyone to not forget to vote on Tuesday, March 17 (which was postponed due to COVID-19 precautionary response efforts).

Judge Knochelmann mentioned the Public Service Awards nominations are open. If you have 10 minutes, don't forget to fill out the application and nominate some deserving folks in your community.

E. Finance Officer's Report

Ms. Purcy Nance, staff, reported that the Finance Officer's Report was distributed around the table. She explained that this report contains the financial statements for the period ended January 31, 2020 and includes current cash information.

Ms. Nance referred members to page 2 for the current information. As of March 6, OKI had \$463,030 in the PNC checking account, \$18,590 in the HSA/FSA checking account and \$710,000 in the STAR Ohio money market mutual fund. Ms. Nance 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 January 31. She reported that Cash and Investments are down 11% from this time last year. Receivables are at the same level as this time last year. Ms. Nance reported that at January 31, there were \$714,000 in receivables, \$712,000 associated with December and January invoices and \$2,000 outstanding from November and earlier. She further stated that payables are up 3% or \$4,000 from this time last year.

Ms. Nance stated that Revenue information is located on page 4. She reported that at January 31, OKI was approximately 58% of the way through the budgeted year. Overall, revenues are at 58%, which is on budget. She noted the following items: Federal revenues are ahead of budget due to the timing of FTA 5310 pass through project activities; State Revenues are behind budget due to the timing of EPA contracts; Local Revenues are ahead of budget due to the timing of member county funding payments; and Miscellaneous Revenues are ahead of budget due to the timing of OKI's annual meeting.

Ms. Nance stated that page 5 contains Expense information. She reported that overall, expenses are at 56%, which is on budget.

Ms. Nance noted the following items: Category 2, Fringe Benefits, are under budget due to savings experienced on health insurance renewals and due to lower than anticipated leave variance adjustments; Category 3, Travel, Subsistence and Professional Development, is under budget due to the timing of Board travel and agency membership renewals; and Category 4, Printing, Marketing and Contractual is ahead of budget due to the timing of 5310 pass through project activities.

Ms. Nance stated that page 6 contains the General Fund Balance information. She reported that the General Fund Balance has had net increase of approximately \$76,000 year to date. The two components of this increase are timing differences and year to date activities. The timing differences include a \$151,000 increase due to timing of county funding payments and \$107,000 decrease due to application of negotiated fringe and indirect rates. The remaining \$32,000 increase is associated with year-to-date operations and timing of active projects. Resulting in a year to date fund balance of \$1,553,000. Of this amount, \$490,000 is committed to active projects.

Mr. David Painter moved that the Executive Committee accept and file the Finance Officer's Report dated March 12, 2020. Ms. Maticic seconded the motion; motion carried.

ITEM #2: REINVENTING METRO

Mr. Darryl Haley, CEO of the Southwest Ohio Regional Transit Authority, and Mr. Pete Metz, Manager of Transportation Initiatives for the Cincinnati USA Regional Chamber, updated the Board on Issue 7, which would implement the Reinventing Metro plan and invest in Hamilton County infrastructure.

Mr. Metz discussed the importance of the state of the transportation system in Hamilton County both on the transportation side for SORTA and the infrastructure side. Transportation is key to the region's success. He discussed a few of the major challenges that operating a transit system, that meets the needs of the community, faces. Only 22.5% of jobs on average in our region are accessible by a 90-minute bus commute. SORTA has a \$165M deficit over the next 10 years due to their unsustainable funding model. SORTA's hub-and-spoke model means long trip times and transfers downtown. The public transit system in Cincinnati has not evolved since its creation.

Mr. Metz talked about the local infrastructure, which is in desperate need of investment. There are 38 functionally obsolete or structurally deficient bridges in Hamilton County, including the Western Hills Viaduct. Nearly 1,000 lane miles in Cincinnati and half of County-maintained roads rated fair or worse. The cost of resurfacing streets has increased by more than 60% in the last four years.

Mr. Metz discussed the opportunity being presented to voters on March 17th. Two elections, the first to repeal the City's earnings tax dedicated to transit, contingent on the second, to replace it with a 0.8% sales tax in Hamilton County to reinvest in our transportation system. This would result in \$130M per year provided to transportation. \$100M per year would go to fully funding the Reinventing Metro Plan. The other \$30M per year would be new funding for local infrastructure.

Mr. Haley presented the Reinventing Metro Plan to the Board. He talked about the three areas of improvement that will make using metro a more practical option: frequency, span and trip time. The wait time between buses is currently too long. The priority of this new plan is to have

shorter waits to make public transit more dependable. Another priority is creating shift work; keeping the busses running longer throughout the day so the public can access metro even for third-shift jobs. Finally, trip time is also a priority. Creating faster trips so the public does not have to count in a 90-minute bus route to and from work every day.

Mr. Haley stated that in the Reinventing Metro Plan there would be access to 20,000 more jobs, there's access to \$850M more wages and 343,326 more jobs would be accessible by 24-hour bus service.

Mr. Metz discussed the need for this change in funding. Thank you to OKI, City of Cincinnati and Hamilton County as well as other jurisdictions for providing help in gathering the information needed to help present the need for this change. They went out and quantified the existing need that is on the books for communities. He noted that this was not comprehensive; they weren't able to talk to every single jurisdiction in Hamilton County. They identified more than \$1.1 billion worth of projects that exists in Hamilton County that overlaps with the new public transit system plan.

Mr. Haley mentioned www.reinventingmetro.com to anyone who wants to know more about the Reinventing Metro Plan.

T.C. Rogers asked, do you have any projections on participation?

Mr. Metz asked if in terms of ridership or in terms of the election?

Mr. Rogers said in terms of the ridership, let's say in the seats.

Mr. Haley responded that ridership 12-13 years ago was around 22,000,000, but we are now down 30% to under 14,000,000. By year ten of this plan we expect it to go up to 25,000,000.

Mr. Skip Schulte said, "I understand that from what I read the other day, that even if the levy passes the fare is going up. Is that correct?"

Mr. Haley responded that has not been determined at this point in time exactly what the fares will be. We will be doing a fare study. What I can tell you right now is that Cincinnati has one of the most confusing fare structures as there is in the United States. We will be changing to a local fare, an express fare and an outside Hamilton County fare. Some may go up and some may go down, but we will only have three fare options. We will also continue to have day passes so there won't be transfer there will just be three fares.

Mr. Welch commented, to continue with T.C.'s questions, the ridership, is that roundtrip or one way?

Mr. Haley responded that those were trips one way.

Mr. Welch asked how much money would be raised with the new tax.

Mr. Metz responded that it would be \$130 million. \$100 million going to metro and the other \$30 million going to infrastructure.

Ms. Matacic commended Mr. Haley and Mr. Metz and all involved in this process to get this issue on the ballot and working hard to improve transportation for the city.

Mr. Painter said you have had a great opportunity here to talk to community members, riders, etc. He asked, what did you learn from those people about your service? How do you overcome the part to the voters that says this is not a sustainable service; this is not something that you can charge enough money for it to be flat to the tax payers. This is something that is provided that runs at a deficit. How did you get over that hump? How did you explain that?

Mr. Haley responded, what we learned is our system is not usable. One customer we talked to she has 2 jobs. One is a part time job at Wendy's on Sundays. Because we do not provide a feasible bus option, she uses Uber. She ends up spending her entire paycheck on an Uber to and from work. The other 4 days of week she also cannot get to work because of the lack of bus service. People are looking for alternative routes around the city. He also mentioned Sharonville. Cintas in Sharonville has a lot of second and third shift employees who are looking for an alternative way to work. We currently do not provide a bus route that can accommodate that. These are not part time jobs. These are full time, higher paying jobs. They have no access. The community is begging for access to get there. With our new system, we can get them there.

Mr. Metz added to the, "how do you overcome the conversation to the voters," we found as a business organization serving nearly four million members, that showing the access to jobs, showing what it will do for the community, even if you don't ride the service, even if you don't use the bridge that's being repaired, has been compelling. What people have realized that even if they aren't using it, someone that they rely on may use it. Helping people realize that has had an impact with our community.

Mr. Haley also added, that last meeting we listened to Andy talk about TANK and what SORTA has come up with will work well with TANK's plan. The community across the region will have better service, better connectivity with both plans in place. We will really start to connect and people will be able to move about the region much easier.

Mr. Dutkevicz asked Mr. Metz, can you clear up how the sales tax and earnings tax behave together?

Mr. Metz replied, if you live or work in the City of Cincinnati under this plan and make more than about \$20,000 a year, your net taxes goes down. What you're paying in earnings tax, that 0.3%, goes away. It is not offset by what you pay in sales tax. Part of that is because the base on the sales tax is so broad in Hamilton County. 53% is paid by Hamilton County residents and 47% by outside of the county.

Follow up – if there was an interest in raising the earning tax in the future how would that be done? Or would that be done in a separate silo?

Mr. Metz answered that would be done in a separate silo. It would require a vote of the city.

Mr. Aiello followed up on Mr. Haley’s comment about the improved access to jobs. TANK’s system is largely hub and spoke and for folks to reach jobs in Northern Kentucky, which are plentiful and continue to grow, that transfer occurs in downtown Cincinnati. If you think of it like trying to book a flight somewhere and you have to transfer through an airport; the more frequently those flights feed into that hub, the shorter your overall travel time is. People take that equation into account when they decided to take a job, or not. So, we have folks in certain parts of the region that need jobs, we have jobs available in other parts of the region, and as we speed up the system, we are dramatically reducing travel time for people to get jobs and are therefore more likely to take them. Overall, when it comes to matching the improvements we are making on the TANK side, it is a rational fit for the transportation planning for SORTA.

ITEM #3: 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE #6

Ms. Lorrie Platt, OKI Staff, presentation #6 on the OKI 2050 Metropolitan Transportation Plan. She reported that the 10 question survey was open for 5 weeks and closed at the end of February. She reported that over 2700 surveys had been received. She said that using social media, namely Facebook and Twitter helped increase awareness of the survey. She also mentioned not everyone has access to a computer or smart phone and that there are several opportunities for in person outreach.

She then pulled up the plan’s website, 2050.oki.org and highlighted the timeline for public outreach. Including one being held this Saturday, March 14 at the Cintas Center for the annual Neighborhood Summit; the draft project list will be available for public comment from 8-1:30pm. In May, at the largest circulating library in each county, there will be a 2050 display and opportunities for the public to review the draft list and provide their comments. The final opportunity for public comment will be on June 8 where OKI will host a public hearing starting at 5pm.

Mr. Bob Koehler, OKI Staff, provided an update on development of the 2050 MTP, stating we are on schedule for a June adoption. Included in the presentation were: Survey Comment Highlights, 2nd Draft Project List & Summary and Next Steps.

Mr. Koehler shared with the Board that about 1500 comments were received, primarily regarding roadway, transit and bike/ped. Freight was not mentioned on many comments. Multiple roadway related comments included the Brent Spence Bridge project, traffic on US 50

in Dearborn County, and access between Bright and I-74, and the North Hamilton Crossing. Transit: several general comments on specific bus routes, the need for more and better bus service, rail transit and complete the streetcar. Bike/Ped: bike lanes, multi-use path and safety. Several comments stated they would use their bike more if they felt safe.

Mr. Koehler mentioned a new draft project list is available and can be found here: <https://2050.oki.org>. Of the nearly 400 projects scored, the 2nd Draft list now has 190 projects, up from 172 totaling \$9 Billion.

Mr. Koehler stated that he requested ICC feedback on the project list by March 20. The draft list will be provided by May 8 and a public hearing will be held on June 5 with board approval requested at the June meeting. He introduced Margaret Minzner to discuss the Environmental Consultant Process.

Ms. Margaret Minzner, OKI Staff, said the Environmental Consultants are a required part for updating long range transportation plan per FAST Act. She said consultations are intended to result in better decisions for improving transportation and to help reduce negative and costly environmental impact. The process began over a year ago by updating our data for analysis determining engagement tools and identifying stakeholders. A workshop was held in March and she said draft projects were divided into breakout groups based on watershed. An online project view app was provided as well. The app was used by the facilitator to review projects and start discussions. Facilitators systematically went through projects based on what appeared to have the most impact to the least impact. She said the next step is the comments on individual projects and highlights from discussion will be summarized as a supplement to the plan.

ITEM #4: INTERMODAL COORDINATING COMMITTEE REPORT

Mr. Andy Reser, OKI Staff, provided a brief update of the ICC meeting held on Tuesday. TIP Administrative Modification #7 involves 5 projects. In Ohio, it combines two Butler County Miami-to-Miami multi-use path projects into one and adds one project to a Statewide Line Item. In Kentucky, project ID 6-443 is an additional SB lane on US 27 in Highland Heights; \$100,000 is being moved from the Utilities phase to the Construction phase. And a safety project on KY 536 is being added to a statewide Grouped Project.

A. FY20-23 TRANSPORTATION IMPROVEMENT PROGRAM/AMENDMENT #7

Mr. Andy Reser, OKI Staff, TIP Amendment #7 includes 3 Ohio projects. In Butler County, the estimates for the Five Points roundabout project near Hamilton are coming in higher than expected, and the Amendment significantly increases the local match. In Hamilton County, increasing the funds needed for a sidewalk project along Colerain Avenue, and in Warren

County, adding a project to rehabilitate a bridge over the Little Miami along SR 73. All projects are exempt from air quality conformity. A draft of the TIP Amendment was placed on our website for comment since February 27th and was also sent to our Interagency Consultation Group. We have received no comments.

Ms. Maticic moved that the Executive Committee approve of Resolution 2020-08 Concerning Amendment #7 of the Fiscal Years 2020-2023 Transportation Improvement Program. Mr. David Painter seconded the motion, motion carried.

B. DRAFT FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Andy Reser, OKI Staff, discussed the Draft FY2021-2024 TIP. The last major update was May 2019, with the last new ODOT STIP occurring in 2017. The TIP details funding commitments for next four years, by fund type, phase and fiscal year. Any project with federal funds and any regionally-significant project must be listed, and the TIP becomes part of the Statewide TIP (STIP). The Draft TIP includes \$2.3 billion in federal, state and local funds; \$1.2 billion in Federal funds including \$166 million in OKI sub-allocated federal funds. For all federal funds, the top three project types by programmed funding are widening/relocation (38%), maintenance/reconstruction (27%), and traffic operations/safety (10%). For the OKI sub-allocated funds, the top three project types by programmed funding are traffic operations/safety (37%), bicycle/pedestrian (21%), and widening/relocation (12%). This amount does not include \$40M yet to be awarded.

There are thirty-seven new OKI funded projects in the Draft OKI FY21-24 TIP; twelve STBG, ten CMAQ, six 5310, five TA and four SNK. The Draft TIP includes many cost adjustments to existing projects. Transit projects include bus purchases, capital maintenance and operating assistance. The Draft TIP also includes hundreds of “Grouped Projects”. Grouped Projects include many smaller highway preservation, maintenance and safety projects.

He reminded the committee that the project list and the entire document is available for review by going to the link tip.oki.org/draft_tip/. The projects are sorted by State, County, Sponsor and Project ID. A public hearing will be held on April 6, 2020 at 5pm in the OKI Board Room. Approval is scheduled for the April 9 OKI Board of Directors meeting. The approved TIP will be sent to ODOT, KYTC and INDOT for inclusion in their STIPs. The new OH STIP will be effective July 1.

Ms. Maticic moved to concur with Staff Recommendations to begin the public comment period. Mr. Rogers seconded the motion; motion carried.

ITEM #5: CONSENT AGENDA

Mr. David Painter moved to accept the consent agenda as mailed. Mr. Moore seconded the motion; motion approved.

ITEM #6: OTHER BUSINESS

Mr. Moore mentioned that he will become President of NACO, National Association of Councils, in July. As part of that he gets to decide the location of the December Board meeting. They decided to partner with the meeting, a large county caucus. That will be the first week of December. We want this to be a focus of regionalism. The dates are Wednesday, December 2nd through Saturday, December 5th. There will be roughly 250 attendees. Mr. Moore wanted to get that on the Boards radar.

ITEM #7: ADJOURNMENT

There being no further business, President Knochelmann asked for a motion to adjourn the meeting. Ms. Maticic moved to adjourn the Executive Committee meeting. Mr. Moore seconded the motion; meeting adjourned at 11:45 a.m.

KRIS KNOCHELMANN, PRESIDENT

MARK R. POLICINSKI, SECRETARY

JS
3/31/2020

EXHIBIT 3-A:

FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM

ITEM #3A: FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM

BACKGROUND: The enclosed exhibit, Unified Planning Work Program FY 2021 - Executive Summary, describes each of the main categories of planning activity to be undertaken by OKI in the coming year, along with a budget for accomplishing the work.

In order to obtain the funding necessary to operate for the coming year from the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet and the Indiana Department of Transportation, OKI prepares an annual program of work activities consistent with mandated functions and emphasis areas defined by the various funding agencies.

The draft work program for FY 2021 has been reviewed by appropriate state and federal agencies. Approval of the work program by the OKI Board of Directors is necessary for OKI to be funded for the coming year.

ACTION

RECOMMENDED: Approval of Resolution OKI 2020-09

EXHIBIT:

Resolution OKI 2020-09
OKI FY 2021 Unified Planning Work Program Executive Summary

RESOLUTION
OF THE BOARD OF DIRECTORS
OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
CONCERNING APPROVAL OF THE
OKI UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2021

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments has prepared a Unified Planning Work Program for Fiscal Year 2021 in defining a scope of work to meet the needs of this region for which funding can be sought from the United States Department of Transportation, the State of Ohio, the Commonwealth of Kentucky and the State of Indiana; and

WHEREAS, the Unified Planning Work Program for Fiscal Year 2021 has been reviewed by appropriate state and federal agencies; and

WHEREAS, the Unified Planning Work Program for Fiscal Year 2021 hereby certifies that all requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process have been met; Now, therefore;

BE IT RESOLVED, that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 9, 2020, hereby approves the OKI Unified Planning Work Program for Fiscal Year 2021.

KRIS KNOCHELMANN, PRESIDENT

EXHIBIT 3-B:

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING
PROCESS**

ITEM #3B: CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

DESCRIPTION: Each year OKI is required to affirm that the regional transportation planning process is being carried out in conformance with all applicable federal regulations.

BACKGROUND: Metropolitan Planning Organizations (MPOs) must remain certified in order to be able to continue to receive federal funding to conduct the necessary regional transportation planning called for as part of the Federal-Aid Highway Program. This activity is what maintains the region's eligibility for federal funding assistance for highway and transit projects. The planning process is governed by many federal regulations, and each year the OKI Board of Directors is asked to endorse staff's affirmation that OKI efforts satisfy all such requirements. In addition, every fourth year representatives from the applicable federal agencies must conduct an on-site, in-depth review of the MPO's adherence to all statutory and regulatory requirements. In December 2016 such a review concluded that OKI was meeting all such requirements.

Based on this certification review, the OKI transportation planning process is found to meet the requirements of the metropolitan planning regulations as proscribed in 23 CFR 450. As such, the Certification Review Team certifies the planning process for the Cincinnati, Ohio TMA without conditions.

ACTION RECOMMENDED: Adoption of Resolution OKI 2020-10

EXHIBIT: Resolution OKI 2020-10 Concerning Certification of the Urban Transportation Planning Process

RESOLUTION

OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING CERTIFICATION OF THE
URBAN TRANSPORTATION PLANNING PROCESS

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 Indiana Department of Transportation (INDOT) in cooperation with locally elected officials in the Cincinnati, Middletown urbanized areas as evidenced in the Agreement, number 3206, between ODOT and OKI dated July 1, 1979 and the Agreement between KYTC and OKI dated July 1, 1983 encompassing the Counties of Butler, Clermont, Hamilton and Warren in the State of Ohio, and Boone, Campbell and Kenton in the Commonwealth of Kentucky and Dearborn County, Indiana; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO, ODOT, KYTC and INDOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 USC 5303, and 23 CFR Part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting the discrimination on the basis of age in program and activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the United States Department of Transportation conducted an on-site certification review at the Ohio-Kentucky-Indiana Regional Council of Governments offices in December 2016, and issued a subsequent finding, including three commendations, that the Ohio-Kentucky-Indiana Regional Council of Governments was fully certified as meeting all pertinent requirements: Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 9, 2020 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

KRIS KNOCHELMANN, PRESIDENT

4/9/20
rwk

EXHIBIT 3-C:

**PRESENTATION OF DRAFT FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

**ITEM #3C: ADOPTION OF THE OKI FISCAL YEARS 2021-2024
TRANSPORTATION IMPROVEMENT PROGRAM**

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

BACKGROUND: OKI is responsible for preparing a four-year program of projects in this region that will make use of available Federal-Aid Highway funds and Federal Transit Administration funds. The OKI Fiscal Years 2021 – 2024 Transportation Improvement Program provides this list of highway and transit projects and will replace the existing Fiscal Years 2020 – 2023 Transportation Improvement Program. The OKI Fiscal Years 2021 – 2024 Transportation Improvement Program is the short-range element of the OKI Metropolitan Transportation Plan.

The OKI Fiscal Years 2021 – 2024 Transportation Improvement Program will become effective with inclusion into the State Transportation Improvement Programs (STIPs) for Ohio, Kentucky and Indiana and US DOT approval.

Prior to presentation to the Board of Directors, the draft TIP was reviewed by the Intermodal Coordinating Committee, was the subject of a public hearing and public comment period. All public comments will be provided to the Board of Directors prior to scheduled action.

AUTHORITY: 23 CFR, §450.324.

FUNDING: All projects in the OKI FY2021-2024 TIP are fiscally constrained with 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 2020-11.

EXHIBIT: Resolution (OKI 2020-11 Concerning Adoption of the OKI Fiscal Years 2021-2024 Transportation Improvement Program.

RESOLUTION

OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING ADOPTION OF THE
FY 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AMENDMENT TO
THE 2040 TRANSPORTATION PLAN AND THE DETERMINATION OF CONFORMITY OF THE TIP
AND 2040 TRANSPORTATION PLAN WITH AIR QUALITY REGULATIONS

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, the Kentucky Transportation Cabinet and the Indiana Department of Transportation, and in cooperation with locally elected officials for the counties of Butler, Clermont, Hamilton and Warren in the State of Ohio; Boone, Campbell and Kenton in the Commonwealth of Kentucky; and Dearborn County in Indiana; and

WHEREAS, the MPO has, pursuant to 49 U.S.C. 5323 (k), 23 U.S.C. 135, and 23 CFR 450.220, developed the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program as a short-range element of the OKI 2040 Regional Transportation Plan (Metropolitan Transportation Plan); and

WHEREAS, the ozone nonattainment area consists of the Ohio counties of Butler, Clinton, Clermont, Hamilton and Warren; and a portion of the Kentucky counties of Boone, Campbell and Kenton; and the ozone maintenance area also includes a portion of Dearborn County, Indiana; and are subject to transportation conformity rules; and

WHEREAS, the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program includes the addition of projects, as well as other project changes, that are subject to transportation conformity requirements and these changes have not been previously analyzed as part of the OKI 2040 Regional Transportation Plan (Metropolitan Transportation Plan), as amended, and, due to those changes, a new conformity determination is required based on a new regional emissions analysis, and OKI has engaged in interagency consultation with federal, state and local partners, including the U.S. Department of Transportation, and those partners have concurred with the methodology used by OKI to determine conformity; and

WHEREAS, the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan conform to all applicable U.S. Environmental Protection Agency (EPA) approved State Implementation Plans for air quality; and

WHEREAS, the environmental justice impacts of these amendments have been identified and addressed as appropriate per Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Population; and

WHEREAS, the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan have met the requirements of OKI’s Public Participation Process; and

WHEREAS, the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan demonstrate fiscal constraint; and

WHEREAS, the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program will become effective concurrent with US DOT approval of the Fiscal Years 2021 – 2024 State Transportation Improvement Programs for Ohio, Kentucky and Indiana: Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of April 9, 2020, hereby adopts the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program as the short range element of the OKI 2040 Regional Transportation Plan and amends the OKI 2040 Regional Transportation Plan for the counties of Butler, Clermont, Hamilton and Warren in the State of Ohio; Boone, Campbell and Kenton in the Commonwealth of Kentucky; and Dearborn County in Indiana, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;

BE IT FURTHER RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments hereby affirms the conformity between the OKI Fiscal Years 2021 – 2024 Transportation Improvement Program and the amended OKI 2040 Regional Transportation Plan and applicable EPA approved State Implementation Plans.

KRIS KNOCHELMANN, PRESIDENT

AJR
4/9/20