



**BOARD OF DIRECTORS OF THE  
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS  
JUNE 11, 2020 - 10:30 A.M.  
TELECONFERENCE**

**AGENDA**

President Knochelmann, noting that there was a quorum, called the meeting to order at 10:30 a.m. with the following members in attendance.

**BOARD MEMBERS**

Judge Kris Knochelmann, Kenton County Fiscal Court, President  
Mr. T.C. Rogers, Butler County Board of Commissioners  
Mr. Gary Moore, Boone County Fiscal Court  
Mr. Kenneth F. Reed, Resident Member  
Mr. Jeffrey Anderson, City of Springdale  
Ms. Ann Becker, West Chester Township  
Mr. Craig Beckley, Resident Member  
Mr. Robert Brown, City of Hamilton  
Ms. Laura Brunner, The Port  
Ms. Mary Burns, City of Fort Mitchell  
Mr. Jeff Capell, City of Blue Ash  
Mr. Charlie Cleves, City of Bellevue  
Ms. Claire Corcoran, Clermont County Board of Commissioners  
Ms. Beth Fennell, Newport, Kentucky  
Mr. Mark Fette, City of Lawrenceburg  
Ms. Cathy Flaig, Boone County Fiscal Court  
Mr. Josh Gerth, Anderson Township  
Mr. Dennis Andrew Gordon, FAICP PDS of Kenton County  
Ms. Liz Hayden, Hamilton County Planning Commission  
Ms. Jude Hehman, City of Fort Mitchell  
Mr. Ed Humphrey, Clermont County Board of Commissioners  
Mr. Roger Kerlin, Resident Member  
Mr. Christopher Lawson, Butler County Regional Transit Authority  
Mr. Todd Listerman, Dearborn County Engineer  
Mr. Mike Mains, City of Harrison  
Ms. Christine Maticic, Butler County Association of Township Trustees & Clerks  
Mr. Larry Maxey, Resident Member

**Kris Knochelmann**  
President

**Mark R. Policinski**  
CEO

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Mr. Mark McCormack, Dearborn County Planning Commission  
Ms. Candace McGraw, Kenton County Airport Board  
Mr. Talboot Moon, City of Middleton  
Ms. Rosalind Moore, City of Forest Park  
Ms. Pamela Mullins, Resident Member  
Mr. David Okum, Hamilton County Planning Commission  
Mr. David Painter, Clermont County Board of Commissioners  
Mr. Roger Peterman, City of Fort Thomas  
Mr. Rick Probst, Dearborn County Board of Commissioners  
Mr. Sal Santoro, At-Large Member  
Mr. Karl Scultz, Miami Township  
Mr. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino  
Ms. Shannon Smith, City of Covington  
Mr. William Snavelly, City of Oxford  
Ms. Stephanie Summerow Dumas, Hamilton County Board of Commissioners  
Mr. James Sunderhaus, City of Cheviot  
Mr. Charles Tassell, City of Deer Park  
Mr. Tom Voss, Resident Member  
Mr. Chris Wahlman, INDOT  
Mr. Thomas Weidman, Hamilton County Township Association  
Mr. Robert Yeager, Kentucky Transportation Cabinet

#### **GUESTS**

Mr. Tom Arnold, representing Ms. Campbell, Ohio Department Of Transportation, District 8  
Mr. Alex Peppers, representing Ms. Katherine Keough-Jurs, Cincinnati City Planning Commission  
Mr. John Brazina, representing Mr. Landsman, Cincinnati, Ohio  
Mr. Geoff Milz, representing Mr. Unger, Colerain Township  
Mr. Jim Lukas, representing Mr. Wilson, Sharonville, Ohio  
Mr. Cory Wright, representing Mr. McGee, Union Township

#### **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. Travis Miller	Ms. Summer Jones
Ms. Margaret Minzner	Mr. Nathan Ziegler	Mr. Brandon Flessner
Ms. Gaby Waesch	Ms. Toni Gleason	Ms. Melissa Jones
Mr. Andy Meyer	Ms. Jessica Ondrovic	Ms. Florence Parker
Mr. Liren Zhou		

President Knochelmann led the Board of Director's in the Pledge of Allegiance.

ITEM #1: ADMINISTRATIVE

A. President's Announcements

President Knochelmann stated that a list of appointees for the Intermodal Coordinating Committee was distributed via the mail out packet. He asked the Board to concur with the recommendations for the committee. Ms. Matacic moved to concur with the President's appointments to the Intermodal Coordinating Committee. Mr. Weidman seconded the motion; motion carried.

B. Approval of May 14, 2020 Executive Committee Meeting Minutes

President Knochelmann called for corrections and/or additions to the May 14, 2020 minutes of the Executive Committee Meeting. There being none, Ms. McGraw moved that the minutes be approved as mailed. Ms. Matacic seconded the motion; motion carried.

C. Executive Director's Report

Mr. Policinski commented that OKI continues to function with its normal excellence. While staff is returning to the office at a measured pace, their work has not missed a beat. As important, the many jurisdictions the OKI staff works with have continued to be exceptional partners who help advance and guide OKI's work.

Mr. Policinski stated that a perfect example is the application process that begins OKI's staff review to distribute \$39 million this year to your communities. Three months ago, board members asked if the Covid 19 crisis would cause the process to grind to a halt. He said the concern was that jurisdictions and OKI would not be able to work hand-in-hand to develop a robust list of applications. This would cause us potentially to lose funding, have a void in improvements to our communities' transportation plans and face a bottleneck of projects in the future.

Mr. Policinski assured the board this would not happen, and it did not. He said OKI has had as many applications for this year's \$39 million as we did for the \$73 million we allocated to the communities in 2019. Last year, OKI had 41 applications and this year OKI has 40 and the applications are substantive; they total \$73.1 million, almost twice the amount available.

Mr. Policinski thanked all the communities that worked with OKI's amazing staff to put together a great list of applications. Now, OKI has to put the applications through the Prioritization Process, which has been deemed "Best Practice" by the Federal Highway Administration.

Mr. Policinski mentioned that the board may recall that the USDOT's approved OKI as one of only 34 nationally-Designated Projects under the America's Marine Highway (AMH) grant program. Along this section of the Ohio River, any project, public or private, needs OKI's endorsement to be eligible for these grant dollars. This extends OKI's reach along the Ohio River from West Virginia to the Mississippi River. He said that OKI was informed Wednesday, June 10, that Nucor Corporation's AMH application was awarded \$2,363,800 to construct a greenfield marine terminal in Brandenburg, Kentucky. OKI staff assisted with the application and OKI endorsed the proposal under our AMH Project Designation. Although the project is located well outside of the OKI region, it does have positive impacts on our region because it will remove approximately 200 flatbed tractor trailers per month from rural and urban highways in our region and across the entire Mid-West; this will have a dramatic impact on road safety, infrastructure maintenance and air quality.

Mr. Policinski said OKI's partnerships with the private sector are valuable in driving new funding sources to the region. Robyn Bancroft has been the person propelling these freight partnerships. He stated that in addition to Robyn securing the OKI designation for the AMH, a bit later in the agenda, Robyn will have another 3P with another grant source for the board's approval, the benefits of which will be concentrated in our region.

Mr. Policinski informed the Board that on Wednesday, June 10<sup>th</sup>, Pete DeFazio, chairman of the Transportation Infrastructure committee, release the Invest in America Act. He said this is the House's effort for a new Transportation Authorization bill. He stated that the current bill runs out on September 30<sup>th</sup>. Mr. Policinski said the hallmark of this bill is its size, at almost half a trillion dollars for five years. He stated that one could make an extrapolation that this is about a fifty percent increase, if not larger, than the typical bill that we are operating under now or have in the past few authorization bills. He said that OKI is working their way through the bill, with the help of Washington officials, to make sure we understand it and make sure that MPO's interests are protected. Mr. Policinski said that a simple breakdown shows a little over three hundred million dollars of this bill would go to roads and bridges repairs first and then identify those projects that have national significance and fund them. He stated that transit gets a huge bump in this bill; over one hundred billion dollars is aimed at transit improvements. Ten billion dollars goes commercial and vehicle safety. Rail gets sixty billion dollars; most of this is intercity, a large part of it will fall on Amtrak and a large part of that will be in the northeast corridor. He stated that he believes the size of this investment of sixty billion dollars is about the size of the last authorization bill for one year spending for the entire bill. Mr. Policinski said that we are

cautiously optimistic at what we have seen in the bill. Mr. Policinski mentioned that we will most likely operate under the current bill with a continuing resolution until the new bill is passed.

Mr. Policinski mentioned that this board meeting marks the last board meeting for Tim Maltry of our GIS staff. Tim is the longest serving staff member in the history of OKI. He has served OKI and this region for over 44 years. In fact, when Tim retires on July 6, he will have been at OKI for 16,177 days. Mr. Policinski said, I wrote the staff regarding Tim. "Longevity is a value to any organization because it connotes a history of productive accomplishments, immense institutional knowledge and astonishing dedication. All are hallmarks of Tim's service. However, Tim's value is more than his outstanding work effort. He is a good and decent human being who always thinks of the other person and the team. I have never heard Tim say a bad word about a person. More to the point, he always says something nice about everyone. I have never known him not to give his very best at all times. He has our enduring esteem because he has treated, not only his job, but also us with the utmost respect. And, he did it every one of those 16,177 days. I wish you were here to give Tim his proper acclamation. I will just say I will miss Tim as much as I have ever missed any person with whom I have worked. God speed, my friend, Tim Maltry.

President Knochelmann said there was a question from Pam Mullins. She asked with all the projects having to be approved by OKI, does this also mean any recreation related to waterway projects?

Mr. Policinski responded that if there was a project with one of the roads that we have jurisdiction over, it would include those. He said the projects that he mentioned would not be included in the thirty nine million because, again, these are brand new funding sources that we are bringing into the region.

Mr. Koehler also responded that OKI does not fund recreational projects.

Mr. Policinski apologized, that he did not hear that she was asking about recreational projects. He stated that OKI only does transportation projects.

#### D. Finance Officer's Report

Ms. Purcy Nance, staff, reported that the Finance Officer's Report was distributed via Constant Contact. She explained that this report is on the financial statements for the period ended April 30, 2020 and includes current cash information.

Ms. Nance referred members to page 2 for the current information. As of June 1, OKI had \$371,133 in the PNC checking account, \$16,590 in the HSA/FSA checking account and \$511,328 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 April 30. She reported that Cash and Investments are down 2% from this time last year. Receivables are roughly the same from this time last year. Ms. Nance reported that at April 30, there were \$709,000 in receivables associated with March and April invoices. She further stated that payables are up 6% or \$6,000 from this time last year.

Ms. Nance stated that Revenue information is located on page 4. She reported that at April 30, OKI was approximately 83% of the way through the budgeted year. Overall, revenues are at 79%, which is on budget. She referred the Board to the footnotes of page 4 for an explanation of variances greater than 10%.

Ms. Nance stated that page 5 contains Expense information. She reported that overall, expenses are at 78%, which is on budget. She referred the Board to the footnotes of page 5 for an explanation of variances greater than 10%.

Ms. Nance stated that page 6 contains the General Fund Balance information. She reported that the General Fund Balance has had a net increase of approximately \$45,000 year to date. The two components of this increase are timing differences and year to date activities. The timing differences include a \$114,000 increase due to timing of county funding payments and \$113,000 decrease due to application of negotiated fringe and indirect rates. The remaining \$44,000 increase is associated with year-to-date operations and timing of active projects. Resulting in a year to date fund balance of \$1,522,000. Of this amount, \$478,000 is committed to active projects.

There being no discussion, Ms. Matic moved that the Board of Directors accept and file the Finance Officer's Report dated June 11, 2020. Mr. Moore seconded the motion; motion carried.

ITEM #2: RESOLUTION AUTHORIZING ADOPTION OF THE COUNCIL FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGETS

Ms. Purcy Nance, stated that a copy of the Draft FY2021 Budget was included in the mail out packet. She explained that OKI's budgeting process begins in December each year with the UPWP process. Some items will be impacted by COVID-19 that were unknown at the time the process

was started. This morning I will highlight, by cost category, the differences in the overall FY20 forecast related to the FY20 Budget and explain significant variances between FY21 budget and FY20 forecast and budget.

Ms. Nance stated that overall forecasted expenditures are 4.5% under the original FY20 budget. Expenditures budgeted in FY21 are 17% greater than FY20 budget and 23% greater than FY20 forecast. She reviewed expenses in detail by cost category.

Ms. Nance reported that salaries are forecasted to be 5% under budget. She explained that OKI had 3 positions filled for a partial year, one new position, and one position moved from staff to a third party contract. FY21 salaries are 7% greater FY20 budget and 12% greater than FY20 forecast. This includes four FY20 partial year positions at full year, plus a new position budgeted in GIS department and 3.5% of current full-time salaries for merit and 0.25% for special achievement recognition, if needed.

Ms. Nance reported that FY20 forecasted fringe benefits are 12% under budget. Medical Insurance expenses are forecasted 17% under budget. At the direction of our insurance brokers we budgeted for a 15% increase in health insurance premiums and experienced a 1% increase. We also received a \$6,300 premium refund based on our claims experience for CY2019. Retirement contributions are forecasted under budget. She explained that maximum participation in the voluntary 403b plan is budgeted and is usually a little under budget. Leave variances and liability adjustments will be lower than budgeted due to leave payouts associated with staff turnover.

Ms. Nance reported that FY21 budgeted fringe benefits are 16% higher than forecasted and at the same level as budgeted in FY20. Medical Insurance expenses are budgeted 25% higher than current forecast or 4% over FY20 budget; this includes 4 positions with full year of insurance and one new position. At the advice of our brokers we budgeted a 13% increase in premiums. Retirement, specifically the 403b Plan, is again budgeted at the maximum possible participation.

Ms. Nance reported that the FY19 forecast for Travel, Subsistence and Professional Development is 19% under budget. Professional Development and Board travel were forecasted to be under budget prior to COVID-19. We now know that actuals will be even lower. The FY21 budget is in line with the FY20 budget and 17% higher than the FY20 forecast. Professional Development is budgeted above forecast but under the FY20 budget. We anticipate actual to be lower. Many professional organizations are moving to virtual conferences so we expect registrations to be on target but travel expenses to be under. Board Travel is again budgeted at \$25,000 in FY21.

The forecast for Printing, Marketing and Contractual is on budget. There was an increase in 5310 pass through activities that was offset by a decrease in marketing activities. The spring RideShare outreach campaign was not run due to COVID-19. The FY21 budget for this category is 90% or \$686,700 greater than FY20 forecast. This is due to continued increase in 5310 pass through activities, RideShare marketing back at the FY20 level, and addition of Traffic Counts and local share of HouseHold Survey.

Ms. Nance reported that the overall forecast for Other Expenditures is on budget. The FY21 budget for this category is 3% or \$24,700 under FY20 budget and forecast.

Ms. Nance reported that Revenues are forecasted revenues are 5% or \$265,000 lower than budgeted. FY21 budgeted revenues are 23% over FY20 forecast and 17% over FY20 budget. Federal and contributed services revenues are increasing due to the timing of FTA pass through projects. Fluctuations in state revenues are related to the timing of consolidated planning grant activities. Local revenues are down due to completion of the Duke Energy project. At this point in time OKI's funding is secure. We have an OEPA water project for \$75,000 that may be reduced due Ohio budget cuts. The majority of OKI's other funding is provided by formula or for multi-year projects that began in previous years.

Ms. Nance reported that the FY20 budget included a \$12,600 use of fund balance. The FY20 forecast anticipates a \$53,800 addition to fund balance. She explained that this increase is due to management of the regional planning and general and administrative programs roughly \$10,000 of this addition is related to the timing of consolidated planning activities and will be spent in early FY21. The FY21 budget includes a \$121,800 use of fund balance. This increase in is due to local county funds for increased Regional Planning activities, match for the Household Survey, and timing of PL spending primarily related to Traffic Counts.

Ms. Nance reported that OKI continues to be on sound financial footing. The fund balance has started to increase but is still within the guidance provided by the Budget Committee in the past.

Ms. Nance reported that the Capital Budget is \$90,000 and includes \$50,000 to replace network storage device and \$40,000 for network switches

Ms. Nance reported that this is the 22<sup>nd</sup> budget with a per capita at \$.33.

Mr. Gordon moved that the Board of Directors approve Resolution OKI 2020-17 concerning the adoption of the Council Fiscal Year 2021 Operating and Capital Budgets. Mr. Painter seconded the motion; motion carried.

ITEM #3: ADOPTION OF THE OKI 2050 METROPOLITAN TRANSPORTATION PLAN

Mr. Bob Koehler, OKI Staff, presented for approval, the OKI 2050 Metropolitan Transportation Plan (MTP). During his remarks, Mr. Koehler provided context for the Plan development. This 2050 Plan explores the impacts of many factors and delivers a fiscally and air quality constrained plan that meets all federal requirements for metropolitan transportation plans. The Plan represents an effective and vibrant blend of programs and projects for the region. The Plan fulfills OKI's metropolitan planning process, which serves more than two million residents, who work at approximately one million jobs.

There are certain federal requirements the Plan must meet to make the region eligible for federal transportation funds. The Plan is required to be updated every four years. The regulations do permit the plan to be amended as local conditions, needs or priorities change. The Plan must be multimodal and address the 11 planning factors. This plan replaces *OKI 2040 Regional Transportation Plan*, which the Board adopted in June 9, 2016. The federal planning factors that must be considered in the development of a Plan, were used as the goals for this 2050 Plan.

The technological revolution that is sweeping through all transportation modes, compels OKI to put forth a vision of how changes may affect our region. While the 2050 Plan serves as the official Plan, this vision goes outside the bounds of tradition and tests the impacts of rapid change in automation, mobility across society and shared mobility as a service. With the 2050 Vision we explore what's possible. Staff tested assumptions related to increased automation, ridesharing through mobility as a service and changing trip rates using the OKI Travel Model. The results are DRAMATIC. With a large percent of autonomous vehicles in the 2050 Plan and 2050 Vision we expect significant decreases in Vehicle Miles Traveled (VMT), Vehicle Hours of Travel (VHT) and hours of delay. Congestion is still expected, but the model predicts enormous relief in travel time delay due to the effects of Connected and Autonomous Vehicles (CAVs) and Transportation System Management & Operation (TSMO) activities.

The future looks bright but to get there effectively we will continue to rely heavily on traditional projects like Brent Spence, additional lanes, roundabouts, improved signals, enhanced transit and better bike/ped facilities. The OKI 2050 MTP contains more than 200 projects including the traditional elements of pedestrian, bike, freight, transit, roadway and bridges. The list can be viewed in tabular or map form in the Recommendations Section. The list is a result of the many contributions from OKI communities and performance based planning approaches undertaken by staff.

Mr. Koehler wrapped up by thanking the OKI Board and ICC for their continued support and the entire OKI staff for their contributions to the development of this Plan.

President Knochelmann asked if there were any questions for Mr. Koehler. He asked Mr. Koehler if he could comment on the selection process and how it may have differed or remained the same as last year.

Mr. Koehler responded that the process is similar as last year. He said OKI has a really robust scoring mechanism. He asked the board if he recalled this time last year when he sent a letter out asking what kind of projects our members thought were worth OKI considering for funding. He said OKI got a lot of feedback from that and we put them through our scoring process which the OKI Board has approved. This process has been recognized as a best practices across the country. It is very similar to the process that we use for funding through our TIP which Mark opened up the meeting discussing earlier. He said once we publish the draft list in March we had about a couple dozen comments about projects where people wanted to be clear to us which were there local priorities. That helped inform our process. Mr. Koehler said this time around we were able to do things through our travel model which we weren't able to do in the past, such as testing the amount of connected and autonomous vehicles and try some different things with trip rates, etc. He said our process may change, but it is still very much the same; it is still community driven. We aim to serve our 8 regions in the OKI district. He noted that you will see from the list that the projects selected are very much in line with what the communities are prioritizing.

Mr. Capell asked to make an amendment once the motion and second were carried.

Ms. Moore asked if there are any projects in the Forest Park area in the plan.

Mr. Koehler responded that he is not familiar with every detail of all 200 projects, but that if it is in the plan it goes through our scoring process. He said that in Ohio the cutoff is 50 points. If it scored higher than 50 points out of 100 it is put in the plan. Without further detail he said that is all he could say now. He said he will follow up with Ms. Moore after the meeting.

Mr. Rogers had a question about the Dublin project in the plan. President Knochelmann asked him to follow up with Mr. Rogers as well.

There being no other questions, Mr. Humphrey moved to accept Resolution 2020-18 Concerning Adoption of the OKI 2050 Metropolitan Transportation Plan. Mr. Painter seconded the motion, motion carried with a vote of 32 –For and 3 –Against.

Mr. Capell commented on the expansion of the Cincinnati Streetcar. He said he was disappointed to see the streetcar as part of the 2050 Plan. He said the streetcar has been a policy disaster, falling well short of its backer's promises while costing taxpayers one hundred forty-eight million dollars plus interest to generate few riders and terrible results. He commented that it is an expensive paperweight on wheels. He said, "Since most of us realize that federal money is finite,

we can't afford to risk having any of the numerous quality delayed or denied because money got diverted to expanding a disastrous streetcar. We need to set our priorities correctly."

President Knochelmann asked Mr. Koehler to clarify from a staff's perspective, the item in question.

Mr. Koehler responded, it is a community driven plan. The item in question was submitted from one of our members and was evaluated through the process. He said on paper it has transportation and community driven benefits. He said he doesn't see himself as the gatekeeper, but rather our members have important work to do in their communities and we do not try to filter those things; we evaluate those on their merits and after doing so it scored itself in the position where it made it eligible for funding.

Ms. Fennell commented that it would be short sighted to eliminate this from the plan that is 30 years into the future. She mentioned the emphasis being taken away from personally driven vehicles, as Mr. Koehler stated already, and headed more towards transit and autonomous vehicles. If you look across the river to Newport you can see all the developments that are taking place along the river. She stated that this is a place holder. It does not commit any money from the government or the municipalities. It is simply a place holder and as Mr. Koehler stated, it scored high enough, which is an impartial, non-political process. She encouraged the board to not take this project out of the 2050 plan.

Mr. Capell, moved to amend the motion to remove Kentucky line item 10975 expansion of Cincinnati Streetcar and any other reference of the street car in Cincinnati and Northern Kentucky from the 2050 Plan. Mr. Tassell seconded the motion, motion failed by a vote of 8 –For and 24 – Against. 1 abstained. Motion to amend failed.

Item #4: FEDERAL RAIL ADMINISTRATION CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) PROGRAM GRANT APPLICATIONS

Ms. Robyn Bancroft, OKI staff, presented the Federal Rail Administration (or FRA) administers the Consolidated Rail Infrastructure and Safety Improvements program or CRISI, for short. She said, in 2020, FRA has \$311.8 million dollars in funding available for a variety of freight or passenger RAIL-related improvements.

Ms. Bancroft reported that in late April, after funding was publicly announced, OKI was approached by two Cincinnati freight companies and asked to serve as the public sponsor and eligible applicant for both project proposals. These two companies are: Cincinnati Bulk Terminals (or CBT) located at 895 West Mehring Way on the Ohio River just west of Longworth Hall and

Downtown Cincinnati; and, Benchmark River and Rail Terminals, a subsidiary of the JR Jurgensen Company, located at 4820 River Road on the Ohio River west of Anderson Ferry Road.

Ms. Bancroft stated that OKI has had a very strong and successful working relationship with both businesses for over the past decade through their staff's active leadership in the Central Ohio River Business Association – or CORBA. OKI staff is also very familiar with the needs behind both project proposals. CBT's project is the construction an overhead conveyor system that would replace approximately 40,000 annual truck trips across Mehring Way. This project is also located in an existing Opportunity Zone. Benchmark's project is two-fold, first it will improve a double at-grade rail crossing with CSX and CIND that currently has no safety devices; and second, the project includes construction of a new traffic signal with rail preemption at the intersection of Benchmark's rail terminal access drive and River Road.

Ms. Bancroft said it is important to point out that all of the local match for both projects will be covered by CBT and Benchmark, respectfully, and that these private dollars will be leveraged to bring a brand new source of federal funding to the OKI region. CRISI funding will not only provide for critical freight rail safety improvements, but will also enhance the efficiency of rail commerce and promote much needed growth for our local, regional and state economies. This new funding opportunity can only occur through OKI's participation and partnership with the private sector. It is my intent and the hope of OKI staff that CRISI is the first of many more strategic initiatives OKI will pursue to deliver projects with significant regional importance.

Ms. Bancroft stated that approval of Resolution OKI 2020-19 provides the OKI Board of Directors' support to OKI staff's continued involvement in the planning and development of both grant proposals, online application submissions to FRA by the June 19<sup>th</sup> deadline, and high-level administrative support in the event of a CRISI award. FRA expects awards to be announced mid Oct to early Nov of this year.

Mr. Painter moved to approve Resolution 2020-19 concerning the Federal Rail Administration Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Grant Applications. Mr. Humphrey seconded the motion; motion carried.

ITEM #5:        RESOLUTION FOR AUTHORIZATION TO ENTER INTO A CONTRACT FOR HUMAN RESOURCE SERVICES FOR THE COUNCIL

Mr. Policinski presented to the Board the Resolution for Authorization to Enter into a Contract for Human Resources Services for the Council. He commented that for three quarters of 2020 we used a third-party vendor for our HR Services. He said we did this because over the years the size of the staff has become smaller. The success and cost effectiveness of this arrangement, leads

staff to request authority to retain the professional services of HR Elements for Fiscal Year 2021. The consultant will continue to work in the OKI offices on a negotiated schedule. The purpose of this resolution is to authorize the Executive Director to execute a contract for Fiscal Year 2021 services with HR Elements at a cost not to exceed \$90,000.

Mr. Reed moved to approve Resolution 2020-20 for Authorization to Enter into a Contract for Human Resources Services for the Council. Mr. Painter seconded the motion; motion carried.

ITEM #6:        RESOLUTION AUTHORIZING RETAINING 4BIS.COM AS SUPPORT FOR THE COUNCIL COMPUTER ADMINISTRATION

Mr. David Shuey, OKI staff, presented Resolution 2020-21. The Council has used the services of a consultant as a cost effective method of maintaining the OKI computer network and related technical computer issues. The consultant provides ongoing software and hardware services in an array of administrative and programmatic technical areas. The consultant works one day per week in the OKI offices and is available 24/7 as emergency needs require. The high competency level of this consultant and their knowledge of complex technical/administrative networks, leads staff to request authority to retain the professional services of 4BIS.com for Fiscal Year 2021, at authority level of \$48,000. OKI Resolution 2020-21 requests authorization from the Executive Committee to retain the professional services of 4BIS.com during FY 2021 at a maximum amount not to exceed \$48,000.

Ms. Maticic moved to approve Resolution 2020-21 for Resolution Authorizing Retaining 4bis.com as Support for the Council Computer Administration. Mr. Reed seconded the motion; motion carried.

ITEM #7:        INTERMODAL COORDINATING COMMITTEE REPORT

A.        Amendment #9 of the OKI Fiscal years 2020-2023 Transportation Improvement Program

Mr. Andy Reser, OKI Staff, presented Amendment #9 for the addition 5307 FTA funds for Middletown Transit to purchase four buses. These are funds that are expiring at the end of FY20 and were originally programed for other urbanized areas in Ohio. This project is exempt from air quality conformity and the Amendment has been posted to our website for comment since May 27th. No comments were received.

Ms. Maticic moved to approve of Resolution 2020-22 concerning Amendment #9 of the FY2020-2023 Transportation Improvement Program (TIP). Ms. Hayden seconded the motion, motion carried.

B. Amendment #1 of the FY 2021-2024 Transportation Improvement Program

Mr. Andy Reser, OKI Staff, presented Amendment #1 to the FY21-24 TIP. It includes only has 1 project, ITS Phase 3 in Clermont County. This project, involves interconnection of 15 traffic signals along the US 50 and SR 28 around Milford was programmed for FY20. The project is not ready to go, so it needs to move to FY21. Since this is a new project to the FY21-24 TIP, an Amendment is necessary. This project is exempt from air quality conformity and the Amendment has been posted to our website for comment since May 27th. No comments were received.

Mr. Reed moved to approve Resolution 2020-23 Concerning Amendment #1 of the FY2021-2024 Transportation Improvement Program (TIP). Mr. Rogers seconded the motion, motion carried.

ITEM #8: FY 2021 SECTION 604(b) WATER QUALITY SUB GRANT (OHIO EPA)

Mr. David Rutter, OKI staff, presented Resolution 2020-24. The FY 2021 Ohio EPA Area wide water quality planning agreement includes federal pass-through funds in an amount of \$51,657.14 under Section 604(b) of the federal Clean Water Act. OKI will develop a scope of services which details the water quality management planning activities that it will undertake in Ohio during SFY2021. The total cost for these activities, including OKI local funds for direct expenses, would not exceed \$51,657.14.

Mr. Humphrey moved to approve Resolution 2020-24 for FY 2021 Section 604(B) Water Quality Sub Grant (Ohio EPA). Mr. Moore seconded the motion; motion carried.

ITEM #9: SFY 2021 OHIO WATER QUALITY AREAWIDE FUNDING AGREEMENT

Mr. Rutter presented Resolution 2020-25. The SFY 2021 Ohio EPA Area wide water quality planning agreement includes \$75,000 of state pass-through funds from the state Biennium Budget. OKI will develop a scope of services which details the water quality management planning activities that it will undertake in Ohio during SFY2021. The total cost for these activities, including OKI local funds for direct expenses, would not exceed \$75,000.

Mr. Humphrey moved to approve Resolution 2020-25 for SFY 2021 Ohio Water Quality Areawide Funding Agreement. Mr. Weidman seconded the motion; motion carried.

ITEM #10: OTHER BUSINESS

ITEM #11: ADJOURNMENT

Mr. Reed moved to adjourn the meeting at 11:52 a.m. Ms. Matacic seconded the motion; motion carried.



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KRIS KNOCHELMANN, PRESIDENT



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MARK R. POLICINSKI, SECRETARY

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7/28/2020